

(Translation)

**Islands District Council**  
**Minutes of Meeting of Traffic and Transport Committee**

Date : 23 May 2022 (Monday)  
Time : 2:00 p.m.  
Venue : Islands District Council Conference Room,  
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong

**Present**

**Chairman**

Ms WONG Chau-ping

**Vice-Chairman**

Mr HO Siu-kei

**Members**

Mr YU Hon-kwan, Randy, MH, JP	(Left at around 4:20 p.m.)
Mr WONG Man-hon, MH	(Left at around 3:30 p.m.)
Mr CHOW Yuk-tong, SBS, MH	
Mr CHAN Lin-wai, MH	
Mr HO Chun-fai	
Mr KWOK Ping, Eric	
Mr FONG Lung-fei	
Ms LAU Shun-ting	

**Attendance by Invitation**

Ms Penny CHUNG	Assistant Corporate Communications Manager, Citybus Limited/New World First Bus Services Limited
Mr Stephen WAN	Manager, Operations, Long Win Bus Company Limited
Mr Desmond TANG	Assistant Manager, Planning and Development, Long Win Bus Company Limited
Ms Betsy LEUNG	Manager, Public Affairs, Long Win Bus Company Limited
Ms CHOW Wing-man	Manager - Community Relations, Link Asset Management Limited
Mr LEUNG Chi-kiu	Senior Officer - Community Relations, Link Asset Management Limited

**In Attendance**

Mr LI Ho, Thomas	Assistant District Officer (Islands)1, Islands District Office
Ms KANG Pu	Engineer/Islands(2), Highways Department
Ms HO Chung-yin	Engineer/Islands(3), Highways Department
Ms WONG Wing-ying, Chloe	Engineer/22(Lantau), Civil Engineering and Development Department
Ms LEUNG Ka-man, Eunice	Senior Transport Officer/Islands 1, Transport Department
Ms FUNG Sin-yee, Mini	Senior Transport Officer/Islands 2, Transport Department
Mr WONG Yui-him, Tim	Engineer/Islands 1, Transport Department
Ms HUI Shuk-yee	Engineer/Islands 2, Transport Department
Mr HO Ngai-king	District Operations Officer (Lantau District), Hong Kong Police Force
Mr IP Ngai-chung	Assistant District Operations Officer (Lantau District), Hong Kong Police Force
Mr HO Lee-yip	Manager, District Relations, New Lantao Bus Company (1973) Limited
Mr Peter TSANG	Senior Manager - Transportation, Discovery Bay Transportation Services Limited
Ms Anthea CHAU	Senior Corporate Communications Manager, Sun Ferry Services Company Limited

**Secretary**

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

Mr WONG Hon-kuen, Ken
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## Welcoming Remarks

The Chairman welcomed Members, representatives of government departments and organisations to the meeting.

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

### I. Confirmation of the Minutes of Meeting held on 17 January 2022

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

4. The captioned minutes were confirmed unanimously by a show of hands.

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

### II. Question on the improvement of Keung Shan Road, Tai O (Paper T&TC 6/2022)

5. The Chairman welcomed Mr WONG Yui-him, Tim, Engineer/Islands 1 of the Transport Department (TD) and Ms KANG Pu, Engineer/Islands (2) of the Highways Department (HyD) to the meeting to respond to the question. The TD's written reply had been distributed to Members for perusal before the meeting.

6. Mr HO Siu-kei briefly presented the question.

7. Mr Tim WONG briefly presented the TD's written reply.

8. Mr HO Siu-kei said the traffic accident mentioned in the question caused a traffic congestion that lasted over four hours in Tai O. Many elders and children were stuck in vehicles and unable to leave. Whenever a traffic accident happened on Keung Shan Road, the external traffic of Tai O would become gridlocked, and even emergency services would be seriously delayed, which was unacceptable. He was dissatisfied with the TD's platitudinous response saying that there were enough traffic signs and road markings on the road section. He found it unacceptable that the Department was simply shirking its responsibility, with no attempt to address the livelihood issue at all. He also said the severity of the traffic problem in Tai O should not be judged from the number of traffic accidents.

9. Mr Randy YU said the TD had always given the same stock responses to the traffic problem of Keung Shan Road over the years. The accident figures of a closed road would not show much fluctuation due to the low utilisation rate, but the fact that the figures had not risen did not mean that the road was safe. There had already been two traffic accidents in December 2021 to January 2022. Considering that half of the Tai O residents were elderly, the situation was not just unsatisfactory but in fact unacceptable, yet the responses made by the representatives of government departments in attendance today were nothing but stock answers. Carrying out enhancement works to the steep and winding Keung Shan Road would hardly reduce traffic accidents or enable low floor double-decked buses to operate on the road to help divert tourists in Tai O and facilitate boarding and alighting by elders or wheelchair users. As the Government was about to publish the findings of the Study on Traffic, Transport and Capacity to Receive Visitors for Lantau (the Study), he hoped that the TD and the Sustainable Lantau Office would seize the opportunity to bring about the early construction of an approximately two-kilometre road tunnel between Shek Pik and Ling Yan Monastery which had been under discussion for years. He believed that the construction cost would be limited, and the proposal would solve the problem of Keung Shan Road in the long run.

10. Mr Eric KWOK said the TD did not follow up and address the traffic problem of South Lantau seriously. The Department's written reply, which stated that the number of accidents involving motor vehicles had not shown an upward trend in the past five years, showed a disregard for the safety of South Lantau residents and tourists. He said when it came to traffic accidents in South Lantau, they tended to be rather serious, as evident from the two major ones that occurred on South Lantau Road near the San Shek Wan junction in recent years. Besides, he worried that road conditions and motorists would be affected by the major works to be carried out by the Drainage Services Department and the Water Supplies Department in the area from Mui Wo to Shek Pik Reservoir, coupled with the additional vehicular flow brought by the Driving on Lantau Island Scheme (DLS). He therefore urged the TD and the HyD to strengthen their communication with the relevant departments and undertake a thorough consideration. In view of the unsatisfactory response from the Department, he proposed referring the issue of traffic safety of Keung Shan Road and Tung Chung Road to the Traffic and Transport Committee Working Group (TTCWG) for detailed discussion, and he urged the relevant departments to come up with improvement measures.

11. Mr FONG Lung-fei said that in the past, he often drove a goods vehicle to deliver goods to Ngong Ping. The road was so steep that vehicles' centre of gravity would shift towards the back side even though the loads had been secured, making it a real struggle for vehicles to go uphill, and the ones in poor condition would even roll back. Vehicles would also have to slow down when approaching a bend to avoid oncoming large vehicles. Although road works had been carried out by the TD, they were not very effective, and therefore the safety issue of Keung Shan Road still merited attention. In addition, he was worried that, with the TD's recent plan to relax the DLS quotas, motorists who were not familiar with Keung Shan Road and the nearby road sections would be prone to traffic accidents. He opined that the TD should, before

making a decision, consider whether motorists from outside the area would be capable of handling the steep and winding roads. The TD should not disregard road safety simply because the number of accidents had not increased. He stressed that even one accident could be fatal, so he hoped that the TD would take the safety issue of Keung Shan Road seriously.

