

(Translation)

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

Date : 10 June 2025 (Tuesday)  
Time : 2:30 p.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 CHOW Yuk-tong, SBS, MH  
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

**Co-opted Member**

Mr TSANG Chiu-yuk, Ray

**Attendance by Invitation**

Mr LAI Siu-ming, Jeffrey	Senior Engineer/26 (South and Sustainable Lantau), Civil Engineering and Development Department
Mr YAM Ka-wang	Station Commander, Tung Chung Fire Station, Hong Kong Fire Services Department
Mr FU Chun	Station Officer, Tung Chung Fire Station, Hong Kong Fire Services Department
Mr SHEK Hon-yin	Property Service Manager/Service (Hong Kong Island and Islands)3, Housing Department
Mr YEUNG Yan-ning, Owen	District Operations Officer, Lantau District, Hong Kong Police Force
Mr LEE Pui-lam, Paul	Divisional Commander (Cheung Chau), Hong Kong Police Force
Mr CHAN Sheung-yung, Cyrus	Police Community Relations Officer (Marine Port District), Hong Kong Police Force
Dr Polk WAN	Cluster Chief Manager/North Lantau Hospital Deputy Hospital Chief Executive, Hospital Authority
Mr Fred WAN	General Manager (Administrative Services), North Lantau Hospital, Hospital Authority
Ms Lily CHEUNG	Senior Hospital Administrator, North Lantau Hospital, Hospital Authority
Mr Calvin TSANG	Senior Corporate Communications Officer, Citybus Limited
Mr Dennis YIP	Senior Planning Officer, Citybus Limited
Ms Sophia WOO	Assistant General Manager – Transportation, Discovery Bay Transit Services Limited
Mr Peter TSANG	Senior Executive Manager – Transportation, Discovery Bay Transit Services Limited
Mr Peter CHU	Administration Manager, Coronet Ray Development Limited

**In Attendance**

Mr MOK Mong-chan	Assistant District Officer (Islands)1, Islands District Office
Mr CHAN Kai-chung	Senior Land Executive/Acquisition 1 (District Lands Office, Islands), Lands Department
Ms LO Sze-yan, Jane	Engineer/Islands(2), Highways Department
Ms YEUNG Yuk-shan	Senior Transport Officer/Islands 1, Transport 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 14 April 2025

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

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

3. The Chairman advised that at the Islands District Council (IsDC) meeting in May 2024, the Chairman of the IsDC had referred the captioned item to the Traffic and Transport Committee (TTC) for follow-up and suggested that Members should give priority to exploring ways to address the traffic problem of Tat Tung Road. The relevant paper (IDC Paper No. 25/2024) was tabled for Members’ perusal. Since the TTC meeting held in June last year, the TTC had been holding discussions with the Transport Department (TD) regarding the aforementioned issues, and had formulated short, medium and long-term improvement measures, which had been gradually implemented.

4. The Chairman welcomed Mr LEE Lap-man, Engineer/Islands 2 of the TD and Ms LO Sze-yan, Jane, Engineer/Islands (2) of the Highways Department (HyD) to the meeting for the discussion. It had been pointed out at the last meeting that due to the overlap in construction site locations between the “Airport Tung Chung Link” project implemented by the Airport Authority Hong Kong (AAHK) and the widening works of the section of Tat Tung Road outside the car park of the Citygate, the HyD had to wait for the award of the works contract before it could further discuss the project details with the AAHK’s engineering team and its contractor. In this regard, the Chairman invited the two guests to provide an update on the latest progress.

5. Mr LEE Lap-man said that the TD and the HyD were currently focusing mainly on dealing with the widening works of the section of Tat Tung Road outside the car park of the Citygate. The TD noted that the “Airport Tung Chung Link” project was scheduled to commence in the third quarter of 2025.

6. Ms Jane LO said that she had contacted the AAHK in early June and learned that there had been no further update to the works schedule for the “Airport Tung Chung Link” project. The works would commence in the third quarter this year as scheduled and were expected to be completed as early as the fourth quarter of 2028. The HyD

would, at this stage, need to wait for the award of the works contract before it could further discuss the project details with the AAHK's engineering team and its contractor.

7. The Chairman requested the Department to report the latest progress to Members and the Secretariat in a timely manner after the meeting. In addition, she noted that the Secretariat had sent an email to all members of the IsDC on 30 May, inviting them to conduct an interim review and public opinion survey on this Agenda Item or on Agenda Item (III) "The Use and Parking Problems of Bicycles". Members were asked to submit their reports to the Chairman of the IsDC by 30 June. In this regard, the Chairman encouraged Members to actively share their views in their reports.

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

8. The Chairman advised that at the Islands District Council meeting held in May 2024, the Chairman of the Islands District Council had referred the issue regarding "The Use and Parking Problems of Bicycles (including Electric Bicycles)" to the TTC for follow up. The relevant paper (IDC Paper No. 25/2024) was tabled for Members' perusal. Since the TTC meeting in June last year, the arrangement for residents to park their bicycles on the temporary footbridge during the pier improvement works had been successfully rationalised in continuous collaboration with the various departments on a pilot basis in the vicinity of the Yung Shue Wan Public Pier on Lamma Island. The bicycle parking arrangements in the vicinity of the Mui Wo Ferry Pier had also been rationalised in the light of the experience as mentioned above. The Chairman said that she was currently discussing possible solutions to the problem of illegal bicycle parking in Tung Chung with the Islands District Office (IsDO) and would, when necessary, invite Members and relevant departments to participate in discussions or provide assistance. Furthermore, during the last meeting, the TD had mentioned plans to add new bicycle parking spaces on Cheung Chau and Peng Chau, and indicated that the project timeline was pending the delivery of the relevant road signs from the Correctional Services Department.

9. The Chairman welcomed Mr WONG Yui-him, Tim, Engineer/Islands 1 of the TD to the meeting for the discussion.

10. Mr Tim WONG said that the TD had received the road signs from the Correctional Services Department in late May, and the works departments responsible for the project expected the works to be completed by the end of August.

11. Members asked the TD whether, if the new bicycle parking spaces failed to effectively resolve the issue of illegal parking, the Department would follow up jointly with the Hong Kong Police Force (the Police), and whether publicity and education efforts would be strengthened to improve the problem of illegal bicycle parking in the district.

12. Mr Tim WONG said that, to tackle the problem of illegal bicycle parking, the TD not only planned to add new parking spaces but also conducted regular bicycle

clearance operations in cooperation with relevant departments. Regarding publicity and education efforts, he said he would relay the matter to the relevant section within the Department to discuss how to strengthen public education on proper bicycle parking in light of the circumstances in Cheung Chau.

13. The Chairman said that in other areas of the Islands District, publicity on proper bicycle parking had been promoted through the display of banners and the distribution of leaflets or promotional items. It was therefore suggested that Members and relevant departments consider adopting similar publicity methods.

