

(Translation)

Islands District Council
Minutes of Meeting of Traffic and Transport Committee

Date : 9 December 2025 (Tuesday)

Time : 10:00 a.m.

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

Present

Chairman

Ms WONG Chau-ping, MH

Vice-Chairman

Mr YIP Pui-kei

Members

Mr HO Siu-kei

Mr HO Chun-fai

Mr YU Hon-kwan, MH, JP

Mr NG Man-kit

Mr CHOW Yuen-kuk, Jonathan

Mr HUI Chun-lung, MH

Ms KWOK Wai-man, Mealoha

Mr WAN Yeung-kin

Mr WONG Man-hon, MH

Mr LAU Chin-pang

Ms LAU Suk-han

Ms LAU Shun-ting

Mr LUO Chenghuan, MH

Co-opted Member

Mr TSANG Chiu-yuk, Ray

Attendance by Invitation

Mr AU Kak-loi, Peter

Senior Transport Officer/Planning/Ferry 2,
Transport Department

Mr KWAN Siu-kin

Senior Engineer/Transport Services E,
Electrical and Mechanical Services Department
Senior Manager (Operations and Administration),
New Lantao Bus Company (1973) Limited

Mr Peter CHU

Manager, District Relations,

Mr HO Lee-yip

New Lantao Bus Company (1973) Limited

Ms Carrie SO

Deputy Manager, Corporate Communications Department,
Sun Ferry Services Company Limited

In Attendance

Mr MOK Mong-chan	Assistant District Officer (Islands)1, Islands District Office
Mrs RADFORD Kit-ye, Kitty	Administrative Assistant/Lands (District Lands Office, Islands), Lands Department
Mr WONG Chi-hung, Philix	Engineer/Islands(3), Highways Department
Mr LUK Cheuk-man, Eric	Senior Transport Officer/Islands 2, Transport Department
Mr WONG Yui-him, Tim	Engineer/Islands 1, Transport Department
Mr LEE Lap-man	Engineer/Islands 2, Transport Department

Secretary

Ms SZE Hei-man, Annie	Executive Officer (District Council)3, Islands District Office
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**Welcoming Remarks**

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

I. **Confirmation of the Minutes of Meeting held on 20 October 2025**

2. The Chairman said that the captioned minutes had been distributed to the government departments, representatives of organisations and Members for perusal prior to the meeting. Members did not propose any amendment, and the captioned minutes were confirmed unanimously.

3. The Chairman advised that paragraph 3 of the above minutes mentioned that the Transport Department (TD) had earlier indicated that more time was needed to finalise the implementation details of the “Southbound Travel for Guangdong Vehicles” (STGV) policy, and that it would be necessary to first consult the relevant panels of the Legislative Council before reporting the implementation details of the policy in the Islands District to Members of the Traffic and Transport Committee (T&TC). In this regard, the Chairman had earlier requested the TD through the Secretariat to arrange a briefing session, as far as possible, before the implementation of the policy to explain the details to the T&TC. However, before this meeting was held, the relevant section of the TD had replied that more time was still needed to arrange the briefing session. Under the STGV policy, the arrangement allowing approved private cars from Guangdong to be parked in the automated car parks on the artificial island at the Hong Kong Port via the Zhuhai Port of the Hong Kong-Zhuhai-Macau Bridge had been implemented starting from 15 November 2025. As for the arrangement for these vehicles to enter the urban areas, applications would open on 9 December, with the policy to be officially implemented on 23 December. To ensure that the TD could fully consider and incorporate the views and suggestions of the T&TC before the implementation of the arrangements, the Chairman requested the Secretariat to continue

to follow up with the relevant section of the Department on the arrangement for the briefing session, and asked the TD's representatives present at the meeting to forward the above request to the relevant section in order to hold the briefing session as soon as possible.

(Post-meeting note: The TD had arranged a site inspection and a view-sharing session with Members of the T&TC and the Islands District Council (IsDC) at the Lantau Charging Station cum STGV Information Centre set up under the STGV policy on 29 January 2026.)

## II. Follow-up on “Road Traffic Congestion Problem in Tung Chung Town Centre and Nearby Areas”

4. The Chairman advised that at the IsDC meeting in May 2024, the Chairman of the IsDC had referred the captioned agenda item to the T&TC for follow-up. Since the T&TC meeting held in June last year, the Committee had been holding discussions with the TD regarding the captioned item, and had formulated short, medium and long-term improvement measures, which had been gradually implemented. As of the end of June 2025, all IsDC members had submitted interim review reports to the Secretariat on the captioned item, summarising the progress achieved and proposing further improvement measures.

5. The Chairman welcomed Mr LEE Lap-man, Engineer/Islands 2 of the TD to the meeting for the discussion. At the last meeting, the TD indicated that it had, together with the relevant departments, planned the provision of a temporary car park at Tung Chung Area 59. The Chairman asked the TD to report on the latest progress of the work.

6. Mr LEE Lap-man reported as follows:

- (a) At present, the TD and the Highways Department (HyD) were mainly focusing on the widening works of a section of Tat Tung Road outside the car park of Citygate, as well as co-ordinating with the Airport Authority Hong Kong on the “Airport Tung Chung Link” project. The TD, together with the Airport Authority Hong Kong and the Police, would carefully review the various temporary traffic arrangements implemented for the preliminary works for the project in order to minimise the impact of the works on the traffic in the area.
- (b) Regarding the improvement of ancillary transport facilities in the area, the TD would continue to co-ordinate the traffic control system and real-time adaptive traffic signal system at each major junction in Tung Chung to divert the traffic and pedestrian flows. In addition, the Department would continue to monitor the traffic conditions in the area and improve the relevant transport facilities.

- (c) The temporary car park at Tung Chung Area 89 provided by the TD earlier had commenced service. In addition, the Department, together with other relevant departments, was actively taking forward the provision of a temporary car park at Tung Chung Area 59, with a view to expediting its commissioning as soon as possible. It would also continue to identify more suitable locations in the area for use as temporary car parks or roadside parking spaces.

7. Members expressed their views as follows:

- (a) Members asked the TD about the timetable for the provision of the temporary car park at Tung Chung Area 59.
- (b) Some residents in Tung Chung West expressed concern over the shortage of motorcycle parking spaces in the area. In this regard, the TD should optimise the use of land resources and explore improvement proposals, such as converting some bicycle parking spaces with low utilisation rates into motorcycle parking spaces.
- (c) With the continuous development of the Tung Chung New Town, the number of heavy vehicles entering Tung Chung East and Tung Chung West were increasing. In addition, as the intake of Cheung Tung Estate started recently and that Yu Hing Court and Chun Tung Estate would be completed in 2026 successively, the population in the area would increase by more than 30 000. In view of the continuous increase in the traffic and pedestrian flows, Members urged the departments concerned to enhance the road networks and bus services in the area.

8. Mr LEE Lap-man gave a consolidated response as follows:

- (a) The TD noted Members' views and would, after the meeting, study the feasibility of providing additional motorcycle parking spaces at Tung Chung West, as well as discuss improvement measures regarding heavy vehicles running in Tung Chung East and Tung Chung West with the relevant departments.