12. Mr HO Chun-fai said many residents of South Lantau and Mui Wo had raised with him the safety issue of Keung Shan Road in recent years. The Government was committed to promoting tourism development in Tai O and other areas, yet it did not have a sound understanding of the traffic capacity of Lantau Island. While the TD devoted substantial resources to study the road problems of South Lantau, it only carried out works in a piecemeal manner on the road section between Keung Shan Road and Tai O instead of taking bold and resolute action to obviate the danger presented by the road section. The road used to be safer in the past when there were fewer vehicles, but nowadays there were many more vehicles from outside the area. Motorists who were not familiar with the road conditions might affect the safety of other motorists. He urged the TD to face up to the problem of the steep and winding road and called for an early implementation of the proposal to build a tunnel between Shek Pik and Ling Yan Monastery.

13. The Chairman found it inappropriate that the work of dealing with the problem of Keung Shan Road had come to a standstill because of the TD's view that the accident statistics had not shown an upward trend. As traffic was closely related to the tourism development of Lantau Island and the daily life of residents, she urged the TD to address the problem.

14. Mr Tim WONG said the TD was planning to carry out road improvement works in South Lantau, including widening the bends and adding bus bays etc. Regarding the second phase of the DLS, the TD had produced pamphlets and videos to inform motorists of the matters that required special attention when driving in South Lantau, so as to facilitate the public's understanding of the actual road conditions in South Lantau.

15. Ms Chloe WONG said that the Civil Engineering and Development Department (CEDD) had substantially completed the Study and examined the conditions of main roads in South Lantau and liaised with relevant Government departments on the follow up work of any practicable road improvement proposals, including widening of some road sections and bend improvement. The CEDD would make available to the public and brief relevant stakeholders, including the Islands District Council (IDC) on the key findings of the Study in due course.

16. Ms KANG Pu said that the HyD was a works department and would commence works after the TD issued a Works Request Form. In the past year, the TD had completed two widening works on Keung Shan Road.

17. Mr Eric KWOK proposed referring the issues of Keung Shan Road and South Lantau Road to the TTCWG for follow-up. He requested that the TD and the HyD to

send their representatives to attend the meeting and to seriously respond to Members' questions.

18. Mr HO Siu-kei hoped that the CEDD would report the findings of the Study to the IDC in due course. He agreed that the issue should be referred to the TTCWG for follow-up.

19. Mr HO Chun-fai expressed his doubt about the standard on which the decision to increase the DLS quotas was based on. Even though there was not even a single passing bay on the steep road section from Pui O to Nam Shan, the TD still insisted to increase the quotas. Besides, drainage works were being carried out nearby, and there had also been a substantial increase in pedestrian and vehicular flow following the subsidence of the epidemic and the relaxation of social distancing measures. He opined that the TD should wait to decide whether to increase the DLS quotas until the Study was completed, otherwise it could only make remedies after a traffic accident happened. He hoped that the Departments could strengthen their communication.

20. Mr Tim WONG noted Members' views and would follow up with the relevant departments.

21. The Chairman asked Members to vote on whether to refer the issue to the TTCWG for follow-up.

22. Members voted by a show of hands. The result was nine votes in favour, 0 against and one abstention. The proposal was endorsed.

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

23. The Chairman invited Mr FONG Lung-fei to attend the TTCWG meeting as he had expressed his views despite not being a member of the TTCWG.

### III. Question on the resumption of bus services to the levels before the fifth wave of the epidemic (Paper T&TC 7/2022)

24. The Chairman welcomed Ms LEUNG Ka-man, Eunice, Senior Transport Officer/Islands 1 of the TD; Mr HO Ngai-king, District Operations Officer (Lantau District) and Mr IP Ngai-chung, Assistant District Operations Officer (Lantau District) of the Hong Kong Police Force (HKPF); Ms Penny CHUNG, Assistant Corporate Communications Manager of Citybus Limited (Citybus)/New World First Bus Services Limited (NWFB); Mr Stephen WAN, Manager, Operations, Mr Desmond TANG, Assistant Manager, Planning and Development, and Ms Betsy LEUNG, Manager, Public Affairs of Long Win Bus Company Limited (Long Win); and Mr HO Lee-yip,

Manager, District Relations of New Lantao Bus Company (1973) Limited (NLB) to the meeting to respond to the question. The written replies prepared by the HKPF, Citybus and Long Win had been distributed to Members for perusal before the meeting.

25. Mr Eric KWOK briefly presented the question.

26. Ms Eunice LEUNG responded as follows:

- (a) With the subsidence of the fifth wave of the epidemic, when reviewing franchised bus companies' applications for temporary service adjustments, the TD had taken into consideration various factors, such as drop in patronage, occupancy rate, availability of alternative public transport services and whether bus companies could deploy their resources effectively. The TD had asked franchised bus companies to resume the services on some of their routes already. Among them, route 39M of NLB, routes E31 and S65 of Long Win had gradually resumed to normal operation since May this year. In response to passenger demand and public opinion, the departures of Citybus route E21A from Yat Tung Estate between 6 a.m. and 8 a.m. had resumed to the normal frequency of every 11 to 20 minutes while departures from Ho Man Tin between 5 p.m. and 7 p.m. had adjusted to a frequency of every 15 to 20 minutes. In addition, the frequency of departures of Citybus route E23A before 8 p.m. had also resumed from every 30 to 60 minutes to every 30 minutes since 23 May this year. The TD would continue to monitor the occupancy rates of different bus routes and closely liaise with bus companies to adjust the schedules according to passenger demand.
- (b) The TD was aware of the situation in the Tung Chung Station Bus Terminus. During the epidemic, many people would wait for buses there to go to different tourist attractions on South Lantau Island on holidays. The TD would strengthen communication with NLB and the HKPF on crowd control and the bus route schedules.

27. Mr HO Ngai-king briefly presented the HKPF's written reply.

28. Ms Penny CHUNG said the patronage of Citybus and NWFB had declined significantly under the impact of the fifth wave of the epidemic and social distancing measures. The company had adjusted its service frequencies after reviewing the occupancy levels of bus routes, human resources and operational needs. She thanked Members and passengers for their understanding of the arrangements. Following the Government's phased relaxation of social distancing measures since April this year, Citybus and NWFB had gradually resumed the services on the suspended bus routes and enhanced the service frequencies since the second half of April. Citybus and NWFB would continue to monitor the latest occupancy levels and adjust the frequencies of their bus routes. For instance, the company had enhanced the frequencies of routes E21A and E23A according to their occupancy levels from 21 April to 23 May.