14. Members said that they had organised multiple education campaigns in Cheung Chau to promote proper bicycle parking and suggested posting notices near the newly added bicycle parking spaces in Cheung Chau to remind residents to park their bicycles in designated spaces, thereby improving the problem of illegal bicycle parking in Cheung Chau.

15. The Chairman said that the above suggestions could have a positive publicity effect and suggested that the relevant Members contact the Secretariat when necessary to invite other Members to participate in the publicity and educational activities.

16. Members expressed their views as follows:

- (a) Some bicycle parking spaces in Cheung Chau had been long occupied or misused, for instance, with wooden carts and trolleys being left in the spaces, and even dozens of rental bicycles chained together across multiple spaces. Members therefore urged the TD to strengthen the monitoring of such situations.
- (b) The locks on some bicycle racks in Cheung Chau were damaged, and some racks near the seafront were even missing.
- (c) Over the past year, Members and the Police had conducted several publicity campaigns in Cheung Chau regarding bicycle parking, but with limited effectiveness. It was hoped the TD and the Police could strengthen communication to improve enforcement effectiveness against illegal bicycle parking.

17. The Chairman requested the TD to take the lead in coordinating with relevant departments and local communities to resolve the aforementioned issues.

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

- (a) The TD had taken note of Members' views and would continue to monitor the use of public bicycle parking spaces. The Department had all along been cooperating with other departments in conducting bicycle clearance operations. As for the issue of bicycle parking space occupation, the Department would need to work with other departments

to further explore possible solutions.

- (b) The TD would contact relevant works department to follow up on the repairs needed for the bicycle racks mentioned by Members.

19. The Chairman said that the issue of bicycle parking in Cheung Chau had been discussed multiple times in various meetings. She suggested that the TD, together with relevant departments, conduct a site inspection in Cheung Chau and formulate a long-term solution.

(Post-meeting note: The TD, along with Members, conducted a site inspection in Cheung Chau on 24 July this year.)

#### IV. Follow-up Items

- a) Question on the opening of the vehicular access between Sok Kwu Wan and Yung Shue Wan on Lamma Island for use by village vehicles

20. The Chairman said that following a question raised by a Member at the TTC meeting on 10 December 2024, the TD had stated at the last meeting that it had completed the relevant departmental consultation in early April. She welcomed Mr WONG Yui-him, Tim, Engineer/Islands 1 of the TD to the meeting to respond to the question.

21. Mr Tim WONG said that the TD had completed the relevant departmental consultation in April and gathered Members' views. At this stage, the Department had formulated a preliminary proposal for a trial relaxation of restrictions on the captioned vehicular access for use by village vehicles, and would soon commence district consultation. The Department would implement the proposal as soon as possible based on the results of the consultation.

22. The Chairman asked the TD about the details of the above preliminary proposal.

23. Mr Tim WONG said that the preliminary proposal suggested conducting a trial relaxation of restrictions to allow village vehicles to use the captioned vehicular access every Monday and Wednesday (excluding public holidays). During the trial period, the Department would permit village vehicles departing from Yung Shue Wan or Sok Kwu Wan to travel in one direction during designated hours.

24. The Chairman enquired whether the TD had to conduct district consultation before confirming the official implementation date of the proposal.

25. Mr Tim WONG said that, in line with past practices for regulating village vehicles, the Department had to first conduct district consultation before implementing the aforementioned proposal.

26. The Chairman thanked the TD for its proactive follow-up on the captioned matter.

27. Members said that the captioned matter originated from a letter sent by the Lamma Island Rural Committee to the TD on 31 August 2023, requesting the Department to open the captioned vehicular access for use by village vehicles. Members had raised a related question at the TTC meeting held on 20 February 2024. On April 25 of the same year, the Chairman and Members of the TTC, together with the relevant departments, had conducted a site inspection of the captioned road to explore feasible options for opening it. Subsequently, Members had requested updates from the TD on the progress of follow-up work at the TTC meetings held on 10 December 2024, 17 February 2025, and 14 April 2025. However, the proposal had still not been implemented. Members urged the Department to implement the proposal as soon as possible.

b) Question on the surveillance system for the closed roads on Lantau Island

28. The Chairman said that following a question raised by a Member at the TTC meeting on 17 February 2025, the Civil Engineering and Development Department (CEDD) reported in the last meeting that the captioned surveillance system had been integrated with the system of the TD. As for the integration with the Police's system, the CEDD still needed to discuss the related costs with the Police, as well as the arrangements for staffing and maintenance expenses after the captioned surveillance system came into operation. She welcomed Mr LUK Cheuk-man, Eric, Senior Transport Officer/Islands 2 of the TD, Mr LAI Siu-ming, Jeffrey Senior Engineer/26 (South and Sustainable Lantau) of the CEDD and Mr YEUNG Yan-ning, Owen, District Operations Officer, Lantau District of the Police to the meeting to respond to the question. The joint written reply from the CEDD and the Police had been distributed to Members for perusal before the meeting.

29. Mr Jeffrey LAI said that following the last TTC meeting, the CEDD, the TD and the Police had held a meeting to discuss the related costs for integrating the captioned surveillance system with the Police's system, as well as the staffing and maintenance arrangements once the system became operational. The CEDD expected that after completing the integration with the Police's law enforcement system, the surveillance system could officially commence operation in the second half of 2026.

30. Members considered that the CEDD had already spent a considerable amount of time testing and integrating the captioned surveillance system, and found it difficult to understand why the system would still require more than a year before becoming fully operational. Members were also concerned that such a delay could lead to a waste of public funds and therefore enquired about the technical issues encountered by the relevant departments during the system integration process.

31. Mr Jeffrey LAI said that the CEDD had completed testing of the captioned system in 2024 and confirmed that the cameras of the system were capable of detecting

whether vehicles held a valid Lantau Closed Road Permit (LCRP). The CEDD, the TD and the Police had reached a consensus before the meeting regarding the associated costs and staffing arrangements. The next phase of work would involve upgrading the law enforcement system and carrying out the integration between the captioned surveillance system and the law enforcement system, which would require multiple testing and tendering procedures.

32. Mr Owen YEUNG said that the upgrade of the entire law enforcement system would involve multiple rounds of testing. As the Police's information technology division was currently handling other higher-priority projects, the system upgrade work was expected to begin no earlier than July 2025. If the system upgrade proceeded smoothly, the Police anticipated that the captioned surveillance system could be officially commissioned in the second half of 2026.

33. Mr Eric LUK said that the captioned surveillance system could only come into operation following completion of the Police's law enforcement system upgrade. The TD would then coordinate with the CEDD and the Police to officially launch the system in the second half of 2026.