(Post-meeting note: Regarding the views on the provision of additional motorcycle parking spaces, the TD replied after the meeting that it was reviewing the current demand for motorcycle parking spaces in Tung Chung West, and was exploring relevant proposals with other departments by taking the use of land and resources into account. Regarding heavy vehicles running in Tung Chung, the Civil Engineering and Development Department (CEDD), the Housing Department and the TD discussed improvement measures on 9 January 2026. The relevant departments would minimise the use of roads in the town centre by heavy vehicles as far as possible to avoid affecting the daily traffic.)

- (b) The TD would continue to co-ordinate with the Lands Department in actively taking forward the provision of the temporary car park at Tung Chung Area 59, and the tendering exercise was expected to commence in the first quarter of 2026.

### III. Follow-up on “The Use and Parking Problems of Bicycles”

9. The Chairman advised that at the IsDC meeting held in May 2024, the Chairman of the IsDC had referred the captioned item to the T&TC for follow-up. As of the end of June 2025, all IsDC members had submitted interim review reports to the Secretariat on the captioned item, summarising the progress achieved and proposing further improvement plans.

10. The Chairman welcomed Mr WONG Yui-him, Tim, Engineer/Islands 1 and Mr LEE Lap-man, Engineer/Islands 2 of the TD to the meeting for the discussion. The Chairman said that, prior to the meeting, the Secretariat had requested the TD to update the information on bicycle parking spaces in the Islands District in response to Members’ enquiries raised in the last meeting, including the distribution of the parking spaces in Tung Chung East and Tung Chung West. The relevant information had been tabulated and tabled at the meeting for Members to express their views on the locations and numbers of the existing and planned parking spaces. In addition, the Chairman asked the guest to report on the follow-up work regarding the obstruction of the emergency access routes on Tung Wan Road (near the main square in Cheung Chau) by illegally parked bicycles<sup>Note</sup>.

11. Mr Tim WONG reported as follows:

- (a) The TD had deployed staff to conduct site inspections at Tung Wan Road (near the main square in Cheung Chau) on 20 August, 3 September and 10 November 2025, respectively. During the inspections, illegally parked bicycles were found on some sections of the road, yet they did not cause obvious obstruction to ambulances or pedestrians. Therefore, in terms of traffic management, the Department considered that the obstructed Tung Wan Road was wide enough for ambulances and pedestrians to pass through at present.
- (b) The TD would continue to monitor the illegal parking of bicycles at Tung Wan Road and review whether the relevant provisions of the Summary Offences Ordinance (Cap. 228) were applicable to the

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<sup>Note</sup> At the T&TC meeting on 12 August 2025, the TD had informed the Committee under the captioned item that it had stepped up clearance of illegally parked bicycles at locations in Cheung Chau with a more serious problem in accordance with the Summary Offences Ordinance (Cap. 228), and that it was studying whether it was suitable to include the vicinity of Tung Wan Road (near the main square in Cheung Chau) as a black spot of illegal parking subject to enforcement under the Ordinance. The Department noted Members’ views and would continue to take forward the above work. When responding to Members’ enquiries on the work progress at the T&TC meeting on 12 October, the Department had said that its relevant section still needed time to review whether Tung Wan Road (near the main square in Cheung Chau) could be included in the clearance operations.

clearance of illegally parked bicycles there, and would report to Members in a timely manner.

- (c) Meanwhile, all relevant departments, including the District Lands Office, Islands, the TD, the Hong Kong Police Force (HKPF), the Food and Environmental Hygiene Department and the Islands District Office would, in accordance with the Land (Miscellaneous Provisions) Ordinance (Cap. 28) and other relevant legislation and taking the actual circumstances and needs into account, conduct joint operations as appropriate to clear illegally parked or abandoned bicycles.
- (d) In addition, the 56 new bicycle parking spaces at San Hing Praya Street provided by the TD had been opened for public use on 6 November 2025. The Department expected that the new parking spaces would meet the demand for parking at the vicinity of the Cheung Chau Ferry Pier and help alleviate the problem of illegal parking.
- (e) The TD would continue to closely monitor the demand for bicycle parking spaces in Cheung Chau, as well as consider and implement other feasible measures in a timely manner to alleviate the problem of illegal parking in the area.

12. Members expressed their views as follows:

- (a) Members opined that the conclusion made by the TD after site inspections at Tung Wan Road (near the main square in Cheung Chau) that no obvious obstruction to ambulances and pedestrians caused by the illegally parked bicycles was observed did not reflect the facts in full. They also pointed out that the main square in Cheung Chau was crowded with visitors and students recently as many schools were holding their autumn picnic days on the island, which, coupled with the massive illegally parked bicycles nearby, caused obstruction to ambulances from time to time. In this regard, the relevant departments should seriously follow up on the problem of illegal parking and completely prohibit the parking of bicycles there.
- (b) Members had received various reports from Cheung Chau residents and ambulance personnel that the illegally parked bicycles at Tung Wan Road had obstructed the emergency access routes. Given that emergency rescue operations which might take place in the future were involved, the relevant departments should thoroughly tackle the problem of illegal parking to ensure that the routes were unobstructed.
- (c) The TD should paint box markings at the location concerned to designate it as a parking prohibition zone, so as to serve as a reminder and deter illegal parking.
- (d) The growing number of automated bicycles (also known as shared

bicycles) in Tung Chung in recent years often gave rise to illegal parking in the area. Some shared bicycles were even parked at the centre of the roads. In this regard, Members urged the TD and operators of shared bicycles to jointly explore improvement proposals and suggested that the Department should set up shared bicycle parking spaces at designated locations. In addition, the Department could consider converting bicycle parking spaces with low utilisation rates into designated shared bicycle parking spaces to facilitate the use of the positioning system and geofencing technology by operators of shared bicycles, with a view to enhancing regulation on shared bicycle users.

- (e) The past experience of Peng Chau showed that merely painting box markings on roads to prohibit bicycle parking without adopting complementary enforcement actions or other measures had little impact on the situation of illegal parking. The TD should consider putting up warning signs at locations at certain heights above the ground and installing bollards, so as to remind the public that parking bicycles at Tung Wan Road was prohibited.

13. Mr Tim WONG gave a consolidated response as follows:

- (a) Regarding Members' suggestion on setting up a bicycle parking prohibition zone at Tung Wan Road, given that the relevant road markings had no legal effect, the relevant departments were unable to take enforcement action against those who parked illegally even though such markings were painted on the roads. In fact, bicycle users should not park outside the designated bicycle parking spaces.
- (b) Regarding Members' suggestion on installing bollards, the TD had to consider whether pedestrians could pass through the area if bollards were installed. That said, bicycle users could still leave their bicycles on the aforementioned routes even with the bollards. The Department therefore did not consider the installation of bollards an effective solution to the problem of illegal parking. In addition, it expected to continue to combat illegal parking through publicity and education, such as putting up banners and notices at different locations (in particular black spots of illegal parking) to remind and educate the public about proper bicycle parking.
- (c) Regarding Members' report on the obstruction of the emergency access routes caused by illegally parked bicycles at Tung Wan Road (near the main square in Cheung Chau), the Department would enhance communication with Members after the meeting to identify the hours of the day in which the problem of illegal parking was more serious. It would also consider conducting site inspections again during those hours.