29. Mr Stephen WAN said with the relaxation of social distancing measures, the “E” routes of Long Win had resumed normal operation since May this year. Currently, all routes had resumed normal service, with the exception that the “A” routes and route S64 running to and from the airport were still maintaining limited service. Besides, Long Win had arranged for its staff to monitor its bus services in Tung Chung. The current services were sufficient to meet passenger demand.

30. Mr HO Lee-yip said NLB routes had gradually resumed service in early May this year, and all of them had resumed normal operation since 19 May. In addition, NLB had arranged to deploy staff for monitoring the services at bus termini during peak hours and made immediate adjustments in response to passenger needs.

31. Mr FONG Lung-fei said he had received a lot of residents’ complaints about bus services. Considering that bus companies had gradually resumed normal service, he believed that the situation would improve. He said there were a lot of passengers waiting for Citybus routes S52 and S52P at the Tung Chung Fire Station bus stop and the Citygate bus terminus from 6 a.m. to 7 a.m. every day. As routes S52 and S52P shared the same waiting spot and residents of Yat Tung Estate, Mun Tung Estate and Ying Tung Estate who took other buses would also alight nearby, whenever a S52 or S52P bus arrived, chaos would ensue and passengers would even jostle each other. He therefore suggested that Citybus should increase the service frequencies or consider separating the bus stops of routes S52 and S52P. He also said that, possibly due to the lost trips of Citybus route S1, the queue had extended to the MTR station and outside Citygate. He hoped that Citybus would pay attention to the situation.

32. Mr Eric KWOK expressed his views as follows:

- (a) After the Education Bureau announced class resumption on 18 April this year, route 39M failed to provide adequate service in time for students commuting from Mun Tung Estate. He thanked the TD for providing assistance promptly after receiving Members’ feedback, so that route 39M could resume normal service since 25 April this year.
- (b) He received a lot of complaints saying that there were not enough route 39M departures from Citygate from 1 p.m. to 2 p.m. to facilitate the student flow after school. The bus stop would be crowded with students, which would easily cause chaos and accidents. Besides, there were a lot of people waiting for route 39M at the Citygate bus terminus after 7 p.m. on weekdays. The situation was unsatisfactory, with the waiting time being over 10 minutes on average. The service frequency of route 39M was also very low after 9 p.m. at the weekend and on holidays. He asked the TD to follow up and urged NLB to increase the service frequency.
- (c) Although Long Win said the service frequencies of all “E” routes had resumed to pre-epidemic level, Members had not received the relevant



documents. He asked the bus company to provide the information so that Members could relay it to the public.

- (d) He received complaints from the public saying that Citybus route E23A did not have enough departures heading to the city centre during the peak hour from 7:30 a.m. to 8:30 a.m. He asked Citybus to increase the service frequency. In addition, with the airport gradually resuming service, he asked Long Win to resume the full-day service of route S65 to facilitate residents of Mun Tung Estate and Yat Tung Estate to go to work at the airport.
- (e) During public holidays, there were a lot of passengers waiting at Citygate for NLB routes 3M and 11 to go to Mui Wo and Tai O respectively, causing serious obstruction on Tat Tung Road. The problem had already been discussed many times at meetings. He asked the HKPF and the TD whether they had studied how to give early warning to tourists about the situation in Tai O and the Citygate bus terminus so that they could divert the crowd by advising people to avoid going to the relevant areas or use the ferry service at the Tung Chung New Development Ferry Pier.
- (f) He appreciated that the HKPF had implemented traffic control measures in the vicinity of Citygate and Shek Mun Kap, but the enforcement work of police alone had limited success in completely stopping vehicles from entering South Lantau illegally. He said he had proposed at the TTC meeting held on 16 November 2020 that an electronic identification system be installed in Shek Mun Kap to detect vehicles without a valid Lantau Closed Road Permit (LCRP). He asked the TD to install the devices as soon as possible so as to save police manpower.
- (g) The number of DLS quotas would be increased to 50 in July this year. He had doubt about the effectiveness of the driving guide and asked how the TD and the HKPF would help motorists understand matters that required their attention, such as the problems of cattle and the shortage of parking spaces. In addition, he asked the HKPF to provide information about the use of forged LCRPs.

33. Mr Randy YU said that Members were very concerned about the issue. Before the relaxation of social distancing measures on 21 April this year, people were keen to go the rural area. The Citygate bus terminus was notably crowded with people waiting for route 3M and buses bound for Tai O. He believed that the situation had already improved. He agreed that having the police maintain order and facilitate crowd flow was merely a palliative. He therefore proposed referring the traffic and queueing problems at the Citygate bus terminus to the TTCWG for follow-up and inviting bus companies, the TD, the HyD and the stakeholders of Citygate to attend the meeting, so as to prevent the problem from emerging again when the sixth wave of the epidemic hit. In addition, he agreed that bus services should resume to the levels

before the fifth wave of the epidemic.

34. Ms Betsy LEUNG said Long Win would discuss the temporary service schedule with the TD regularly (every one to two weeks) during the epidemic. The information would also be uploaded to the website and the mobile app. She would provide the information to Members later for reference.

35. Ms Penny CHUNG said Citybus would review the schedules of routes S1, S52 and S52P. Since 23 May this year, the company had increased the frequency of route E23A during the peak hour of 7:30 a.m. to 8:30 a.m. to meet passenger demand. She believed that the situation would improve. The company would continue to pay attention to the services of the routes.

36. Mr HO Lee-yip said route 39M departed from Tung Chung Station every 10 minutes from 1 p.m. to 2 p.m. In response to Members' feedback, NLB would arrange for inspections at the bus stop and operate special departures for students depending on the actual circumstances. Furthermore, NLB would also increase the service frequencies during evening peak hours in a timely manner according to the actual circumstances. As for the service schedule after 9 p.m., NLB would look into the bus frequency which was currently every 15 minutes and reply to Members later.

37. Mr HO Ngai-king noted Members' concerns and would step up law enforcement by working closely with the relevant departments.

38. Mr Eric KWOK asked the TD to either provide the details and the schedule of the installation of electronic identification system in Shek Mun Kap or explain the reason for not having such plan because he had raised the proposal with the TD at the TTC meeting held on 16 November 2020 and the TD had promised to follow up. He said the TD should provide a written reply later if it was unable to respond immediately.

39. Ms Mini FUNG said the TD learnt that the CEDD and the Electrical and Mechanical Services Department (EMSD) would conduct a tender exercise for the electronic identification system.

40. Ms Chloe WONG said she would provide the information about the electronic identification system to Members after the meeting.