34. Members expressed their views as follows:

- (a) Members enquired whether the departments concerned could currently use the captioned system to identify vehicles without valid LCRP. If the system already had such a capability, Members suggested that the departments consider implementing the system in phases. Members pointed out that at present, the Police had to manually set up roadblocks to intercept vehicles entering the roads without LCRP. Therefore, it was suggested that the surveillance system could be used at this stage to automatically identify such vehicles, with the Police then assigning officers to carry out prosecutions and related enforcement actions.
- (b) Members expressed disappointment with the departments' reply which indicated that the captioned surveillance system would not be commissioned until the second half of 2026. It was suggested that while upgrading the system, the departments should also explore interim measures to enable earlier commissioning of the captioned surveillance system.
- (c) Members understood that government departments had faced fiscal constraints in recent years and therefore suggested that the departments consider applying for funding from the Lantau Conservation Fund to subsidise the expenses required to launch the captioned surveillance system, with a view to allowing it to be put into operation as soon as possible. In addition, a Member declared an interest as a member of the Advisory Committee of the Lantau Conservation Fund and stated that, in the public interest, he would support the funding application if submitted by the departments concerned.

- (d) Vehicles without LCRP (such as taxis, private cars and heavy vehicles) frequently entered the Lantau closed roads, requiring the Police to deploy significant manpower for enforcement actions. Members therefore considered that the departments should reach a consensus as soon as possible to commission the captioned surveillance system, thereby reducing the need for police manpower.
- (e) Members noticed that several heavy vehicles had recently entered the Lantau closed roads and parked in Mui Wo, posing a danger to road users. Members considered that the departments currently lacked sufficient supervision over heavy vehicle operations on the Lantau closed roads, and enquired with the TD about the details of issuing LCRP to heavy vehicles.

35. The Chairman asked the CEDD about the exact date when the captioned surveillance system had been installed at its current location.

36. Mr Jeffrey LAI responded that the captioned surveillance system had been installed at its current location in September 2023 and had undergone testing for about one year. During this period, the Department had made several adjustments to the positioning of the system to improve its license plate recognition accuracy. The testing had been completed in September 2024.

37. The Chairman said that it was unsatisfactory for there to be a three-year gap between the installation of the captioned surveillance system and its expected official commissioning. The Chairman therefore requested that the relevant departments further study options to expedite the commissioning of the system.

38. Mr Jeffrey LAI said that the Department would discuss with the Police the feasibility of accelerating the upgrade and integration of the law enforcement system so that the captioned surveillance system could be put into operation sooner.

39. Mr Owen YEUNG said that the expenses required to launch the captioned surveillance system had already been properly arranged, and the Police's information technology division had been urged to expedite and prioritise the upgrade for the captioned system. The division responded that the upgrade work could begin in July and be completed within about a year the earliest. Therefore, the surveillance system's official commissioning date remained set for the second half of 2026. Once integration between the surveillance system and the Police's law enforcement system was completed, the Police would make appropriate staffing arrangements, and it was expected that the captioned surveillance system would be successfully commissioned in the second half of 2026.

40. Members expressed their views as follows:

- (a) To save time, Members suggested that the relevant departments could

prepare in advance the additional equipment required to commission the captioned surveillance system.

- (b) Members understood that the Police's information technology division handled a heavy daily workload and therefore suggested that the departments consider engaging a contractor to carry out the system upgrade work so that the captioned surveillance system could be put into operation as soon as possible.
- (c) After hearing the responses from the relevant departments, Members expressed that it would be difficult to explain the situation to the public and thus hoped that the departments would improve efficiency in handling the matter.

41. The Chairman requested that the relevant departments study ways to expedite the commissioning of the captioned surveillance system so that Members could better account for the situation to the public.

42. Mr Jeffrey LAI said that after the meeting, he would work with the relevant departments to study options for expediting the commissioning of the captioned surveillance system. He further responded that, after discussions among the CEDD, the TD and the Police, the expenses required to launch the captioned surveillance system had already been properly arranged, and the upgrade work for the law enforcement system could begin at any time. In addition, the necessary road facilities for the surveillance system had already been prepared. Once the law enforcement system upgrade and integration were completed, the surveillance system could be put into operation immediately.

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

43. The Chairman said that following a question raised by a Member at the last TTC meeting, representatives from the TD, the Police and the Hospital Authority (HA) had expressed an open attitude toward the suggestion to open Chui Kwan Drive, while emphasising that time would be needed to carefully study and discuss the details and arrangements involved. She welcomed Mr LEE Lap-man, Engineer/Islands 2 of the TD, Mr YEUNG Yan-ning, Owen, District Operations Officer, Lantau District of the Police and Dr Polk WAN, Cluster Chief Manager/North Lantau Hospital Deputy Hospital Chief Executive, Mr Fred WAN, General Manager (Administrative Services), North Lantau Hospital and Ms Lily CHEUNG, Senior Hospital Administrator, North Lantau Hospital of the HA to the meeting to respond to the question. The written reply of North Lantau Hospital had been distributed to Members for perusal before the meeting.

44. Mr Owen YEUNG said that the Police and the TD had discussed in advance the circumstances under which part of Chui Kwan Drive might be opened to relieve traffic congestion. The preliminary plan was that, if a traffic accident occurred on the

section of Yu Tung Road adjacent to the Lantau District Headquarters and Lantau North Divisional Police Station and the North Lantau Hospital, causing all three lanes to be completely blocked and preventing vehicles from passing for an extended period, the Police would report the situation to the TD's Emergency Transport Co-ordination Centre.

45. Mr LEE Lap-man responded as follows:

- (a) The TD was currently discussing with the Police the criteria and conditions for opening Chui Kwan Drive. Initially, in the event of a serious traffic accident on Yu Tung Road that required a full road closure for an extended period, the Department would consider contacting the HA to arrange for the temporary opening of Chui Kwan Drive to divert traffic. The Department could adopt the existing coordination mechanism used for major traffic incidents, under which the TD's Emergency Transport Co-ordination Centre would coordinate the actions of various government departments and public transport operators, and disseminate traffic and incident information to the public. The TD would further discuss with the Police and the HA the coordination arrangements under the aforementioned mechanism.
- (b) To avoid affecting the operation of emergency vehicles providing rescue services, the relevant departments needed to further discuss the detailed plan for opening Chui Kwan Drive, including the specific opening hours and the conditions under which it might be opened.

46. Dr Polk WAN said that the North Lantau Hospital maintained an open attitude toward the suggestion to open Chui Kwan Drive and would cooperate with the Police and the TD to open the road when necessary. In the long term, the North Lantau Hospital hoped that the management of Chui Kwan Drive could be handed over to the Government.

47. Members expressed their views as follows:

- (a) The traffic congestion along Yu Tung Road had affected Tung Chung West residents for many years. Members expressed appreciation to the Department for their proactive response and follow-up on the suggestion to open Chui Kwan Drive.
- (b) Members asked the Police about the specific conditions for opening Chui Kwan Drive and how "an extended period" would be defined in the phrase "causing all three lanes to be completely blocked and preventing vehicles from passing for an extended period".
- (c) Members supported the long-term plan to transfer the management of Chui Kwan Drive to the Government, noting that such an arrangement would facilitate coordination among relevant departments during

emergencies, and even allow for future consideration of opening Chui Kwan Drive as a public road.