14. Members expressed their views as follows:

- (a) The past situation at the Mui Wo Ferry Pier also showed that merely painting box markings on roads to prohibit bicycle parking would not help eradicate illegal parking. During the implementation of works at the Mui Wo Ferry Pier, the CEDD and its contractor had to deploy additional manpower to deal with illegally parked bicycles and dissuade members of the public from bringing their bicycles into the access outside the pier, which helped alleviate the problem of illegal parking and keep the access unobstructed. In addition, with the fast tempo of life in Hong Kong, many members of the public parked their bicycles everywhere for the sake of convenience and saving time. It was therefore believed that the effectiveness would be limited if the TD solely relied on stepping up publicity and education.
  
- (b) Members understood that the frequency and scope of inter-departmental joint clearance operations might be restricted by the prevailing legislation as well as availability of resources and manpower of various enforcement departments, and that those operations alone would be insufficient to cope with illegal bicycle parking of all types and scopes. Given the frequent occurrence of illegal bicycle parking at Tung Wan Road (near the main square of Cheung Chau) and the fact that the obstruction of emergency access routes could result in serious consequences as it might severely hinder patients' treatments, Members urged the TD's representatives to convey their views to the Department and the Transport and Logistics Bureau, and explore the feasibility of stepping up regulation and clearance of illegally parked bicycles through legislative amendments.

15. Mr Tim WONG said that the TD noted Members' suggestion on legislative amendments and would convey their views to the Department after the meeting.

16. The Chairman summarised as follows:

- (a) She asked the TD's representatives to follow up on Members' proposal on legislative amendments, and report the Department's reply to Members in a timely manner.

(Post-meeting note: The TD replied after the meeting that, as for illegal parking or abandonment of bicycles, according to the Road Traffic (Parking) Regulations (Cap. 374C), on public roads with street lighting, bicycles could only be parked at a designated bicycle parking place. No person shall park a vehicle (including a bicycle) in non-designated parking places on the street; nor shall he or she park a vehicle in a parking place for a continuous period of more than 24 hours. In addition, the Land (Miscellaneous Provisions) Ordinance (Cap. 28) prohibited unlawful occupation of unleased Government land, whereas

the Summary Offences Ordinance (Cap. 228) prohibited people from depositing any matter which obstructed, inconvenienced or endangered any person or vehicle in a public place, etc. Currently, joint operations to clear illegally parked or abandoned bicycles were conducted by the District Offices, the District Lands Offices, TD, the HKPF as well as the Food and Environmental Hygiene Department, etc. from time to time having regard to the actual circumstances and needs. The Department noted Members' suggestions and would continue to monitor the parking of bicycles in the area with the relevant departments, in order to review the arrangements in a timely manner.)

- (b) After conducting site inspections at Tung Wan Road (near the main square in Cheung Chau), the TD considered that the illegally parked bicycles had not caused obvious obstruction to emergency access routes, and this differed from Members' observation. In this regard, the Chairman suggested that Members should provide the TD with the relevant photos and videos for its reference and follow-up.
- (c) Regarding Members' suggestion on painting box markings on Tung Wan Road to prohibit bicycle parking, the Chairman cited the example of illegal parking at the Mui Wo Ferry Pier to emphasise that such type of road markings should be complemented with enforcement actions to enhance the effectiveness of management. In this regard, the Chairman asked the Secretariat to arrange for the TD and Members to conduct a site inspection at Tung Wan Road in Cheung Chau after the meeting to discuss the feasibility of the suggestion and other feasible solutions.

(Post-meeting note: The Secretariat had arranged for the Committee to conduct a site inspection at Tung Wan Road in Cheung Chau with the TD's representatives on 18 December 2025. During the inspection, the Chairman, Members and Assistant District Officer (Islands)<sup>1</sup> highlighted to the TD the necessity and urgency of adopting additional measures for keeping the access unobstructed and preventing illegally parked bicycles from obstructing the emergency access routes at any time. The suggested measures included, but not limited to, extending the scope for enforcement beyond the black spot of illegal parking nearby to cover the entire Tung Wan Road as soon as possible to allow frequent enforcement actions there, as well as painting box markings on the road to prohibit bicycle parking. This was to change the citizens' habit of illegal parking there under a two-pronged approach. The Department agreed to formulate enforcement strategies and other follow-up proposals before the next meeting and report to Members in a timely manner.)

- (d) Since the TD could not respond to Members' suggestion on providing

shared bicycle parking spaces for the time being, the Chairman asked the Department to report the relevant study results to Members at the next meeting.

17. Mr Tim WONG said that the TD would co-operate with Members to conduct site inspections.

18. Members agreed that the Department would have limited success in alleviating the problem of illegal parking by merely painting box markings on the roads or putting up banners without any plan for enhanced enforcement actions. Under resource constraints, the relevant departments should also consider combating illegal parking by leveraging technology, such as using robots to continuously broadcast audio clips to promote proper bicycle parking at black spots of illegal bicycle parking, in order to remind members of the public not to park illegally.

19. Mr Tim WONG said that the TD noted Members' suggestions and would relay them to the relevant section.

#### IV. Follow-up Items

a) Question on the improvement of traffic congestion in Tung Chung West and South Lantau

20. The Chairman said that after a Member had raised the captioned question at the T&TC meeting on 14 April 2025, the TD, the HKPF and the Hospital Authority (HA) sent representatives to attend the T&TC meeting on 10 June 2025. At the last meeting, the TD indicated that it had held a meeting with the Police and the HA on 16 October 2025 to discuss the specific details for opening Chui Kwan Drive to divert the traffic under emergency situations, and expected that the arrangement would be implemented in the first quarter of 2026.

21. The Chairman welcomed Mr LEE Lap-man, Engineer/Islands 2 of the TD to the meeting to respond to the question. As mentioned in the last meeting, the relevant department would further review whether buses were allowed to use Chui Kwan Drive under emergency situations.

22. Mr LEE Lap-man reported as follows:

(a) Regarding the arrangement of opening Chui Kwan Drive under emergency situations, the TD was preparing for updating the existing list of emergency action items and expected that the arrangement could be implemented in the first quarter of 2026.

(b) The TD understood that members of the public expected normal public transport services under emergency situations. However, after further

examination and consideration of the actual environment and situation, the Department still did not recommend the use of Chui Kwan Drive by large vehicles under emergency situations.

- (c) The TD understood that Yu Tung Road served as the only connection between Tung Chung West and Tung Chung Town Centre at present. The Department would explore other proposals for increasing the capacity of Yu Tung Road for dealing with emergency incidents in the light of resources and actual needs. It would actively consider any proposals and give its views on traffic matters.

23. Members expressed their views as follows:

- (a) Since the last meeting, there had been traffic congestion at the junctions between Yu Tung Road and Chung Yan Road on some occasions. Members had repeatedly suggested opening Chui Kwan Drive to divert the traffic during severe traffic congestion. In this regard, the relevant departments should implement the arrangement as soon as possible.
- (b) Members urged the TD to review whether single-decked buses could be allowed to use Chui Kwan Drive under emergency situations to ensure that some public transport services could still be maintained during severe traffic congestion.
- (c) Members were pleased to know that the TD would consider all proposals to improve the situation in which Yu Tung Road served as the only connection between Tung Chung West and Tung Chung Town Centre. With the continuous development of Tung Chung New Town, the TD and the relevant departments should explore the construction of new roads for linking Tung Chung West and Tung Chung Town Centre, with a view to increasing the emergency response capability and accessibility of Yu Tung Road.