(Post-meeting note: In order to enhance the monitoring of traffic control on Lantau closed roads, the CEDD in consultation with the TD and the HKPF, engaged the EMSD to undertake the Proof of Concept Study to apply technology for identifying vehicles entering Lantau closed roads without a valid LCRP. The system installation works contract had commenced in May 2022. The on-site installation of devices was expected to be completed in 2023, followed by a one-year on-site trial before handing over to the HKPF for operation.)

41. The Chairman asked Members to vote on whether to refer the issues of

queuing arrangements and bus access at the Citygate bus terminus to the TTCWG for follow-up.

42. Members voted by a show of hands. The result was nine votes in favour, 0 vote against and one abstention. The proposal was endorsed.

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

IV. Question on the improvement of the congestion situation on Tat Tung Road in Tung Chung during peak hours  
(Paper T&TC 9/2022)

43. The Chairman welcomed Ms LEUNG Ka-man, Eunice, Senior Transport Officer/Islands 1 of the TD; Ms Penny CHUNG, Assistant Corporate Communications Manager of Citybus/NWFB; Mr Stephen WAN, Manager, Operations, Mr Desmond TANG, Assistant Manager, Planning and Development, and Ms Betsy LEUNG, Manager, Public Affairs of Long Win; and Mr HO Lee-yip, Manager, District Relations of NLB to the meeting to respond to the question. The written replies prepared by Citybus and Long Win had been distributed to Members for perusal prior to the meeting.

44. Mr FONG Lung-fei briefly presented the question and played a video. He expressed his views as follows:

- (a) The traffic at the Citygate bus terminus was busy in the morning because there were many buses picking up and dropping off passengers, causing congestion and even delays in bus services. Many bus captains raised with him that the congestion within the Citygate bus terminus would often affect the traffic outside. As seen from the video, buses had to wait outside Citygate for more than one minute for the buses ahead to depart, resulting in a jam on Tat Tung Road. Due to the congestion at the bus terminus, buses were unable to return to Yat Tung Estate, Mun Tung Estate and Ying Tung Estate on time, and so bus trips were delayed. On 4 May this year, route 38 was unable to return to Yat Tung Estate on time, resulting in a three-minute delay that caused the passenger queue to extend to the front entrance of the shopping centre. Eventually, it took six buses and almost 12 minutes to clear the queue. Besides, as he mentioned in the previous agenda item, since Citybus routes S52 and S52P shared the same waiting spot, the queues would become chaotic whenever a bus arrived. Also, due to the lack of space at the bus terminus, buses could not pull in completely to pick up and drop off passengers. Then the buses behind were unable to move forward and congestion ensued.

- (b) He suggested that NLB route 37 departing from Yat Tung Estate should skip the Citygate bus terminus during peak hours. Many students would take route 37 to go to schools in the area during morning peak hours, but not many of them would alight at the Citygate bus terminus because they did not need to take the MTR. Besides, there were not many passengers taking route 37 at the Citygate bus terminus, while students who lived in Fu Tung Estate would go to school on foot.
- (c) He suggested that Long Win route E31 departing from Tsuen Wan should pick up and drop off passengers at the Tung Chung Crescent bus stop instead of running via Tat Tung Road. He noticed that most of the passengers who got off the bus at the Citygate bus terminus would walk to the Tung Chung New Development Pier and take the ferry to go to work at the third runway construction site. It would be more convenient for them if the bus stopped at Tung Chung Crescent instead. Moreover, as the restaurants in Citygate were mostly located in the new wing, the Tung Chung Crescent bus stop was convenient for people who worked in the catering industry as well.
- (d) NLB routes 38X, 11 and 3M and Discovery Bay buses would turn right at the Citygate bus terminus, while other buses would turn left. The right-turning buses would block the left-turning buses behind. He hoped that the TD would make improvements so that buses could arrive on time.
- (e) Some residents working at Citygate said to him that there would be a traffic jam in the surrounding area after around 1 p.m. at the weekend due to the slow-moving vehicular flows in and out of the Citygate car parks. He suggested that Citygate should consider raising the parking charges or advising motorists to use the parking spaces on Man Tung Road first instead of only using the Citygate car parks, so as to improve the congestion on Tat Tung Road. The traffic congestion on Tat Tung Road would affect Shun Tung Road or worse still the interchange on Shun Tung Road and the traffic in Tung Chung North, so the problem should not be overlooked. It was hoped that the Departments would work together to tackle the problem.

45. Ms Eunice LEUNG responded as follows:

- (a) The TD understood Members' concerns over the traffic on Tat Tung Road. When reviewing non-franchised bus services routed via Tat Tung Road, such as employees' bus services, the TD would liaise with the operators to avoid setting the pick up and drop off point at Tat Tung Road as far as possible.
- (b) As for franchised bus services, the proposal of changing some of the routes to avoid routing via Tat Tung Road and instead pick up and drop

off passengers on Shun Tung Road would affect passengers' current travelling pattern. For example, some passengers from Tung Chung West would alight at Tung Chung Cable Car Terminal for interchange with "E" routes to other districts. If the routings of the relevant "E" routes were adjusted, passengers had to alight at the Tung Chung Fire Station and walk to the bus stop on Shun Tung Road near Yu Tung Court for interchange to "E" routes. This would cause inconvenience to the passengers.

- (c) Regarding the proposal of diverting route 37 to omit Tat Tung Road, the TD had to examine the need of students of schools in Tung Chung West and Tung Chung North. As route 37 connected Tung Chung North and YMCA of Hong Kong Christian College in Tung Chung West via Tung Chung Station Bus Terminus, the TD had to review the pick-up and drop-off arrangement at Tung Chung Station Bus Terminus with NLB and work out a feasible routing to avoid affecting the students. If any adjustment was to be made, the TD would liaise with the IDC in due course. As for the adjustment to other routes, the TD and bus companies would study different feasible options with careful consideration given to people's travelling patterns.

46. Mr Desmond TANG responded as follows:

- (a) Long Win was concerned about the traffic on Tat Tung Road. Currently, route E31 only operated via the periphery of Tat Tung Road without entering the public transport interchange at Tung Chung Station, so the traffic in the morning was acceptable. However, during weekends and holidays, the journeys of route E1 would be affected by traffic congestion caused by vehicles waiting to enter the south car park of Citygate. Long Win hoped to offer better travelling experience to passengers and also understood that people wanted smooth traffic and shorter travelling time. However, if route E31 from Tsuen Wan to Tung Chung did not pass through the two bus stops on Tat Tung Road, around 20% of the passengers would be affected. Even though passengers could choose to board and alight at the bus stop on Shun Tung Road near Tung Chung Crescent or the bus stop opposite Yu Tai Court near the police station, Long Win had to consider carefully whether changing the bus stops would cause inconvenience to passengers. Nevertheless, Long Win would be pleased to explore the arrangement further.
- (b) As for the traffic congestion around the public transport exchange at Tung Chung Station, Long Win would readily explore improvement measures with the TD and other bus companies to facilitate the access of buses and improve the congestion, with a view to making overall journeys smoother while minimising the impact on passengers. Besides, Long Win would discuss and advise on the traffic conditions of

Tat Tung Road with the TD.