- (d) Members considered that Chui Kwan Drive should be retained for use as an emergency access and should only be partially opened to ease traffic congestion in the event of a serious traffic accident that caused major blockage. Therefore, even if the road was transferred to the Government for management, it should not be fully open to the public, but only opened in a limited manner under emergency situations.
- (e) A recent traffic accident on Yu Tung Road had caused serious traffic congestion and affected residents' travel. In this regard, Members urged the TD to formulate a long-term and effective plan for opening Chui Kwan Drive as soon as possible, requesting that a preliminary proposal be submitted to Members before the next meeting, so that Members could inform drivers and bus companies of the relevant arrangements in advance.

48. The Chairman asked the relevant departments about the implementation date for the arrangement to open Chui Kwan Drive under emergency situations.

49. Mr Owen YEUNG said that, as the circumstances and impacts of each traffic incident differed, there were no generalised conditions and specific hours for opening Chui Kwan Drive. For example, a traffic accident occurring late at night would have a very different impact compared with one happening during the morning peak hours. Therefore, the commanding police officer on site would assess the traffic situation at the time and discuss with the TD whether it was necessary to open Chui Kwan Drive.

50. Mr LEE Lap-man said that, since opening Chui Kwan Drive would have significant implications and require coordination among multiple departments and organisation, the relevant parties would need to further discuss the detailed arrangements. As such, there was currently no confirmed implementation date.

51. The Chairman requested the TD to convene a meeting with the relevant departments and organisation after the session to discuss the detailed arrangements for opening Chui Kwan Drive and to reach a consensus as soon as possible.

(Post-meeting note: After the meeting, the Secretariat reminded the TD to follow up on the Chairman's request to convene a meeting, and is awaiting the TD's response on the progress.)

V. Question on the illegal use of electric bicycles and electric tricycles in Cheung Chau (T&TC Paper No. 13/2025)

52. The Chairman asked the attendees to refer to the T&TC Paper No. 13/2025.

53. The Chairman welcomed Mr WONG Yui-him, Tim, Engineer/Islands 1 of the TD, and Mr LEE Pui-lam, Paul, Divisional Commander (Cheung Chau) and Mr CHAN Sheung-yung, Cyrus, Police Community Relations Officer (Marine Port District) of the Police to the meeting to respond to the question. The written reply of the Police had been distributed to Members for perusal before the meeting.

54. Ms Mealoha KWOK briefly presented the question and added that she had personally witnessed students in the district riding electric bicycles to school. She therefore considered it necessary to step up education and publicity efforts.

55. Mr Paul LEE briefly presented the written reply of the Police and emphasised that the Police would adopt a two-pronged approach to combat the illegal use of electric mobility devices (EMDs) through large-scale, high-profile enforcement operations, as well as education and publicity activities conducted in schools.

56. Mr Tim Wong said that EMDs were mechanically propelled and therefore fell under the definition of “motor vehicles” as stipulated in the Road Traffic Ordinance (Cap. 374). As such, they had to be licensed before being used. The use of EMDs on roads was thus regarded as driving an unlicensed motor vehicle, which might constitute a contravention of the relevant legislation. The Police might take enforcement action in accordance with the applicable laws.

57. Members expressed their views as follows:

- (a) The Police’s high-profile enforcement operations in Tung Chung against the illegal use of EMDs had proven effective in deterring such activities. Therefore, Members suggested that the Police adopt similar enforcement measures in Cheung Chau to reduce the impact of the captioned issue on local residents.
- (b) It was understood that after issuing a fixed penalty notice to a user of an electric bicycle, the Police had to prove in court that the defendant had indeed used the electric function of the bicycle, for instance, by presenting evidence showing that the defendant had ridden uphill or travelled for a prolonged period without pedalling, in order to convict him/her. Members were therefore concerned that the Police might face difficulties in prosecution and enforcement.
- (c) Many residents in Cheung Chau currently used pedal electric cycles. Since such bicycles only engaged their electric motor when the rider was pedalling, it was difficult for the Police to determine whether its electric assist function was in use. Members expressed concern that this enforcement challenge could exacerbate the illegal use of pedal electric cycles in the district, and thus urged the Police to explore enforcement measures targeting pedal electric cycles.
- (d) As some of the current users of electric bicycles were students, Members

suggested that the Police strengthen collaboration with local schools to conduct educational campaigns on campus, and ask teachers to remind students not to use electric bicycles or other EMDs illegally.

- (e) In addition to Cheung Chau, illegal use of electric bicycles occurred throughout the Islands District. There had been instances where a resident had filmed people riding electric bicycles in the district and later sent the videos to Members. However, since there was currently no channel for the public to submit such footage to the Police, the cases could not be followed up. Members therefore asked the Police to consider establishing a reporting mechanism to allow the public to report illegal use of EMDs.

58. Mr Paul LEE gave a consolidated response as follows:

- (a) The Police had noted that EMDs came in many different types and forms. Regarding enforcement against pedal electric cycles, the Cheung Chau Division would seek advice from the Traffic Hong Kong Island.
- (b) As for the provision of evidence, the Police would conduct prosecutions in accordance with the evidentiary standards of the court and had successfully prosecuted multiple cases involving the illegal use of EMDs. Therefore, the Police were confident in their ability to enforce and prosecute offences involving pedal electric cycles.
- (c) The Cheung Chau Division and the Traffic Hong Kong Island would carry out large-scale enforcement operations. The Police were confident that these actions would effectively curb the illegal use of EMDs in the district.
- (d) The Police would strengthen publicity and education efforts, including collaborating with local schools and encouraging teachers to remind students not to use EMDs illegally.

59. Members thanked the Police for their proactive follow-up on the captioned matter.

VI. Question on the insufficient bus trips during peak hours in Discovery Bay  
(T&TC Paper No. 14/2025)

60. The Chairman asked the attendees to refer to the T&TC Paper No. 14/2025.

61. The Chairman welcomed Mr LUK Cheuk-man, Eric, Senior Transport Officer/Islands 2 of the TD, and Ms Sophia WOO, Assistant General Manager – Transportation and Mr Peter TSANG, Senior Executive Manager – Transportation of Discovery Bay Transit Services Limited (DBTSL) to the meeting to respond to the

question.

62. Mr Jonathan CHOW briefly presented the question.

63. Mr Peter TSANG gave a consolidated response as follows:

- (a) Currently, Discovery Bay Bus Routes 4 and 9 operated between Coastline Villa, Crestmont Villa and Discovery Bay North in Phase 4 of Discovery Bay. During weekday morning peak hours, the service frequency was every 10 minutes, while during other periods, it remained at every 15 minutes.
- (b) The company had been closely monitoring passenger demand. Based on observations, the two aforementioned routes could currently meet passenger demand during the morning peak hours; however, passenger volume tended to increase from school dismissal time through the evening peak hours.
- (c) To further enhance service quality, the company had presented to representatives of various residential developments the proposed bus service optimisation plan at the Discovery Bay Passenger Liaison Group meeting held on 28 April this year. The proposed measures included deploying two additional buses during the afternoon and evening peak hours to increase service frequency on the two routes from every 15 minutes to every 10 minutes, and introducing a new bus route running every 15 minutes between Chianti in Discovery Bay North and DB Plaza Bus Terminus to strengthen north–south bus connectivity within Discovery Bay. The attending residents welcomed the proposed optimisation plan. The company planned to implement the plan in late July and expected that it would significantly enhance the internal transport services of Discovery Bay.