24. Mr LEE Lap-man gave a consolidated response as follows:

- (a) The TD noted Members' views and would further explore whether single-decked buses or other small public transport vehicles could be allowed to use Chui Kwan Drive under emergency situations.

(Post-meeting note: The TD replied after the meeting that it did not recommend the use of Chui Kwan Drive by buses under emergency situations after examining the actual environment and situation, but it would consider the use of the road by other small public transport vehicles subject to actual circumstances.)

- (b) The TD understood that Yu Tung Road was the only road linking Tung Chung West and Tung Chung Town Centre, for which it would consider various improvement proposals.

25. The Chairman asked the TD whether it was confident to co-ordinate with other departments and arrange for large vehicles to park on the roadside for other vehicles behind to continue to pass through in the event that there were emergency situations at Yu Tung Road, if it still insisted that no large vehicles (including double-decked buses) were allowed to use Chui Kwan Drive. In addition, the Chairman reminded the Department that, in the event of a traffic accident at Yu Tung Road, severe traffic congestion of as long as one and a half hours was possible. If the Department did not allow double-decked buses to use Chui Kwan Drive, the commuting time of the passengers of such buses might increase significantly.

26. Mr LEE Lap-man said that the TD did not recommend the use of Chui Kwan Drive by large vehicles after examining the situation, and added that the Department was focusing on exploring other proposals to increase the capacity of Yu Tung Road in coping with emergency incidents.

27. Members expressed their views as follows:

- (a) As Yu Tung Road and Chui Kwan Drive were complementary to each other, residents in Tung Chung West very much expected that the opening of Chui Kwan Drive under emergency situations could be implemented as soon as possible to divert the traffic flow. In addition, as the HA had expressed its wish to hand over the management of Chui Kwan Drive to the Government in the previous meeting, Members did not understand the current difficulty faced by the TD in making the relevant arrangements. In this regard, Members urged the Department to implement the arrangement of opening Chui Kwan Drive as soon as possible.
- (b) Members asked the TD how it would increase the emergency response capability of Yu Tung Road and improve the situation in which the road served as the only connection between Tung Chung West and Tung Chung Town Centre. They asked whether the Department would, for example, explore constructing other link roads or increasing the number of traffic lanes to improve the traffic at Yu Tung Road.

28. The Chairman provided supplementary information as follows:

- (a) The Chairman expected that the relevant department could officially implement the arrangement of opening Chui Kwan Drive under emergency situations to divert the traffic flow in January 2026.

- (b) The relevant departments should speed up the pace of handling of emergency incidents, so that Chui Kwan Drive could be opened swiftly after the occurrence of unexpected incidents to provide assistance to the citizens as soon as possible.
- (c) The Chairman asked the TD to seriously consider allowing large buses to use Chui Kwan Drive under emergency situations.

29. Mr LEE Lap-man gave a consolidated response as follows:

- (a) The TD would continue to proactively take forward the opening of Chui Kwan Drive in the hope of implementing the arrangement as soon as possible.
- (b) The TD would explore how to increase the capacity of Yu Tung Road in coping with emergency incidents under a two-pronged approach, including increasing the road's capacity to improve its accessibility and exploring the construction of alternative roads with other relevant departments. The Department and the relevant departments would consider all feasible proposals subject to availability of resources and needs.

(Post-meeting note: The TD replied after the meeting that, as for increasing the accessibility of Yu Tung Road, the Department was currently exploring feasible proposals with the relevant departments subject to resources and needs. Regarding the construction of alternative roads, the TD had suggested that the CEDD should explore the need for constructing a new link road to divert the traffic flow from South Lantau to Tung Chung Town Centre in the South Lantau Eco-recreation Corridor project. The TD suggested that the CEDD should consider its views and study the feasibility of road construction.)

30. The Chairman asked the TD to report the specific date for officially implementing the arrangement to Members through the Secretariat after the meeting.

(Post-meeting note: The TD replied after the meeting that it was undertaking relevant preparatory work and strived to implement the arrangement in the first quarter of 2026.)

b) Question on the maintenance services and parking spaces for golf carts in Discovery Bay

31. The Chairman said that after a Member had raised the captioned question at the T&TC meeting on 20 October 2025, given that the Discovery Bay Services Management Limited (DBSML) had not sent any representative to attend the meeting, the Secretariat had written to the company after the meeting to forward Members' views

and suggestions, and had forwarded its written reply to Members by email on 26 November 2025.

32. The Chairman welcomed Mr LUK Cheuk-man, Eric, Senior Transport Officer/Islands 2 of the TD to the meeting to respond to the question. The Secretariat had invited the DBSML to send representatives to attend this meeting after the last meeting, yet the company did not do so as invited. In addition, the TD stated that it would study Members' suggestion put forward in the last meeting that the Department should strengthen regulation of the golf carts in Discovery Bay.

33. Mr Eric LUK said that, in relation to Members' suggestion on strengthening regulation of golf carts in Discovery Bay by the TD, the Department reiterated that Discovery Bay was a private development, with its roads and the golf carts in the area managed by the Hong Kong Resort Company Limited. This notwithstanding, the Department noted Members' views.

34. Members expressed their views as follows:

- (a) The DBSML said in its written reply that the annual licence fee of golf carts was mainly used on road repair and maintenance in Discovery Bay, as well as the expenses for obtaining cart licences, which had no direct relationship with the maintenance services of golf carts. Nevertheless, even if no golf carts would be operated in Discovery Bay, road repair and maintenance would still be required as appropriate. In this regard, Members urged the DBSML to consider including the basic maintenance fee of golf carts in the aforementioned annual licence fee to waive the additional basic maintenance fee paid by cart owners at present.
- (b) In addition, the DBSML said in its written reply that golf cart owners were free to choose any of the registered vehicle mechanics listed on the website of the Electrical and Mechanical Services Department (EMSD) for examination, repair and maintenance of vehicles. However, the above statement was not consistent with the actual situation relayed by some cart owners in which they were required by the DBSML to use the designated vehicle mechanics when purchasing new golf carts or scrapping the existing ones. In this regard, Members asked the DBSML to clarify the matter to the golf cart owners in the area to dispel misunderstanding.
- (c) A majority of golf cart owners in Discovery Bay were accustomed to using golf carts as a means of feeder transport, parking their carts near the Discovery Bay Ferry Pier and taking ferry to urban areas for work very often. However, vehicles were only permitted to park for three hours at most at the 20 parking spaces near the tennis courts, which failed to meet the cart owners' demand. In this regard, Members urged

the DBSML to respond actively to residents' needs.

- (d) Although the total number of parking spaces for golf carts exceeded the number of golf carts in Discovery Bay, only residents of the specific residential developments were allowed to use the parking spaces near the ferry pier. In relation to the keen demand for and shortage of parking spaces at the vicinity of the pier, Members asked the DBSML for solutions.
- (e) Given that the TD was responsible for the approval of the 500 golf cart licences in Discovery Bay, the Department was obliged to regulate the matter to provide basic protection to golf cart owners. In this regard, Members urged the Department to conduct an in-depth examination of the situation to formulate appropriate options for the residents.