47. Ms Penny CHUNG said that after Citybus reviewed the changes of bus routes proposed by Members, it was expected that the passengers currently using the bus stops along Tat Tung Road would be affected. As those bus stops were used by many passengers, Citybus had to make a prudent assessment. Understanding that bus trips would be affected by traffic congestion, Citybus was pleased to further study the matter with the TD. However, it was necessary for Citybus to examine whether changes to bus routes would lengthen passengers' walking distance or affect their trips.

48. Mr HO Lee-yip said that NLB was discussing the congestion problem of Tat Tung Road with the TD. NLB had to handle carefully the need to pick up and drop off passengers at the bus stops on Tat Tung Road. He hoped to reply to Members as soon as possible.

49. Mr Eric KWOK expressed his views as follows:

- (a) The Government gazetted the proposed road works on Shun Tung Road in Tung Chung on 20 May. Large-scale road works would be carried out behind Tung Chung Crescent, including the area opposite Tung Chung Fire Station to the roundabout on Chek Lap Kok South Road. The HyD, the TD and bus companies had to pay close attention to the significant impact of the large-scale works on traffic across Tung Chung or even South Lantau. As Shun Tung Road was a vital transport lifeline, the proposed adjustments to bus routes had to be reviewed carefully. He hoped that the issue of the gazetted road works could be discussed at the TTCWG as well.
- (b) The IDC had discussed the issue of Tat Tung Road many times in the past. Tat Tung Road was frequently used by various kinds of vehicles and was connected to the entry and exit points of many roads. If Members would like to bring real improvements to the situation, they should conduct on-site inspections with the relevant departments to learn about the actual situation and put forward improvement proposals. For example, they could consider whether NLB buses could make use of the planter space when approaching the Tung Chung Swimming Pool from Shun Tung Road to make room for the buses behind and avoid blocking them. Besides, during previous on-site inspections, Members proposed that the abandoned bus stop opposite the Citygate car parks could be used for parking coaches to free up road space and alleviate traffic congestion.

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

- (a) He carried out on-site inspections on Tat Tung Road on consecutive days and found that buses in the area would all turn from Shun Tung Road into Tat Tung Road to the bus stop, which could only accommodate two

buses at most. When there was a third bus arriving, the tailgating vehicles turning into Tat Tung Road would be blocked. A similar situation would also happen when buses from outside the area turned into Tat Tung Road to the bus stop. Some buses even had to exit by cutting into the other lane, which was dangerous.

- (b) Passengers who waited for buses at the Tung Chung Skyrail Terminal bus stop were mostly residents of Yat Tung Estate, Ying Tung Estate and Mun Tung Estate. Only around 20% of those passengers were residents from Tung Chung South. As for residents of Tung Chung West and Tung Chung North, the bus stop served as an interchange for bus services bound for other districts. He had proposed splitting the airport bus service into routes A and B running through Tung Chung North and Tung Chung West respectively and via Tat Tung Road, so as to reduce the number of Tung Chung West residents waiting at the said bus stop, thereby improving the congestion. In addition, he said many vehicles would park outside Citygate near the public toilets at the weekend, obstructing the traffic on Tat Tung Road. He therefore suggested stepping up traffic enforcement against vehicles illegally parked at the location.
- (c) Considering that there were not many pedestrians at the back of Citygate and the junction of Mei Tung Street was already installed with traffic lights, he suggested that the TD should consider removing the traffic lights at the back of Citygate to alleviate traffic congestion.

51. Mr HO Chun-fai said the congestion on Tat Tung Road was attributed to the Departments which did not carry out proper planning and reserve space for four-lane traffic. With the gradual completion of buildings in Shek Mun Kap several years later, the problem of traffic congestion would become even worse. To ease the traffic flow, he proposed identifying a new location in Tung Chung for constructing a major bus interchange. After the buildings were completed in the future, passengers could be shuttled between the interchange and different housing estates and commercial buildings by two to three bus routes. It would also be convenient for people travelling from the airport or South Lantau. He asked the TD and the HyD to consider whether the proposal was feasible and reserve a minimum width of four lanes for future road expansion when carrying out road planning for the next 10 years.

52. Ms HUI Shuk-ye gave a consolidated response as follows:

- (a) The TD noted that a lot of people would remain and tour in Hong Kong as a result of the epidemic. Many of them would go to Lantau Island during long holidays and park their vehicles at the Citygate car parks, where there would be a long queue of vehicles. The TD maintained close liaison with the management company of Citygate and was aware that display screens had been installed at the car park entrances to show the occupancy of the parking spaces so that motorists would know early

whether the car parks were full or not. If the south car park was full, Citygate staff would advise motorists to use the north car park. Besides, a new car park had been completed in the south of Citygate, providing around 100 parking spaces for private cars. Motorists could see the occupancy of the Citygate car parks through Citygate's website or the TD's HKeMobility app and then choose an appropriate car park instead of queuing on Tat Tung Road for parking spaces.

- (b) As for the proposal of converting the bicycle parking spaces outside Citygate to parking spaces for other vehicles, in view of the commissioning of the temporary market on Fu Tung Street, the TD had put forward a works proposal to expand the carriageway near Citygate by relocating the cycling track northwards. The new cycling track would be built by converting some of the bicycle parking spaces. In addition, the TD would also convert some of the bicycle parking spaces into parking spaces for other vehicles.
- (c) Traffic lights were intended to balance the needs of different road users. It was hoped that pedestrians could cross the road safely when traffic conditions allowed. The TD had implemented traffic improvement measures on Tat Tung Road earlier, including coordinating the traffic light systems of the junctions of Tat Tung Road and Hing Tung Street so that the vehicles on Tat Tung Road could mostly pass both junctions consecutively. According to the TD's recent observation, the traffic on Tat Tung Road was generally smooth, and the vehicular flow also remained within the capacity of the road.

53. The Chairman said she was concerned about the congestion on Tat Tung Road and hoped that the Departments could arrange an on-site inspection. Besides, Members could also discuss the issue of Tat Tung Road when discussing the traffic of the Citygate bus terminus at the TTCWG.

(Mr WONG Man-hon left at around 3:30 p.m.)

V. Question on the impacts on Tung Chung North residents caused by dump trucks for the works in Tung Chung East  
(Paper T&TC 8/2022)

54. The Chairman welcomed Ms HUI Shuk-yee, Engineer/Islands 2 of the TD, Ms KANG Pu, Engineer/Islands (2) of the HyD, Mr HO Ngai-king, District Operations Officer (Lantau District) and Mr IP Ngai-chung, Assistant District Operations Officer (Lantau District) of the HKPF and Ms WONG Wing-ying, Chloe, Engineer/22(Lantau) of the CEDD to the meeting to respond to the question. The written replies prepared by the HyD, the Planning Department, the CEDD and the Housing Department (HD) had been distributed to Members for perusal before the meeting.