64. Mr Eric LUK gave a consolidated response as follows:

- (a) Residents' bus services in Discovery Bay (commonly referred to as "residents' buses") were non-franchised bus services, generally provided by the residents, owners, management bodies or operators of residential developments. At present, the residents' bus operator in Discovery Bay was the DBTSL, while the passenger representative was the Discovery Bay Services Management Limited. The residents' buses mainly transported passengers to and from the relevant residential developments. Details of the service (including frequency and service hours) were jointly agreed upon by the passenger representative and the operator, after which the operator applied to the TD for a passenger service licence. Upon issuing the licence, the TD monitored the operator to ensure that services were provided in accordance with the approved Schedule of Service.

- (b) To monitor the operation of Routes 4 and 9 under the Discovery Bay Residents' Bus Route DB00R, the TD had conducted an on-site survey during the afternoon peak hours in early June 2025. The survey results indicated that both routes had been operating according to their scheduled timetables, and the operator had arranged additional special departures during the afternoon peak hours to divert passengers.

65. Members expressed their views as follows:

- (a) Routes 4 and 9 were circular routes connecting the southern and northern areas of Discovery Bay, and thus their service quality directly affected residents' daily travel. However, the service frequency of these routes during peak hours failed to meet passenger demand. For example, Route 4 connected the southern area of Discovery Bay (Coastline Villa) to the northernmost DB North Plaza, passing a total of 18 stops along the way. It was noted that by the time the bus reached the sixth stop (i.e. DB Plaza Bus Terminus), the occupancy rate was already nearly full, resulting in passengers waiting at subsequent stops (i.e. Elegance Court, Seabird Lane and SKH Wei Lun Primary School) being unable to get on board.
- (b) The DBTSL should note that passengers with strollers occupied more space, making the bus more crowded and preventing some passengers from boarding.
- (c) Members welcomed the DBTSL's plan to implement the bus service optimisation proposal in late July and enquired whether the measures would be permanent and during which periods the number of trips would be increased.

66. Mr Peter TSANG gave a consolidated response as follows:

- (a) The aforementioned optimisation plan was permanent. When implementing the plan, the company would also update the service timetable and upload the new timetable to the application for passengers' reference.
- (b) Regarding the deployment of two additional buses and the increase in frequency to every 10 minutes, the company expected these arrangements to be implemented during the school dismissal period (around 3:00 p.m.) until the evening peak period (around 7:00 to 8:00 pm). The exact timetable was still being formulated.

67. Members considered that the aforementioned bus service optimisation plan could effectively address the captioned issue, and requested the TD to continue assisting residents in monitoring the residents' bus services.

68. Mr Eric LUK said that the TD would continue to monitor the operation of the two residents' bus routes and follow up with the operator as appropriate to ensure that the service met reasonable standards and passenger needs.

69. Ms Sophia WOO added the following information:

- (a) Every year before the start of the school term, the DBTSL communicated with local schools to understand their class start and dismissal times, including any special schedules during extracurricular activities. The recent bus service adjustments were made specifically to accommodate the special dismissal times for such extracurricular activities. The company maintained regular meetings and close liaison with various stakeholders, particularly schools and the Passenger Liaison Group, to ensure the provision of quality service to residents.
- (b) After implementing the bus service optimisation plan in late July, the company would review the arrangements as appropriate to determine whether further adjustments were needed.

VII. Question on the enhancement of public transport services connecting Tung Chung East to the Airport and the Hong Kong Zhuhai-Macao Bridge Port  
(T&TC Paper No. 15/2025)

70. The Chairman asked the attendees to refer to the T&TC Paper No. 15/2025.

71. The Chairman welcomed Ms YEUNG Yuk-shan, Senior Transport Officer/Islands 1 of the TD, Mr Calvin TSANG, Senior Corporate Communications Officer and Mr Dennis YIP, Senior Planning Officer of the Citybus Limited (Citybus), and Mr Peter CHU, Administration Manager of Coronet Ray Development Limited (Coronet Ray) to the meeting to respond to the question. The written reply of Citybus had been distributed to Members for perusal before the meeting.

72. Mr YIP Pui-kei briefly presented the question.

73. Ms YEUNG Yuk-shan responded as follows:

- (a) Citybus Route S56 provided bus services connecting Tung Chung Town Centre, Tung Chung East and the Passenger Terminal Building of the Hong Kong International Airport (HKIA). Service hours were from 5:50 a.m. to 12 midnight. During peak hours, the frequency was every 20 minutes, and during non-peak hours, every 20 to 30 minutes. According to the operational data provided by Citybus, the average peak-hour occupancy rate of the route was around 60%, indicating that the current service generally met passenger demand. The TD understood passengers' desire for increased frequency and therefore requested Citybus to review passenger demand on the route, especially

during the morning and evening peak hours, and reminded Citybus to increase frequency when necessary.

- (b) Green Minibus (GMB) Route 901 provided service between Tung Chung East and the Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Port. Service hours were from 6:30 a.m. to 7:30 p.m., with a frequency of every 20 minutes during peak hours and every 30 minutes during non-peak hours. According to operational data provided by Coronet Ray, the average peak-hour occupancy rate of the route was around 50%, indicating that the current service generally met passenger demand. The TD had reminded the Coronet Ray to closely monitor passenger demand of the route and increase frequency gradually where resources permitted.
- (c) The TD would continue to closely monitor the completion progress of new residential developments and population growth in Tung Chung East, as well as the overall demand for public transport in Tung Chung. Apart from optimising existing routes, the Department would also actively explore other feasible measures, such as advising bus companies and minibus operators to introduce new routes and to offer interchange concessions, so as to enhance the transport network of Tung Chung East. The Department would maintain close liaison with bus companies and minibus operators to ensure that public transport services could align with community development in a proper way.

74. Mr Calvin TSANG responded as follows:

- (a) Citybus had been closely monitoring the development and population growth in the Tung Chung area, and had already flexibly redeployed resources to strengthen Route S56 services during the morning and afternoon peak hours in response to passenger demand in Tung Chung, particularly in Tung Chung North.
- (b) According to recent operational data, the current service level of Route S56 could generally meet passenger demand. Citybus would continue to monitor passenger needs and would review the service level of Route S56 and other bus routes in the Tung Chung area in accordance with the intake progress of new developments in Tung Chung East and Tung Chung North.

75. Mr Peter CHU responded as follows:

- (a) Coronet Ray had increased the service frequency of GMB Route 901 in November 2024. According to Coronet Ray's operational data, this route's occupancy rate during the busiest periods was around 50%, indicating that passenger volume was not high.