35. Mr Eric LUK said that he would convey Members' views to the relevant section of the TD after the meeting.

(Post-meeting note: The Secretariat forwarded the DBSML's letter of reply to Members for perusal on 27 January this year. In addition, the TD had forwarded Members' views to the relevant section of the Department for perusal after the meeting.)

V. Question on the improvement of the South Lantau route services operated by the New Lantao Bus Company (1973) Limited  
(T&TC Paper No. 28/2025)

36. The Chairman asked the attendees to refer to T&TC Paper No. 28/2025.

37. The Chairman welcomed Mr LUK Cheuk-man, Eric, Senior Transport Officer/Islands 2 of the TD, as well as Mr Peter CHU, Senior Manager (Operations and Administration) and Mr HO Lee-yip, Manager, District Relations of the New Lantao Bus Company (1973) Limited (NLB) to the meeting to respond to the question.

38. Mr YU Hon-kwan briefly presented the question.

39. Mr Eric LUK responded as follows:

- (a) The TD had requested the NLB to follow up on Members' suggestion on introducing a fixed schedule for low-floor buses for Route 11. The Department would also continue to monitor the passenger demand for the route to make suitable service arrangements, in order to ensure that the service could address the needs of wheelchair users, elderly persons and mobility impaired persons.

- (b) The TD was highly concerned about the schedules of Routes 11 and 3M of the NLB. To monitor the service performance of Route 3M, the Department had conducted a site inspection in late November to observe the operation of the route during school dismissal hours. It was found that the route could provide services on time, and that the occupancy rate was relatively high from 3:30 p.m. to 4:00 p.m., reaching almost 90% for some trips. Therefore, the Department had requested the NLB to, apart from providing scheduled services, adjust bus schedules and staff deployment in view of the actual circumstances to ensure that the services could meet passenger demand. Meanwhile, the Department would continue to monitor the service level of the bus routes concerned.

40. Mr Peter CHU responded as follows:

- (a) The NLB had previously planned to introduce a fixed schedule of low-floor buses for Route 11. However, as the bus company had only four low-floor buses at present, a trial run of the above arrangement might affect the deployment of low-floor buses and cause inconvenience to passengers.
- (b) Low-floor buses, with a relatively small carrying capacity, were mainly used to carry passengers of Route 23 at present. The NLB would trial the use of low-floor buses for one or two fixed trips of Route 11 during non-peak hours every day, and provide the details and timetable of the trial to Members in a timely manner. Since the aforementioned low-floor buses were single-decked, the NLB expected to use double-decked low-floor buses for the route concerned in the future to meet passenger demand.
- (c) Regarding Members' report on the situation of the trips of Route 11 from Tai O to Tung Chung between 6:30 a.m. and 7:00 a.m., the NLB had introduced an additional regular trip departing at 6:45 a.m. It would discuss with Members after the meeting whether the departure time of the additional trip should be adjusted to 6:40 a.m.
- (d) In addition, the NLB had begun using double-decked buses for the trip of Route 3M at 3:45 p.m. to divert the passenger flow during school dismissal hours. It would also continue to review the passenger demand for the trip to study whether additional trips operated by double-decked bus were required.

41. Members expressed their views as follows:

- (a) Members understood that the NLB faced difficulties in deploying low-floor buses due to resource constraints. Given that it had only four low-floor buses, it should give priority to the review on the passenger demand for Route 11 to ensure more appropriate vehicle deployment

and greater convenience for passengers.

- (b) Low-floor double-decked buses, which had a larger carrying capacity, were not suitable to operate on some sections of roads on Lantau Island because of the roads' steepness and sharp bends. However, the problem was that the NLB's low-floor single-decked buses had a smaller carry capacity and were unable to meet passenger demand. In addition, it was now already the fourth quarter of 2025, yet the CEDD still had not announced the findings of the study report on "two tunnels and one viaduct". In this regard, Members suggested writing to the CEDD to urge the Department to expedite the progress of the study. In addition, the letter aimed to highlight the local residents' pressing demand for low-floor double-decked buses for the Department's reference when studying the proposal of constructing a new road tunnel connecting Shek Pik and Tai O and for it to make the proposal a priority in the study report.
- (c) Members would maintain continuous communication with the NLB after the meeting to review the arrangements for the trip of Route 11 at 6:40 a.m. and the effectiveness of using double-decked buses for Route 3M to divert the passenger flow.
- (d) The number of elderly persons using wheelchairs had been increasing in recent years with the ageing population in the area, and many residents requested the additional provision of low-floor bus services. In this regard, the NLB should, where conditions permitted, introduce low-floor bus trips for other bus routes (such as Routes 3M and 23) in the area to meet the travel needs of wheelchair users. In addition, the bus company could consider using low-floor buses during non-peak hours or for routes with fewer passengers to accommodate wheelchair users.

(Post-meeting note: The NLB replied after the meeting that it would give due consideration to Members' suggestion on introducing low-floor bus trips for other bus routes in the area.)

- (e) During the hiking seasons in autumn and winter, the buses for Route 3M were often full of passengers as many residents and visitors would go to Pak Kung Au for silvergrass viewing. As a result, residents in South Lantau had to wait for a longer time to get on the buses. In this regard, the NLB should operate special trips between Fu Tung Estate and Pak Kung Au during hiking seasons to divert the passenger flow and shorten waiting time for the services. In addition, the above special trips should be separated from the regular trips usually taken by residents in order to effectively separate residents and visitors.
- (f) Members had suggested at the past T&TC meeting that the NLB should purchase additional low-floor buses, and the bus company responded that it was unable to do so due to financial constraints back then.

However, as the financial conditions of the NLB should have improved by now, Members urged it to consider purchasing additional low-floor buses.

- (g) Members asked the NLB about the progress of arranging double-decked buses for Route A35's busier morning trips.

42. Mr Peter CHU gave a consolidated response as follows:

- (a) To meet the demand of local residents for low-floor buses, the NLB would consider purchasing additional low-floor buses in future procurement.
- (b) As low-floor buses had fewer seats, the NLB would first conduct a trial by arranging one or two fixed trips using low-floor buses to provide services during non-peak hours, and make necessary adjustments according to the actual circumstances.
- (c) During the previous silvergrass viewing seasons, the NLB had operated special trips for Route 3M. However, many Mui Wo residents had complained that the buses concerned operating between Tung Chung and Pak Kung Au only failed to address their needs. In view of this, the NLB decided to suspend the arrangements. If necessary, the bus company would consider operating special trips which departed from the bus stop at Fu Tung Estate and separating the waiting areas for regular and special trips. It would also step up publicity efforts in order to divert the passenger flow.
- (d) Regarding the use of double-decked buses for Route A35's busier morning trips, the NLB still needed time to make relevant arrangements and would reply to Members after the meeting.

43. The Chairman said that as the CEDD had not yet published the study report on "two tunnels and one viaduct", she asked the Secretariat to write to the Department to enquire about the publication date of the report and reflect the commuting needs of local residents. At the same time, she asked the NLB to actively follow up on Members' suggestions.

(Post-meeting note: The Secretariat forwarded the CEDD's letter of reply to Members for perusal on 2 February 2026.)

44. Members added that the NLB currently could only use low-floor single-decked buses for routes to and from Tai O. Therefore, the idea of constructing a new road tunnel connecting Shek Pik and Tai O proposed in the study report on "two tunnels and one viaduct" would facilitate the NLB's introduction of low-floor double-decked buses to provide services for local residents (including wheelchair users) and meet their pressing needs.