55. Mr FONG Lung-fei briefly presented the question.
56. Ms HUI Shuk-yee gave a consolidated response as follows:
- (a) The TD was responsible for the management of road traffic. Reports of gravel and dust on roads would be referred to the relevant departments for handling. According to the Road Users' Code, motorists should keep to the left except when traffic signs or road markings indicated they might do otherwise; when they intended to overtake or turn right; or when they had to pass stationary vehicles or pedestrians on the road. Currently, all lanes on Ying Hei Road were open to medium and heavy goods vehicles.
  - (b) The existing legislation stipulated that the maximum speed limit for medium and heavy goods vehicles was 70 km/h. The speed of such vehicles should not exceed the speed limit for the road or their vehicles, whichever was the lower. Although the legal speed limit was the maximum driving speed allowed on the road, it did not necessarily mean that it was safe to drive at such speed. Motorists had to always take into account all prevailing conditions and drive with caution.
57. Ms KANG Pu briefly presented the HyD's written reply.
58. Ms HO Ngai-king said the HKPF had nothing to add as the TD had arranged for representatives to respond to the question about whether dump trucks had to use specific lanes and observe speed limits on highways.
59. Ms Chloe WONG briefly presented the CEDD's written reply.
60. Mr FONG Lung-fei said according to some Tung Chung North residents, there were dump trucks travelling at 110 km/h on highways. He hoped that the relevant departments would take follow-up action. Moreover, the windows of Ying Tung Estate were covered with dust due to the works. He hoped that the relevant departments could avoid the dust emission as much as possible during construction. Given the imminent development of Tung Chung West, he believed that the area would experience the same problem faced by Tung Chung North. He said there had been an accident involving a light goods vehicle and a dump truck near the junction of Yu Tung Road and Chung Yan Road in May. He opined the cause of the accident might be that Yu Tung Road was too narrow while the dump truck was too big. He hoped that the relevant departments could strengthen their communication and put forward improvement measures, such as limiting the speed of dump trucks and ensuring that the roads were even and free from gravel, so as to prevent similar accidents from happening again.
61. Mr Eric KWOK said he was also concerned about the development of Tung Chung West. The HD was carrying out public housing works in Areas 42 and 46 behind Mun Tung Estate. Recently, he discovered that places outside the construction

sites in those two areas were affected by gravel and dust due to the lack of appropriate measures in place. He therefore asked the HD and the CEDD to urge the contractors to follow the practice of the construction sites in Areas 99 and 100 opposite Ying Tung Estate, such as by observing the requirements of watering the construction sites to prevent dump trucks from bringing mud and gravel to Tung Chung Road and the nearby roads and causing other vehicles to skid out of control.

62. The Chairman said the conditions attached to the Tung Chung New Town Extension project clearly stipulated that the works projects of Areas 42, 46, L29 and L30 as well as Tung Chung River Park and its visitor centre should not affect Tung Chung Road during construction. Besides, she knew that a temporary road connecting to Yu Tung Road would be opened to divert traffic during the construction period. She hoped that the TD and the CEDD would keep a close watch on the matter.

VI. Question on the ways to deal with the noise problem of the roundabout on Yat Tung Street  
(Paper T&TC 10/2022)

63. The Chairman welcomed Ms HUI Shuk-yee, Engineer/Islands 2 of the TD, Mr HO Ngai-king, District Operations Officer (Lantau District) and Mr IP Ngai-chung, Assistant District Operations Officer (Lantau District) of the HKPF, Ms CHOW Wing-man, Manager - Community Relations and Mr LEUNG Chi-kiu, Senior Officer - Community Relations of the Link Asset Management Limited (the Link) to the meeting to respond to the question. The written reply prepared by the HKPF had been distributed to Members for perusal before the meeting.

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

65. Ms HUI Shuk-yee said the Link operated and managed Yat Tung Car Parks 2 and 3, including the barrier gates at the Yat Tung Street roundabout, which was also located within Yat Tung Estate. According to the TD's understanding, the HD had been following up on the traffic management of the roundabout. The TD would maintain close contact with the HD and provide professional advice on traffic improvement solutions.

66. Mr HO Ngai-king briefly presented the HKPF's written reply.

67. Mr LEUNG Chi-kiu said the ticket booth and the car parks were facilities owned by the Link while the roundabout was under the management of the housing estate. Goods vehicles could enter the unloading area through the roundabout. Having noticed that vehicles were parked in the unloading area, the Link posted a notice stating that the area should be used for loading and unloading only. In addition, the company had arranged for its staff to carry out inspection and advise drivers who parked in the unloading area without loading or unloading to leave immediately. As some goods vehicles exceeded the height limit of the unloading area, their drivers had to pull up near the entrance for loading and unloading. The Link had strengthened the

manpower for monitoring to make sure that delivery persons would keep the noise down. Considering that most of the goods were delivered to Yat Tung Estate Market, the Link would discuss with the market contractor how to minimise the noise. The Link was open to the proposal of shortening the free parking time, but careful consideration had to be given to the impacts that the measures could have on stakeholders.

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

- (a) Residents found that many vehicles that were not unloading, such as private cars, would occupy the unloading area by taking advantage of the 30-minute free parking time, whereas vehicles that genuinely needed to load and unload goods could not benefit from the free parking offer and would obstruct the roundabout. The residents therefore proposed to him that the free parking time be shortened to 10 minutes. Even when the unloading area was not occupied, goods vehicle drivers would have to make multiple manoeuvres to turn around or spend several minutes to leave the car parks, so most of them would opt to load and unload their goods at the roundabout rather than taking the risk of having to pay more parking fees. He asked whether the Link could provide a free parking time of, say, one to two hours that would be long enough for vehicles to load and unload goods in the car parks, so as to minimise the noise at the roundabout which seriously affected the residents of the surrounding buildings.
- (b) The barrier gate of the ticket booth often broke down, causing vehicles to be stuck in a jam. Drivers would get impatient and sounded their horns repeatedly in the worry of having to pay more parking fees. Besides, taxi drivers would chat loudly when they gathered at the roundabout for shift handover. Residents of Yat Tung Estate worked in different kinds of jobs, so their rest time was not limited to night hours. They had been disturbed by the noise nuisance for a dozen years, so he hoped that all parties could resolve the problem with mutual understanding. Although the roundabout was managed by the HD, there was nothing its management staff could do other than giving advice to the drivers who parked illegally at the roundabout. He even witnessed a management staff being attacked for that. Furthermore, as most of the vehicles headed to the car parks and the market, the Link has an undeniable responsibility.
- (c) He suggested that the Link extend the free parking offer for goods vehicles in the early hours with the condition that the drivers had to load and unload their goods in the car parks to receive free parking. Besides, as the taxi stand on Yat Tung Street would be completed shortly, residents also suggested that the 10-minute free parking offer should only be available to taxis picking up and dropping off passengers in order to minimise the noise nuisance.