- (b) Coronet Ray believed that passenger volume on Route 901 would increase after residents moved into Area 99, Tung Chung. Coronet Ray would then review whether service frequency should be increased or whether service hours during peak periods should be extended. However, Coronet Ray currently had no plan to further increase service frequency before residents moved into Area 99, Tung Chung.

76. Members expressed their views as follows:

- (a) The service frequencies of the above bus and minibus routes had still not returned to pre-pandemic levels. Before the pandemic, GMB Route 901 offered overnight service, but its current service hours ended at 7:30 p.m. In addition, it was noted that Citybus Route S56 operated at intervals of over 20 minutes during peak hours. In this regard, Members urged the TD, Citybus and Coronet Ray to take note of the situation and restore service frequencies to pre-pandemic levels.
- (b) Regarding the responses from Citybus and Coronet Ray that they would closely monitor passenger demand before considering extending service hours or increasing frequencies, Members said that the intake timeline for Area 99, Tung Chung had already been announced, and the development of the “Airport City” was progressing rapidly. In addition, it was noted that the HKIA’s Terminal 2 would officially commence operation by the end of the year, with the number of airport employees expected to rise from the current 70 000-plus to around 120 000. Members therefore considered that the TD, bus companies and minibus operators should plan ahead.
- (c) Members considered that relying solely on occupancy rate was insufficient to reflect the actual demand for GMB Route 901. Since minibuses had limited seating capacity and insufficient frequency, many Tung Chung residents preferred taking a bus to Tung Chung Bus Terminus and then transferring to Route B6 to reach the HZMB Hong Kong Port.
- (d) Following the intake for new residential developments in the district, the journey time of Citybus Route S56 had been extended, resulting in morning departures no longer aligning with HKIA employees’ working hours. Members suggested that Citybus adjust the timetable as appropriate to meet passenger demand.
- (e) Members considered that making reference only to the morning and afternoon peak periods did not fully reflect passengers’ actual demand. Since many HKIA employees worked in shifts, the aforementioned bus services still had considerable demand during non-peak hours.

77. Mr Calvin TSANG gave a consolidated response as follows:

- (a) Citybus had been closely monitoring the passenger load of Route S56 and had already increased the service frequency after the intake of Yu Nga Court to meet passenger demand.
- (b) Although the number of residents had increased, the current occupancy rate of Route S56 had not shown a significant rise compared with the pandemic period, and its service frequency had not yet fully returned to pre-pandemic levels. According to the implemented Bus Route Planning Programme, Route S56 would serve the residents of Areas 99 and 100, Tung Chung after their intake. At that time, Citybus would review the actual occupancy rate of this route and consider strengthening the service depending on passenger demand.
- (c) Apart from Route S56, Citybus had also been monitoring the occupancy rates of various bus routes in the district, particularly those serving Tung Chung East and Tung Chung North. If demand was strong, Citybus would enhance services as appropriate.
- (d) After receiving Members' comments, Citybus had promptly arranged additional short-trip departures of Route S56 during the afternoon peak hours to address local demand. Citybus would continue to monitor the service performance of the aforementioned bus route.

78. Mr Peter CHU responded as follows:

- (a) After increasing the frequency of GMB Route 901 last November, Coronet Ray continued to monitor passenger numbers and noted that one or two departures occasionally reached full capacity. Coronet Ray would keep in view whether these full-load situations consistently occurred during specific time periods. As such cases were only occasional at this stage, Coronet Ray considered that there was currently no need to further increase service frequency.
- (b) The evening and overnight services of GMB Route 901 caused substantial operating losses for Coronet Ray. To maintain financial sustainability, Coronet Ray had already planned to reduce this route's frequency even before the pandemic.
- (c) Coronet Ray would closely monitor the operational data. If passenger demand increased, or once it had a clearer picture of the intake schedule of new residential developments in the district, it would consider and study strengthening service frequency or extending service hours.

79. Ms YEUNG Yuk-shan gave a consolidated response as follows:

- (a) Regarding the development in Tung Chung East, such as the

commissioning of new roads and the intake of residential developments, the TD had been maintaining close communication with the Housing Department (HD) and the CEDD. The TD would also provide relevant timelines to bus companies and minibus operators in a timely manner so that they could plan ahead accordingly.

- (b) In addition to urging bus companies and minibus operators to strengthen services when appropriate, the Department would also closely monitor each transport route through on-site surveys and by reviewing operational data submitted by public transport operators.

80. Members expressed their views as follows:

- (a) The intake for Area 99, Tung Chung was expected to take place in September, which was only three months away. Members urged Citybus and Coronet Ray to closely monitor changes in passenger volume and strengthen bus and minibus services accordingly.
- (b) At present, the service coverage of GMB Route 901 was limited, and its routing restricted the long-term development of minibus services. Members therefore urged the TD to study, after the meeting, how the route could better meet passenger needs, for example, by adjusting the routing so that it would pass through more areas.
- (c) Members noted that in the past, GMB Route 901 provided overnight service to align with the operating hours of the HZMB Port. They therefore considered it unreasonable for Coronet Ray to shorten the service hours solely due to financial losses, and urged the TD to exercise proper oversight.

81. The Chairman requested Members, the TD, Citybus and Coronet Ray to maintain close communication after the meeting and to jointly explore options for optimising various routes.

VIII. Question on the lost trip problem of buses and traffic congestion in Tung Chung West (T&TC Paper No. 16/2025)

82. The Chairman asked the attendees to refer to the T&TC Paper No. 16/2025.

83. The Chairman welcomed Mr LEE Lap-man, Engineer/Islands 2 of the TD to the meeting to respond to the question. The written reply of the CEDD had been distributed to Members for perusal before the meeting.

84. Mr LAU Chin-pang briefly presented the question.

85. Mr LEE Lap-man responded as follows:

- (a) Regarding the recent traffic congestion at the junction of Yu Tung Road and Chung Yan Road, the TD had previously adjusted the traffic signal timings during peak hours, increasing the green time for eastbound traffic on Yu Tung Road (i.e. from Mun Tung Estate toward the town centre). This measure had helped partially ease the congestion at the time.
- (b) The captioned traffic congestion issue stemmed from the temporary traffic arrangements related to works. The TD had reminded the CEDD and its contractor to complete the works promptly so that the temporary arrangements could be lifted as soon as possible, thereby allowing the traffic to return to normal. It was understood that the CEDD's contractor had completed the relevant works, and the two original eastbound lanes on Yu Tung Road had been reopened on 30 May. The Department also conducted inspections during the morning peak hours recently and observed that traffic conditions had largely returned to normal.
- (c) At present, for major infrastructure projects and large-scale developments, relevant departments or project proponents were required to conduct Traffic Impact Assessments (TIAs) for the developments and, where necessary, propose mitigation measures, such as improvements to the existing road network. These TIAs were usually prepared by the responsible departments or project proponents and were reviewed and approved by the TD and other relevant departments. A TIA was conducted for the Tung Chung New Town Extension in Tung Chung West, and the report also included an assessment of traffic impacts during the works period. According to the report, the existing road network in Tung Chung West was capable of handling the works-related traffic. During the actual implementation of works, the TD and the Police would scrutinise each temporary traffic arrangement to ensure that, while supporting community development, the impact of the works on traffic during the construction period was minimised.