VI. Question on the maintenance progress of the south bridge at the Mui Wo Ferry Pier (T&TC Paper No. 29/2025)

45. The Chairman asked the attendees to refer to T&TC Paper No. 29/2025.
46. The Chairman welcomed Mr AU Kak-loi, Peter, Senior Transport Officer/Planning/Ferry 2 of the TD, Mr KWAN Siu-kin, Senior Engineer/Transport Services E of the EMSD and Ms Carrie SO, Deputy Manager, Corporate Communications Department of the Sun Ferry Services Company Limited (Sun Ferry) to the meeting to respond to the question.
47. Mr YU Hon-kwan briefly presented the question.
48. Mr Peter AU responded as follows:
- (a) Super Typhoon Ragasa hit Hong Kong in late September 2025, causing serious damages to the lift and ramp systems of the south bridge at the Mui Wo Ferry Pier. For the sake of safety, the berth of the south bridge had to be closed for emergency repairs. As a result, only the berth of the north bridge at the Mui Wo Ferry Pier remained in operation. Some inter-islands sailings could berth at the pier for embarkation and disembarkation only after the departure of the ferries to Central, resulting in service delays.
  - (b) The TD understood that some passengers might not be able to interchange to other means of public transport in time due to the delayed sailings, for which it had already discussed expediting the repair works with the EMSD. As a result, the works were completed on the afternoon of 6 December 2025, which was about two weeks ahead of the original schedule. In addition, the berthing operation of the pier resumed normal on the same day.
  - (c) In addition to requesting the EMSD to assess the feasibility of expediting the repair process during the works period, the TD had once discussed the temporary use of the berthing points near the pier for embarkation and disembarkation during the works period with the Sun Ferry and other government departments. However, due to the large size of vessels of the Sun Ferry, the Department was unable to identify other suitable alternative berthing points under the premise of ensuring safe embarkation and disembarkation of passengers.
49. Mr KWAN Siu-kin said that after Super Typhoon Ragasa had hit Hong Kong, the EMSD found that the lift and the metal handrails on both sides of the ramp of the berth of the south bridge at the Mui Wo Ferry Pier were destroyed, and that many structural components of the pier (in particular the bottom structure) were severely damaged. After a detailed assessment, the Department originally estimated that it would take two and a half months to complete the works, i.e. till 19 December 2025.

It understood citizens' keen demand for the ferry services, and therefore took corresponding measures to expedite the works, such as using prefabricated components to facilitate quick assembly on site by the works personnel and arranging for the works personnel to work overtime when feasible. The works were eventually completed on 6 December 2025, about two weeks ahead of the original schedule.

50. Ms Carrie SO responded as follows:

- (a) The Sun Ferry understood citizens' keen demand for the ferry services during morning peak hours. However, during the repair of the south bridge at the pier, there were overlaps of or very short time gaps between the berthing of inter-islands and Central-Mui Wo routes in the morning. To avoid service delays, the Sun Ferry had urged the captains to berth as quickly as possible under safe conditions. However, the above approach had caused a considerable impact on the operation of the Sun Ferry, including increased risks of accidents and greater burden on vessel operations. In this regard, the Sun Ferry actively co-ordinated with the relevant departments in exploring the feasibility of using two alternative berthing points (i.e. Mui Wo Landing Steps and Mui Wo Fireboat Pier) during the repair of the south bridge at the pier.
- (b) Regarding the trial berthing at Mui Wo Landing Steps, the Sun Ferry suggested that the relevant departments should, before the trial berthing, provide assistance in various areas, including the installation of rubber fenders, conversion of the mooring facilities at the pier, provision of the sounding data of the Marine Department, as well as confirmation of the priority use of Mui Wo Landing Steps by the Sun Ferry. In addition, the Sun Ferry arranged for the trial berthing of First Ferry X at the Mui Wo Fireboat Pier on 21 November 2025, yet the result was not satisfactory. Although the water depth was 1.5 metres on the day of trial berthing, which was at a satisfactory level, the vessel failed to lower the gangway successfully after repeated attempts and the passengers had to step over the gangway during embarkation and disembarkation. In this regard, the Sun Ferry considered that passengers had to face a serious safety risk when embarking and disembarking at the pier even though the depth of water had met the requirement. Subsequently, the ferry company noted that the repair works of the Mui Wo Ferry Pier were completed on 6 December 2025.

51. Members expressed their views as follows:

- (a) Members thanked the relevant departments for their co-operation and efforts in facilitating the smooth completion of the works ahead of schedule and actively identifying alternatives proposals (such as exploring the use of other berthing points with the Sun Ferry) for residents and passengers when the operation of the south bridge at the Mui Wo Ferry Pier was suspended. Members were pleased to know that the works had been completed before this meeting was held.

Given that many citizens had expressed concerns over the captioned matter, Members would like to explain to the public the follow-up work taken by the departments regarding the matter with this meeting.

- (b) The south bridge at the Mui Wo Ferry Pier was damaged as well during the onslaught of Typhoon Mangkhut. At that time, the relevant departments had quickly completed the repair works, demonstrating greater efficiency compared with this time. Members had told the Sun Ferry that the progress of the works this time was not satisfactory, and the ferry company had actively explored solutions for passengers. However, the EMSD and the relevant departments had been inefficient in dealing with the repair works and had failed to take follow-up actions in a timely manner.
- (c) The repair works had caused certain impact on the area. Members had received reports from many residents that the works progress had not been satisfactory. It was estimated that around 50 to 100 residents had been affected every day, in particular those who needed to take the ferry to interchange to other means of public transport for work. Some affected citizens had said that they had been late for work because of the delayed sailings, and had even received warning letters from their employers. In this regard, Members suggested that the EMSD should increase its efficiency in dealing with similar incidents in the future, with a view to avoiding delays in works.
- (d) There was a vehicle lifting platform near the Mui Wo Ferry Pier which had been left idle for a long time. Back then, when there was not any road linking Lantau Island with urban areas, the operator of the vehicular ferry pier had been transporting vehicles ashore with the platform. The said platform, with a damaged structure for having been left idle for many years without being repaired and maintained by any government department, might pose a danger to the public. In this regard, Members urged the relevant departments to consider demolishing it and making good use of the vacated space to improve the operation of the Mui Wo Ferry Pier.
- (e) As the Mui Wo Ferry Pier had been damaged repeatedly after the onslaught of typhoons, the relevant departments should check the pier facilities that had been in use for many years in the Islands District (including the piers at Mui Wo, Cheung Chau and Peng Chau) on a regular basis to ensure public safety.

52. Mr KWAN Siu-kin gave a consolidated response as follows:

- (a) Before Typhoon Ragasa hit Hong Kong, the EMSD and the TD had made advance preparations, such as deploying staff to various outlying islands (including Mui Wo, Cheung Chau, Peng Chau and Yung Shue Wan) to stand by and provide support. After the onslaught of the

typhoon, the Department visited the Mui Wo Ferry Pier immediately for a preliminary assessment. However, the damages caused by Typhoon Ragasa were even more serious than those of Typhoon Mangkhut, and the entire south bridge (including the bottom and handrail structures) was severely damaged. In this regard, the EMSD had to conduct a detailed assessment on the pier. The assessment report showed that the structure of the south bridge would require large-scale repair which was initially expected to take two and a half months to complete.