69. Mr Eric KWOK expressed his views as follows:

- (a) The long-standing problem of the Yat Tung Street roundabout remained unresolved. He therefore wrote to the Office of the Ombudsman during the previous term of the District Council (DC), and the case was found substantiated. He thanked the HD, the TD and the HyD for carrying out the widening works for Yat Tung Street to ease the congestion at the roundabout.
- (b) During the previous DC term, he made an on-site inspection with the HKPF regarding cross-boundary goods vehicles loading and unloading at the roundabout in the early hours. They found that the noise indeed caused a serious nuisance to the residents. He suggested that cross-border goods vehicles should be allowed to enter the car parks behind the market. However, given their sizes, there had to be enough space in the car parks for them to make turns. Even if goods vehicles could not be allowed to enter the car parks, provision of noise insulation facilities should at least be considered. Besides, vehicles should also be prohibited to load and unload at the roundabout and the ramp in front of the car park entrance because it was very dangerous. Advice from management staff alone would not suffice.
- (c) Regarding the obstruction caused by taxis at the roundabout, he suggested that the HKPF should deploy more patrolling officers during morning and afternoon peak hours to achieve a deterrent effect.

70. The Chairman said it already took seven to eight minutes to enter or exit the car parks normally, so the Link had to consider carefully the proposal of shortening the free parking time to 10 minutes. She concluded from Members' views that the noise nuisance was more serious from 4 a.m. to 6 a.m. She asked whether the Link had conducted site inspections during the said hours.

71. Ms CHOW Wing-man said the Link was open to the proposal of shortening the free parking time. As different impacts might result from the proposal, the Link would undertake a detailed study and consult the stakeholders to reach a consensus before implementing the proposal. The Link had arranged for its staff to monitor the loading and unloading activities at night and noticed that most of the goods vehicles were inside the unloading area. Any non-compliant vehicle would be given an advice or a warning to go into the unloading area. Due to the height limit of the unloading area, some taller cross-border goods vehicles would park near the entrance of the unloading area for loading and unloading. The Link was looking at ways to reduce the noise with the market contractor and would report to Members in due course.

72. Mr HO Ngai-king noted Members' views and said the HKPF would deploy manpower according to the situation.

73. Mr FONG Lung-fei said there were mainly two cross-border goods vehicles which loaded and unloaded at the location. He suggested that the Department and the Link provide free parking to the logistic company under certain conditions so that the drivers would load and unload their goods inside the car parks. In addition, in order to reduce obstruction at the roundabout, residents proposed imposing a one-way traffic flow in the car parks whereby, for example, car park 2 was for entry only and car park 3 exit only. As for the proposal of shortening the free parking offer to 10 minutes, it was intended to prevent people who went grocery shopping at the market from leaving their vehicles parked at the roundabout and blocking school buses or even hindering fire engines from providing emergency rescue service. He said people who wanted to drive to the market should pay to park their vehicles rather than affecting other people for their own convenience, otherwise they should take public transport.

74. Mr Eric KWOK asked the Link to arrange an on-site inspection with the HD and the relevant Members to study whether it was feasible to install noise insulation facilities at the car park entrance and the ramp leading to the first floor.

75. The Chairman agreed with Mr Eric KWOK's views. She said the Link, the HD, the HKPF, the TD and the relevant Members had to carry out an on-site inspection at the time when the problem was more serious in order to tackle the problem as soon as possible.

76. Ms CHOW Wing-man noted Members' views and said the Link would be pleased to participate in the on-site inspection.

## VII. Reports by Working Groups T&TC Working Group

77. The Chairman said the TTCWG's report had been tabled for Members' perusal.

78. Mr FONG Lung-fei said one of the souvenirs—the multi-purpose anti-epidemic spray pen—could be a hazard. As the pen contained disinfectant alcohol, it would be dangerous if children played with it carelessly or even sprayed it towards other people's eyes or electrical switches. He suggested that safety should be taken into account next time when souvenirs were to be made.

79. Mr Randy YU proposed putting a warning on the packaging of the spray pens to remind users or having Members distribute the pens to suitable people.

80. Mr Thomas LI said the types, quantities and distribution methods of the souvenirs had been discussed and endorsed by the TTCWG members. He thanked Mr FONG Lung-fei for giving his opinions in spite of not being a TTCWG member. He believed it would be difficult to have the warning printed on the spray pens as their production was completed. Nevertheless, he would relay Members' views to the TTCWG Secretary so that reminder slips could be distributed together with the rest of

the spray pens as far as practicable.

81. Mr FONG Lung-fei said the sprays pens had already been distributed, so he was just making a suggestion, hoping that the TTCWG would take a comprehensive consideration when making souvenirs in the future because residents might take the souvenirs home for their children to use. Furthermore, he said disinfectant gel would be safer than alcohol.

82. The Chairman said it would be difficult to have a warning affixed to the pens since the souvenirs had been given out. For the remaining stock, consideration could be taken to attach a slip or a piece of paper with a friendly reminder when giving them out for the sake of safety.

83. Members noted and endorsed the TTCWG's report.

#### VIII. Any Other Business

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

84. The Chairman welcomed Ms KANG Pu, Engineer/Islands (2) of the HyD to the meeting to respond to the question. The HyD submitted the Islands District Minor Traffic Improvement Projects and Works Schedules as at early May 2022. Members were invited to make enquiries and give their opinions.

85. Mr Eric KWOK said the proposed bus stop and taxi stand on Yat Tung Street in item 5 was anticipated to be completed in June 2022. It was already 23 May, but there seemed not to be any works underway at the location. He would like to know the progress of the works.

86. The Chairman said the relevant departments had conducted consultations with and distributed consent forms to the representatives of the nearby villages regarding the proposed safety island and expansion of carriageways on Tung Chung Road near Lung Tseng Tau in item 9. She would like to know the progress of the works, given that it was already 23 May. She also enquired about the progress of the installation of speed enforcement cameras on Tung Chung Road.

87. Ms KANG Pu said the temporary traffic arrangement for Yat Tung Street had been approved in mid-May. The HyD put up temporary traffic facilities on the pavements last week. It was hoped that the works could commence as soon as possible. Also, the TD submitted the temporary traffic arrangements for item 9 to the relevant departments for approval in December 2021, March and May 2022 and had collected the consent forms from the representatives of the nearby villages. However, the HKPF still had concerns about the temporary traffic arrangements. The HyD would maintain communication with the TD and the HKPF, hoping to resolve the issues and carry out the works as soon as possible.