86. Members expressed their views as follows:

- (a) The junction of Yu Tung Road and Chung Yan Road was a key intersection used by multiple bus routes and was crucial for the travel of residents in Tung Chung West. Before the TD adjusted the signal timings at this junction, many residents had reported to Members severe problem of missing bus trips during morning peak hours. After conducting site inspections, Members noticed that buses often needed to wait through three to four signal cycles before passing the aforesaid junction, adding about 10 minutes to journey time. For example, Route 38 operated every two to three minutes during morning peak hours, but a 10-minute delay at this junction would cause the route to miss three to four scheduled trips, resulting in long queues at bus stops within the

housing estate. Routes 39M and 64 also experienced similar issues.

- (b) Multiple works were taking place along Chung Yan Road and Yu Tung Road, and the water-filled barriers placed for these works might be causing traffic congestion or even posing risks of accident to drivers. Members therefore urged the TD and the CEDD to continue monitoring the traffic flow on these roads, and called on the CEDD to complete the relevant roadworks as soon as possible. Members also requested the CEDD to provide a timeline for the works.

(Post-meeting note: The CEDD expected the works along Chung Yan Road and Yu Tung Road to be completed in phases from the second half of 2025 to mid-2026.)

- (c) With more infrastructure projects starting in Tung Chung in the future, the increase in heavy vehicles and construction trucks was expected to worsen traffic congestion along these roads. Therefore, construction vehicles should avoid travelling through the abovementioned roads during the morning peak hours.

87. Mr LEE Lap-man said that multiple construction projects were currently underway across the entire Tung Chung area, including works by the CEDD, the MTR Corporation and the HD. When reviewing temporary traffic arrangements, the TD and the Police would assess whether measures (such as road closures or diversions) proposed by the works departments or project proponents were necessary, and whether alternative options were available. If temporary traffic arrangements were deemed essential, the TD and the Police would request the works departments or project proponents to minimise the duration of such arrangements to reduce traffic impact.

88. Members expressed their views as follows:

- (a) Members thanked the TD and the CEDD for their prompt handling of the captioned matter.
- (b) As traffic conditions in Tung Chung changed rapidly, departments should strengthen coordination and communication with each other and continue to work closely together.

89. The Chairman said that Phase 1 of the Tung Chung New Town Extension was progressing as planned, and requested the relevant departments to minimise the impact of the works on the area.

IX. Question on the addition of a bus stop on the southbound route of Ying Hei Road (opposite to Yu Nga Court)  
(T&TC Paper No. 17/2025)

90. The Chairman asked the attendees to refer to the T&TC Paper No. 17/2025.
91. The Chairman welcomed Mr LEE Lap-man, Engineer/Islands 2 of the TD and Ms LO Sze-yan, Jane, Engineer/Islands (2) of the HyD to the meeting to respond to the question.
92. Mr YIP Pui-kei briefly presented the question.
93. Mr LEE Lap-man said that, in response to bus passenger demand in the vicinity of Yu Nga Court and the Tung Chung Community Liaison Centre, the TD was exploring the addition of a bus stop on the westbound route of Ying Hei Road, opposite Yu Nga Court. This would allow bus routes that travelled westbound on Ying Hei Road without turning left into Yi Tung Road, such as Citybus Routes E23A and N21A, and Long Win Bus Company Limited (Long Win) Route E43, to stop there, providing greater convenience for Yu Nga Court residents. However, from a technical perspective, adding a bus stop at the captioned location involved issues related to roadside trees and the adjacent cycle track. It was foreseeable that the queuing space for boarding at the stop would be insufficient. Therefore, the TD currently planned to use the stop only for alighting.
94. Ms Jane LO said that the HyD would provide the necessary technical support for the TD's proposed traffic improvement plan and would carry out the relevant works.
95. Members expressed their views as follows:
- (a) The bus routes mentioned in the question (Citybus Routes E11S and E22S) originally had stops on Yi Tung Road. However, with the introduction of new Citybus Routes E18 and E28 in this year's Bus Route Planning Programme, Routes E11S and E22S would no longer pass through Yi Tung Road. Taking Citybus Route E11S as an example, it currently had 11 trips in the morning; but after the route adjustment, only route E18 would pass through Yi Tung Road. As E18 only operated two trips, residents had to walk roughly 10 minutes to the bus stop on Ying Hei Road near Caribbean Coast outside the service hours of Route E18. Therefore, Members emphasised that the purpose of the captioned suggestion was to provide passengers with a bus stop where they could board.
  - (b) Members asked the TD to consider allowing the proposed bus stop to be used for both boarding and alighting, starting with enhancement of supporting infrastructure, with a view to minimising the impact of bus route adjustments on residents.
96. Ms YEUNG Yuk-shan responded as follows:
- (a) The TD had not yet finalised the route arrangements for the aforementioned bus stop. At present, the Department suggested using

the stop only for alighting, mainly due to technical considerations. Since the available space for passenger queuing was insufficient, if it were to be used as a boarding stop, the Department had to ensure that there was enough room for passengers to queue and wait safely.

- (b) If, upon completion of the relevant bus stop, adequate queuing space was available for boarding, the TD would actively explore with bus companies the feasibility of having routes that passed through the area stop there. However, as bus stop construction would take time, it might not be ready in time to align with the implementation of Citybus Routes E18 and E28 under the Bus Route Planning Programme. The TD would therefore continue to maintain close communication with Members and the HyD and would make corresponding route adjustments based on the bus stop's completion timetable.

97. Mr LEE Lap-man said that the TD's current proposal aimed to minimise the impact on the pedestrian walkway. Since the captioned location was adjacent to a cycle track and a planter, adequate space for a boarding area could not be provided for passengers in the short term. The Department could further study whether the area could be widened, but this would in turn lengthen the construction timeline.

98. Ms Jane LO said that the captioned location was situated in front of Bermuda Park, with a planter and a cycle track beside it. The HyD's original plan was to convert the portion of the planter without trees into a pedestrian walkway, as this would not involve tree removal and therefore could shorten the construction period. However, the space available there was insufficient, and given the adjacent cycle track, the area was unsuitable for passengers to queue for boarding. If Members wished the bus stop to be used for both boarding and alighting, the Department would need to consider converting a larger section of the planter into a pedestrian walkway, but this would involve tree handling work, thereby lengthening the construction period.

99. Members thanked the Department for their proactive follow-up. As this year's Bus Route Planning Programme would soon be implemented, Members suggested that the relevant departments consider first constructing the bus stop, and then further expanding and enhancing it later.

100. The Chairman asked whether the planter at the aforementioned location was managed by the CEDD.

101. Ms Jane LO said that the trees in the planter were managed by the Leisure and Cultural Services Department (LCSD). The HyD would discuss with the LCSD how to handle the trees at that location.