- (b) Since it took time to prepare the works materials, fewer works personnel had been deployed on site at the early stage of the repair works. According to the records, when the works materials were ready on 27 October 2025, the Department immediately deployed more works personnel to the site to carry out the works. To expedite the works progress and reduce the impact on the public, the Department had adopted corresponding measures, such as using prefabricated components for quick assembly by works personnel on site and arranging for works personnel to work overtime as far as practicable. The works period originally scheduled for two and a half months was eventually shortened to two months.
- (c) The EMSD carried out repair and maintenance works for the relevant facilities of the ferry piers in accordance with the Service Level Agreements concluded with the TD, including regular inspection and maintenance of the relevant facilities of various ferry piers in the Islands District.
- (d) Since the Mui Wo Vehicular Ferry Pier mentioned by Members was not repaired and maintained by the EMSD at present, the Department would refer the matter to the TD for the provision of supplementary information.

53. Members expressed their views as follows:

- (a) The departments were duty bound to make co-ordinated efforts and follow up on public views. As the lifting platform of the vehicular ferry pier was severely damaged and did not serve any practical purpose, the relevant departments should take active follow-up actions and discuss solutions in order to give a concrete reply to the public.
- (b) The TD should consider conducting consultation regarding the possible demolition of the lifting platform and use of the location for other purposes (such as converting it as a vessel berthing point), rather than wasting resources to repair the platform.
- (c) Climate change might result in more frequent occurrence of super typhoons. The Mui Wo Ferry Pier had been severely damaged after being hit by two super typhoons within a short time. To prevent

recurrence of similar incidents, the relevant departments should formulate long-term plans and explore fallback options in response to climate change, such as constructing protective facilities at the vehicular ferry pier to prevent the south bridge at the Mui Wo Ferry Pier from being damaged by typhoons again. At the same time, they should explore the feasibility of making use of the vehicular ferry piers and the aforementioned fireboat pier or landing steps as backup berthing points.

54. Mr Peter AU said that the TD noted Members' views and would further review the relevant views and various suggestions.

55. Mr KWAN Siu-kin said that the EMSD carried out repair and maintenance works for the relevant facilities of the ferry piers in accordance with the Service Level Agreements with the TD. If necessary, the Department would provide technical advice to the TD and work with other relevant departments to assist the TD in exploring the feasibility of using the vehicular ferry piers as a backup berthing point.

56. The Chairman asked the Secretariat to include this item as a follow-up item at the next meeting. She also invited the TD and the EMSD to send representatives to the meeting for continued discussion.

(Post-meeting note: The Secretariat had included this item as a follow-up item at the next meeting, and invited the TD and the EMSD to send representatives to attend the meeting.)

VII. Question on the enhancement of the pedestrian crossing facilities in Tung Chung  
(T&TC Paper No. 30/2025)

VIII. Question on the enlargement of the safety island between the Tung Chung Fire Station and Fu Tung Estate  
(T&TC Paper No. 31/2025)

57. The Chairman asked the attendees to refer to T&TC Paper No. 30/2025 and No. 31/2025.

58. The Chairman welcomed Mr LEE Lap-man, Engineer/Islands 2 of the TD and Mr WONG Chi-hung, Philix, Engineer/Islands(3) of the HyD to the meeting to respond to the questions. The Chairman said that, as Items VII and VIII were related to the suggestion on enlarging the safety island near the Tung Chung Fire Station, she decided to merge the discussion of the said items.

59. Mr YIP Pui-kei and Mr LAU Chin-pang briefly presented the questions.

60. Mr LEE Lap-man gave a consolidated response as follows:

- (a) Passengers frequently used the bus stop near the Tung Chung Fire Station for both boarding and alighting during peak hours, and a large number of pedestrians wished to cross the road to go to the town centre.

In light of the fact that the nearby safety island could not accommodate all the people waiting to cross the road, the crossing would be enhanced and the pedestrian and vehicular flows would be changed there under the current Tung Chung New Town Extension project. By then, pedestrians would not be required to wait at the safety island but would be able to cross the entire Shun Tung Road at one time. As the above project might not be completed within a short time, the Department would consider other feasible improvement proposals during the interim period subject to resources and actual needs, including temporary enlargement of the size of the safety island.

- (b) Zebra crossings were usually provided at road sections with a slow vehicle speed or low traffic flow. The TD considered that the urban taxi stand outside Tung Chung MTR Station Exit A and the pedestrian crossing at Yat Tung Street were close to the busy roads, for which setting up zebra crossings there might increase the chance of potential conflicts between pedestrians and vehicles. In addition, if zebra crossings were provided, the motorists must stop to give way to the pedestrians, which would aggravate the traffic congestion there and lower the overall traffic efficiency in the areas. To further enhance road safety, the Department would give priority to the improvement of the existing facilities, provide additional traffic signs to ensure the safety of road users and monitor the traffic and pedestrian flows of the road sections on a continuous basis.
- (c) Regarding the pedestrian crossing facilities between Cheung Tung Estate and Ying Tung Estate, the Department had set up crossing facilities with pedestrian lights at the junction of Ying Tung Road and Kam Tung Street. In addition, there was a pedestrian crossing outside the vehicular run-in/out at Ying Tung Estate for use by citizens in need.
- (d) As for the pedestrian crossing facilities near the Sheraton Hong Kong Tung Chung Hotel at Yi Tung Road, the TD had planned the provision of a pedestrian crossing near Nga Wang House of Yu Nga Court, which would be carried out together with other road improvement works.

61. Mr Philix WONG said that the HyD would continue to co-ordinate with the TD and provide it with technical advice upon receipt of the design proposals as soon as possible. The Department would actively collaborate with the TD in taking forward the works upon implementation of the proposals and receipt of the Works Request Forms (WRFs).

62. The Chairman reminded the TD that the pedestrian crossing between Tung Chung Fire Station and Fu Tung Estate was the only pedestrian crossing in the road section, for which the Department must enhance the pedestrian crossing there to ensure pedestrian safety. She suggested that the Department should actively consider enlarging the safety island to the location next to the planters, so that the safety island could accommodate more pedestrians waiting to cross the road.