88. Ms HUI Shuk-yee said according to the replies of the relevant sections under

the TD, the contractor was carrying out on-site inspections and underground utility mapping to assess the technical feasibility of installing a speed enforcement camera system on Tung Chung Road. The assessment and mapping work was expected to be completed in June this year. Subject to the results, the TD would install the system at the appropriate location.

89. Mr Eric KWOK asked the HyD to provide a definite schedule for the works on Yat Tung Street. In addition, he asked the Department to confirm whether the pavement widening works on Tung Chung Road near Yu Tai Court in item 13 could be completed on schedule in August this year.

90. Ms KANG Pu said the HyD was confirming with bus companies the location to which the Yat Tung Street bus stop would be relocated. The works were expected to commence at the latest in early June this year and to be completed by the end of June as per the contractor's plan. As for item 13, the HyD had submitted the temporary traffic arrangement proposal to the TD and the HKPF. The works were expected to commence in June this year and complete in August.

91. The Chairman said the Departments should place importance on and carry out the installation of speed enforcement cameras as soon as possible on Tung Chung Road, where there were many traffic black spots. Tung Chung Road was the gateway to the city centre and other districts for Tung Chung residents as well as motorists from South Lantau, Mui Wo and Tai O. The earlier the said facilities were installed, the less likely traffic accidents were to occur. In addition, as item 13 involved two Chinese banyan trees of "fung shui" significance, the Departments should remind the contractor to respect the rural traditions and customs and communicate with the village representatives whether it was necessary to perform a simple ritual to pray for well-being and peace before the works were carried out.

92. Mr Eric KWOK asked the Departments to confirm whether item 13 could be completed on schedule in August 2022. He also enquired about the progress of the provision of covers for the bus stop and taxi stand on Yat Tung Street.

93. Ms KANG Pu said the works of item 13 would be completed in August 2022.

94. Ms Eunice LEUNG said Long Win had submitted an application for the bus stop shelter to the TD. The TD was discussing with the bus company and other departments the feasibility of the works, including the exact location and design of the shelter. The TD hoped to process the application as soon as possible so that the cover could be completed around the time of completion of the bus stop.

(Mr Randy YU left at around 4:20 p.m.)

#### Cycling on roads in South Lantau

95. The Chairman said recently she had received a video of cyclists going uphill and downhill at high speed on Tung Chung Road, which was very dangerous.

Members had asked the relevant departments to address the problem in the past. She played the video, invited Members to express their views and asked the government departments to respond.

96. Mr HO Chun-fai said the geography of Tung Chung Road was not suitable for cycling. Especially when the surface of the carriageway was uneven or had potholes, bicycles travelling at high speed would lose balance or even crash into vehicles on the opposite lane. It would be difficult to determine who should be held responsible. He hoped that the departments could tackle the severe problem of bicycles travelling at high speed on roads in South Lantau.

97. Mr FONG Lung-fei said cyclists often had to sway their bicycles from side to side when going uphill. They might collide with the vehicles next to them and cause danger. He suggested that the departments consider opening the old section of Tung Chung Road between Pak Kung Au and Cheung Sha for use by cyclists.

98. Mr Eric KWOK agreed that riding bicycles uphill was equally dangerous. He had seen groups of cyclists zigzagging their way uphill on Tung Chung Road on holidays. Aside from blocking the vehicles behind, some of them would even encroach on the opposite lane to overtake the bus ahead. He asked the HKPF to advise cyclists to keep to the left as much as possible when it set up roadblocks in Shek Mun Kap. Besides, Members had proposed that the old section of Tung Chung Road be repurposed as temporary cycling track during the previous DC term. He hoped that the departments would consider the proposal seriously.

99. Mr HO Siu-kei said while it was not an offence to ride bicycles in the middle of a traffic lane, the people in the video had seriously affected the safety of other road users. He was dissatisfied that the TD did not address squarely the problem Members reported. He said it was feasible to open the old section of Tung Chung Road as temporary cycling track while Keung Shan Road in Tai O was unsuitable for bicycles as it was a winding and narrow road with buses travelling on it. He proposed enacting legislation to prohibit bicycles from entering certain dangerous road sections with busy traffic or steep gradients so that cyclists could enjoy themselves without affecting other road users.

100. The Chairman said aside from bicycles, unicycles were often found to travel dangerously at high speed on Tung Chung Road. Other road users would be put in danger in the event of accidents. The departments should put forward effective solutions.

101. Mr HO Ngai-king said bicycles were not prohibited on Tung Chung Road under the legislation. In contrast to the motorised vehicles which were generally required to be registered with the TD, there were difficulties in taking traffic enforcement action against speeding bicycles in terms of adducing evidence. The HKPF would therefore enhance publicity and education coupled with patrols so as to raise the safety awareness of road users.



102. Mr Tim WONG said that a bicycle was categorised as a vehicle and could travel on carriageways under the Road Traffic Ordinance. Like other motorists, cyclists had the right to use the roads as well as the obligation to abide by the relevant legislation. Currently, certain sections of carriageways, such as expressways and government tunnels, were designated as no-cycling zones with “No cyclists” signs posted. Moreover, the TD had a mechanism in place to consider the designation of no-cycling zones on other roads, with consideration given to various factors, such as geography, traffic flow, traffic speed, alternative routes and risk of accidents. The TD had been working with the HKPF to enhance publicity and education on cycling safety, with a hope that cyclists and other road users would respect each other to avoid accidents.

103. Mr HO Chun-fai said riding bicycles on Tung Chung Road, where expansion works had been carried out, was dangerous to a certain extent. One could imagine the dire consequences if a vehicle taking a bend on the steep section of Keung Shan Road had to avoid an approaching bicycle going uphill or downhill at high speed. He therefore asked the departments to address the problem by taking preventive measures.

104. The Chairman said the road section of Nam Shan had the same problem as Keung Shan Road. Since cyclists had the right to use the roads, and the departments were aware of the risks of riding bicycles on the road sections concerned, she suggested that the departments should enhance their publicity and education, for example by putting up posters along the uphill and downhill sections of Tung Chung Road, so as to raise the safety awareness of cyclists.

105. Mr HO Ngai-king noted Members’ views and said he would communicate with the Police Community Relations Office and Traffic New Territories South to step up publicity and education efforts.

106. The Chairman said the departments should put up posters along the road section of Nam Shan and the Keung Shan Road in addition to Tung Chung Road to ensure the safety of members of the public and motorists.

(Post-meeting note: Traffic New Territories South had put up three banners about cycling safety in the vicinity of South Lantau Road and Keung Shan Road in mid-June to raise the safety awareness of cyclists.)

#### IX. Date of next meeting

107. There being no other business, the meeting was adjourned at 4:38 p.m. The next meeting would be held at 2 p.m. on 18 July 2022 (Monday).

-END -