102. The Chairman requested the relevant departments to actively consider and follow up on Members' suggestions.

X. Question on the misuse of the fireman's access in Yat Tung Estate by motorcyclists  
(T&TC Paper No. 18/2025)

103. The Chairman asked the attendees to refer to the T&TC Paper No. 18/2025.

104. The Chairman welcomed Mr SHEK Hon-yin, Property Service Manager/Service (Hong Kong Island and Islands) 3 of the HD, Mr YAM Ka-wang, Station Commander, Tung Chung Fire Station and Mr FU Chun, Station Officer, Tung Chung Fire Station of the Fire Services Department (FSD), and Mr YEUNG Yan-ning, Owen, District Operations Officer, Lantau District of the Police to the meeting to respond to the question.

105. Mr LAU Chin-pang briefly presented the question.

106. Mr SHEK Hon-yin said that the emergency vehicular access gate located near the rear entrance of Ping Yat House in Yat Tung Estate (i.e. the location shown in photo 1 attached to the question) fell within Yat Tung Estate's boundary. After becoming aware of the captioned situation, the HD had immediately placed a notice at the gate to remind motorcyclists that the location was an emergency vehicular access and they were not allowed to use it for entry or exit. The Department also instructed the estate office to pay extra attention to the location during patrols and remain vigilant to prevent recurrence of the issue.

107. Mr Yam Ka-wang said that emergency vehicular accesses had to remain unobstructed at all times to ensure that rescue vehicles could pass through smoothly in emergencies. However, unless an emergency vehicular access was blocked, the FSD had no enforcement authority regarding the captioned issue.

108. Mr Owen YEUNG said that the Police would continue to conduct traffic enforcement operations in the vicinity of Yu Tung Road.

109. Members expressed their views as follows:

- (a) The pillar of the emergency vehicular access gate near Yu Tung Road (i.e. the location shown in image 2 attached to the question) had been sawn off, and the gate had been left aside, allowing motorcyclists to enter and exit the housing estate through there. In April this year, a student had been knocked down by a motorcycle at the above location. Therefore, Members considered it is necessary to install a new gate at the original position to prevent motorcycles from entering or exiting the estate through that passage.
- (b) Members understood that the emergency vehicular access gate near Yu Tung Road did not fall under the HD's purview and enquired whether it was under the purview of the HyD. As the existing gate had been damaged, Members urged the responsible department to install a new gate as soon as possible.

110. Ms Jane LO said that it would be necessary to confirm after the meeting whether the emergency vehicular access gate near Yu Tung Road fell under the HyD's purview, and which department was responsible for repairing the gate.

111. The Chairman understood that while the above location did not fall under the HD's purview, the emergency vehicular access gate was situated at the periphery of its managed area. Therefore, it was enquired whether the HD could collaborate with other departments to resolve the issue.

112. Mr SHEK Hon-yin said that the HD was responsible for managing the misuse of the emergency vehicular access by motorcyclists to enter and exit the housing estate. If other departments needed to carry out works or repairs in areas outside the estate boundary, the Department would provide necessary support.

113. Members expressed their views as follows:

- (a) Members thanked the Police for promptly conducting a site inspection with them after learning about the captioned situation. However, even though police officers had been present during the inspection, some motorcycles had still been using the emergency vehicular access to enter and exit the estate. Therefore, Members urged the Police to step up enforcement at the location before the relevant departments completed the installation of a new gate, in order to achieve a deterrent effect.
- (b) As elderly persons and students frequently passed by the captioned location, Members stressed that they did not wish to see any further accidents caused by the misuse of the captioned emergency vehicular access.

114. The Chairman requested the HyD to reply to the Secretariat after the meeting regarding the management responsibility and maintenance matters for the emergency vehicular access gate located near Yu Tung Road.

(Post-meeting note: After the meeting, the HyD replied that it was responsible for the maintenance of the area from Yu Tung Road to the location of the emergency vehicular access gate shown in image 1 attached to the question. The HyD completed the replacement of the gate at the emergency vehicular access indicated in image 2 attached to the question in early July this year.)

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

115. The Chairman advised that the Minor Traffic Improvement Projects and Works Schedules for the Islands District as at the end of May this year had been submitted by the HyD prior to the meeting, and Members were welcomed to make enquiries and provide comments.

116. Members noted the relevant paper.

XII. Any Other Business

The Construction of Shelters for Bus Stops and a Pedestrian Walkway in Tung Chung

117. Members enquired with the TD about the progress of constructing bus stop shelters in Tung Chung and the pedestrian walkway connecting Yu Tai Court to the bus stop on Chung Yan Road. Members suggested that bus companies install a bench at the Yu Tai Court bus stop and use non-transparent materials for constructing the shelter to provide shade for passengers. As for the bus stop opposite Yung Yat House, since Long Win had used translucent materials for the shelter, Members asked the TD to study ways to reduce the shelter's translucency to improve shading. In addition, Members urged Long Win to use non-transparent materials when constructing the shelter at the bus stop near Kui Yat House, and requested the Secretariat to relay Members' views and suggestions to Long Win.

118. The Chairman enquired whether the TD could relay Members' views and suggestions to Long Win.

119. Ms YEUNG Yuk-shan responded as follows:

- (a) New Lantao Bus Company (1973) Limited (NLB) had earlier submitted an application to the TD to construct a shelter at the bus stop on Chung Yan Road near Yu Tai Court. The TD had circulated the application to relevant departments for comments. If no objections were received, the Department would approve the application as soon as possible. It was noted that the NLB would adopt the same shelter design that it currently used for other bus stops in the district, so there would be no issue of translucency.
- (b) The TD had already relayed Members' views regarding the choice of materials for bus stop shelters to Long Win. Long Win had replied that the current shelter design had been in use since 2003, and they did not currently have an alternative design, but would study feasible enhancement options.
- (c) The TD would continue to actively explore with bus companies the feasibility of installing materials atop bus stop shelters to reduce translucency, and would report to Members in a timely manner.

120. Mr LEE Lap-man said that regarding the progress of the pedestrian walkway connecting Yu Tai Court to the bus stop on Chung Yan Road, the TD had been closely following up with the HyD. Preliminary work was currently underway to study how to improve the walkway to increase its clear headroom. After completing the aforementioned work, the TD would further explore the routing of the walkway with

the HyD.

121. Members expressed the hope to conduct a site inspection with the TD in order to understand the proposed location of the pedestrian walkway.

122. The Chairman requested the TD to conduct a site inspection of the Yu Tai Court bus stop with Members after the meeting.

(Post-meeting note: The TD and the HyD conducted a site inspection of the Yu Tai Court bus stop with Members on 9 July 2025.)

XIII. Date of Next Meeting

123. There being no other business, the meeting was adjourned at 5:00 p.m. The next meeting would be held at 2:30 p.m. on 12 August 2025 (Tuesday).

-END-