63. Members expressed their views as follows:

- (a) The Department said that upon completion of the enhancement of the pedestrian crossing between Tung Chung Fire Station and Fu Tung Estate, pedestrians could cross the entire Shun Tung Road at one time. In this regard, Members enquired about the details of the project.
- (b) Given the heavily trafficked road section between Tung Chung Fire Station and Fu Tung Estate, Members considered that the Department could only make limited adjustments to the traffic light signal durations, and that the current situation of having pedestrians waiting beyond the safety island to cross the road could not be completely avoided.
- (c) The situation in which the above safety island could not accommodate all the pedestrians waiting to cross the road was even more serious during the commuting hours. As a result, some pedestrians (including pupils) had to wait beyond the safety island, and some even cross the road diagonally for the sake of convenience, which was undesirable. In this regard, Members urged the TD and the HyD to explore improvement proposals, such as enlarging the safety island to the location next to the planters. In addition, the situation was similar for the safety island of the Tat Tung Road crossroads.
- (d) Members had earlier suggested that the TD should provide additional zebra crossings at several locations in Tung Chung Town Centre, including the location near the exit of the urban taxi stand outside Tung Chung MTR Station Exit A (i.e. as indicated in diagram 4 in Paper No. 30/2025). According to Members' observation, the pedestrian flow was high and the problem of jaywalking was serious there, which made the provision of a zebra crossing necessary to ensure pedestrian safety. Members understood that the traffic was busy near Tung Chung MTR Station, but they considered that the Department had to strike a balance of the needs of different road users.
- (e) Members had brought up issues concerning the pedestrian crossing at Yat Tung Street outside Yat Tung Estate at the IsDC meetings in 2018, 2019 and 2024. According to the road traffic accident statistics provided by the Police, traffic accidents occurred there every month, many of which involved pedestrians. In this regard, Members suggested that the TD should provide a zebra crossing there to ensure pedestrian safety.
- (f) The reason for the occurrence of the many traffic accidents at the aforementioned pedestrian crossing was that the motorists and the pedestrians were unable to determine whether the other party would give way. In this regard, Members suggested that Belisha beacons should be installed there to remind the motorists that pedestrians had the

priority to cross the road. They also suggested that the TD should consider installing Belisha beacons at other locations mentioned in the question.

- (g) Quite a number of residents reported that the sightline of the pedestrians waiting to cross the road would be obstructed by the buses pulling over near the bus stop at Yat Tung Street, and the traffic at the road section was fast as well. This endangered the lives of pedestrians. In this regard, Members urged the relevant departments to actively study the improvement of ancillary transport facilities in the area.
- (h) Members expected that, following the intake of Cheung Tung Estate, residents would rely on Ying Tung Road to travel between Ying Tung Estate and Cheung Tung Estate. In view of this, Members urged the Department to provide additional pedestrian crossing facilities at Ying Tung Road to ensure pedestrian safety and invited the Department to conduct a site inspection together there to assess the need of enhancing the traffic light control systems and pedestrian crossings at the two ends of the road.
- (i) Members noted that the TD and the HyD had conducted consultation on the provision of a pedestrian crossing at Yi Tung Road. In this regard, Members requested the TD to provide the relevant works schedule. In addition, given that the HyD would carry out a series of works at the vicinity of Yi Tung Road, including providing additional motorcycle parking spaces and bus stops at Yu Nga Court as well as painting yellow box markings at the exit of the car park, Members urged the Department to provide relevant works schedules for the residents to understand the progress and details of the above projects.
- (j) Members suggested that the relevant departments should consider constructing more subways and footbridges in the area to reduce the chance of road traffic accidents to ensure the safety of road users.

64. Mr LEE Lap-man gave a consolidated response as follows:

- (a) To enable pedestrians to cross the entire Shun Tung Road at one time without waiting at the safety island, the relevant department would adjust the traffic and pedestrian flows on the road through the Tung Chung New Town Extension project. Given that the project could hardly be completed within a year or two, the TD would actively consider the proposal of enlarging the safety island to the location next to the planters and explore its feasibility with the HyD.
- (b) The TD had to take into account the traffic and pedestrian flows before providing zebra crossings or installing traffic light control systems. Regarding the suggestion on providing an additional zebra crossing near Tung Chung MTR Station Exit A, the Department considered that it was

unfit to do so given the busy traffic at the location. It would explore other feasible measures, such as erecting suitable traffic signs to clearly indicate the proper locations for crossing the roads. In addition, it was installing railings at the vicinity of the bus stop outside Tung Chung MTR Station Exit A to prevent pedestrians from jaywalking.

- (c) As Yat Tung Street was an essential road for many bus routes, the TD would not consider the provision of an additional zebra crossing for the time being after assessing the traffic flow there. The Department would study other feasible measures, such as putting up traffic signs there to clearly indicate the proper location for crossing the road to pedestrians and reminding them to cross the road carefully.
- (d) Regarding the provision of pedestrian crossing facilities between Cheung Tung Estate and Ying Tung Estate, the Department would closely monitor the situation of pedestrian crossing at the road section and consider enhancing or further providing relevant facilities if necessary.
- (e) Regarding the road improvement works near the Sheraton Hong Kong Tung Chung Hotel at Yi Tung Road, the TD had just completed the post-consultation follow-up work, and would arrange for the HyD to commence the works at the next stage.

65. The Chairman summarised as follows:

- (a) She thanked the TD for actively following up on the matters discussed by Members at the meetings in recent years, and was pleased to know that the Department was actively considering enlarging the safety island near Tung Chung Fire Station to the location next to the planters.
- (b) Members had brought up issues concerning various pedestrian crossings in the above discussion, including those in Tung Chung East, Tung Chung Central and Tung Chung West. To enable the relevant departments to follow up on the matters more effectively, she asked the Secretariat to arrange for Members and the representatives of the TD and the HyD to conduct a site inspection at Tung Chung in the morning after the meeting to review the use of the aforementioned pedestrian crossings and carefully explore feasible improvement proposals.

(Post-meeting note: The Secretariat arranged for Members and the representatives of the TD and the HyD to conduct a site inspection at Tung Chung on 23 January 2026.)

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

66. The Chairman advised that the Minor Traffic Improvement Projects and

Works Schedules for the Islands District (Works Schedules) as at 20 November this year had been submitted by the HyD prior to the meeting, and Members were welcomed to make enquiries and provide comments.

67. Members were pleased to know that the HyD had planned the provision of additional motorcycle parking spaces at Yi Tung Road near Yu Nga Court and expected that the shortage of parking spaces in the area would be alleviated. In addition, Members asked the Department to provide details of the projects concerning the provision of additional road markings at Yi Tung Road, enhancement of pedestrian crossings and extension of bus lay-bys, etc., and suggested that the Department should give priority to simple improvement projects.

68. Mr Philix WONG said that the HyD had only received the WRF for the provision of additional motorcycle parking spaces at Yi Tung Road to date, which was expected to complete by the end of March 2026. As for other projects such as the provision of additional road markings and extension of bus lay-bys, the HyD would actively complement the TD's arrangements and commence the projects upon receipt of the WRFs as soon as possible.

69. Members asked the HyD about the exact affected location concerning Project No. 10 listed in the captioned paper (i.e. proposed provision of an additional footpath at Tung Chung Road near Yu Tai Court).

70. Mr Philix WONG said that the new footpath would link the bus stop at Yu Tai Court at Tung Chung Road and Yu Tai Court.

X. Any Other Business

Follow-up Work on the Problem of Water Seepage on Tung Chung Road

71. Mr Philix WONG said that, regarding the problem of water seepage on Tung Chung Road, the HyD had inspected the underground pipes at the location earlier but did not find any signs of seepage. Given that there was no water seepage on sunny days, the Department suspected that water seepage might be caused by a rise in the groundwater level. In this regard, it would arrange the provision of additional underground catchwaters at the location in December 2025 to divert underground water to the nearby drainage system to alleviate water seepage.

XI. Date of Next Meeting

72. There being no other business, the meeting was adjourned at 12:10 p.m. A special meeting would be held by the T&TC at 2:30 p.m. on 17 December 2025 (Wednesday), and the next scheduled meeting would be held at 2:30 p.m. on 10 February 2026 (Tuesday).

-END-