

(Translation)

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

Date : 20 October 2025 (Monday)  
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 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**

Ms CHUNG Wai-tung, Cleo	Property Service Manager/Service (Hong Kong Island and Islands)4, Housing Department
Mr YEUNG Yan-ning, Owen	District Operations Officer, Lantau District, Hong Kong Police Force
Mr Calvin TSANG	Assistant Corporate Affairs Manager, 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	Senior Manager (Operations and Administration), New Lantao Bus Company (1973) Limited
Mr HO Lee-yip	Manager, District Relations, New Lantao Bus Company (1973) 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	Engineer/Islands(3), 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 12 August 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.

3. The Chairman advised that paragraph 67 of the above meeting 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” 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 (TTC). The Chairman noted that the “Southbound Travel for Guangdong Vehicles” policy had just been discussed at the meeting of the Legislative Council Panel on Transport held on 17 October, and that the TD had not arranged to brief Members at this meeting on the implementation details of the policy in the Islands District. As the Legislative Council

paper stated that the policy would be implemented starting from November, the Chairman requested the TD to arrange a briefing session for the TTC by the end of October. If the Department required more time for preparation, it should still endeavour to conduct the briefing session before the official implementation date of the policy, so as to ensure that the Department could duly consider and appropriately incorporate the Committee's views and suggestions prior to implementation of the policy.

4. Members expressed their views as follows:

- (a) Members expressed support for the overall direction of the “Southbound Travel for Guangdong Vehicles” policy, but noted that the details of its implementation at the district level were still unclear. If the policy were to be officially implemented in November, Members supported inviting the TD to arrange a briefing session for the TTC prior to implementation, so as to allow District Council members to understand in advance the details of the policy's implementation in the district, appropriately convey district views to the Department, and allow time for related publicity work.
- (b) Members suggested considering inviting representatives from the Hong Kong Police Force (HKPF) and major car park management companies in the district to participate in the above briefing session.

5. The Chairman said that, as the TD's section responsible for the “Southbound Travel for Guangdong Vehicles” policy had not sent representatives to attend this meeting, the Secretariat was requested to follow up with the section after the meeting.

(Post-meeting note: The Secretariat contacted the TD's section responsible for the “Southbound Travel for Guangdong Vehicles” policy after the meeting to follow up on the arrangements for holding a briefing session for the TTC. The TD subsequently advised that the arrangement allowing approved private cars from Guangdong to be parked in the automated carparks on the artificial island at the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port via the Zhuhai Port under the “Southbound Travel for Guangdong Vehicles” scheme had been implemented starting from 15 November. As for the applications for these vehicles to enter the urban areas, it had been announced that applications would open on 9 December, with the policy to be officially implemented on 23 December. The TD was currently discussing the arrangements for the briefing session with the relevant bureaux and would finalise the date with the Secretariat as soon as possible, with mid-December currently envisaged.)

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

6. 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 TTC for follow-up. Since the TTC meeting held in June last year, the Committee had been

holding discussions with the TD regarding the aforementioned issues, 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 plans. Following on from the previous meeting, to facilitate discussion, the Secretariat had grouped the improvement plans into four categories and set them out in a tabular format, which was tabled for Members' perusal.

7. The Chairman welcomed Mr LEE Lap-man, Engineer/Islands 2 of the TD to the meeting for the discussion. At the previous meeting, the Vice-Chairman had requested the TD to provide a more concrete response on increasing parking spaces in the district, such as setting out the locations identified, the estimated commissioning dates, and the number of parking spaces to be provided.

8. Mr LEE Lap-man responded as follows:

- (a) At present, the TD and the Highways Department (HyD) were mainly focusing on the widening works of the section of Tat Tung Road outside the carpark of the Citygate, and coordinating with the Airport Authority Hong Kong (AAHK) on the development of the "Airport Tung Chung Link" project. The AAHK had awarded the works contract for the "Airport Tung Chung Link" project in July this year. At this stage, the AAHK was studying the temporary traffic arrangements for the preliminary works of the project. The TD and the HKPF would carefully examine the various temporary traffic arrangements with a view to minimising the impact of the works on traffic within the district.
- (b) With regard to improving district traffic support facilities and infrastructure, the TD was not only continuing to enhance the traffic signal control system and the Real-time Adaptive Traffic Signal System in the district, but was also coordinating traffic signal timings at junctions in response to actual conditions in order to divert traffic flow. The Department would continue to monitor real-time traffic conditions and study ways to improve traffic support facilities and infrastructure in the district.
- (c) The TD had earlier provided a temporary carpark in Area 89, Tung Chung, which was now in operation. The Department would continue to identify suitable sites in the district for the provision of additional temporary carparks or on-street parking spaces. The Department had previously liaised with relevant departments with a plan to provide a temporary carpark in Area 59, Tung Chung. The Department would continue to take forward the relevant arrangements, with a view to finalising the commissioning timetable of the above temporary carparks as soon as possible.

9. The Chairman requested the TD to continue following up on the above arrangements and to report to Members in a timely manner.

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

10. The Chairman advised that at the IsDC meeting held in May 2024, the Chairman of the IsDC had referred the captioned item to the TTC 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. Following on from the previous meeting, to facilitate discussion, the Secretariat had grouped the improvement plans into four categories, namely providing additional bicycle parking spaces, strengthening publicity and education, enhancing management and enforcement, and improving road and community planning.

11. 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. Prior to the meeting, the Secretariat had requested the TD to prepare information on bicycle parking spaces in the Islands District, including the locations of those that had already been completed, were under construction and were planned to be constructed, as well as the number of bicycles they could accommodate. The relevant information was set out in a tabular format and tabled at the meeting.

12. Mr Tim WONG said that the TD had all along been closely monitoring the demand for bicycle parking spaces in the district. As shown in the aforesaid table, the TD was planning to provide additional parking spaces at locations with relatively high utilisation rates. In addition, the TD maintained liaison with relevant departments to strengthen publicity and education efforts, for example by displaying banners at conspicuous locations of illegal bicycle parking black spots to clearly indicate to the public the areas covered by clearance operations. At the same time, the TD was reviewing and considering including the illegal bicycle parking black spots at the Cheung Chau Ferry Pier and Tung Wan Road (near the main square in Cheung Chau) mentioned at the previous meeting in the scope of clearance operations.

13. Members expressed their views as follows:

- (a) Members thanked the TD for having earlier conducted a joint site inspection with Members to Cheung Chau to inspect the situation of illegally bicycle parking. At present, the utilisation rate of bicycle parking spaces along the Cheung Chau waterfront was relatively high, resulting in frequent occurrences of large numbers of illegally parked bicycles near Tung Wan Road (near the main square in Cheung Chau), which even obstructed emergency access routes. Members requested the Department to follow up and address the matter as soon as possible.
- (b) The utilisation rate of bicycle parking spaces along Cheung Chau Sai

Tai Road was relatively low. Members considered that users should be reminded to make better use of the existing bicycle parking spaces. As for bicycle parking spaces with higher utilisation rates, Members suggested displaying information on enforcement actions by means of banners and notices to remind the public not to park bicycles illegally.

- (c) The above-mentioned consolidated list of bicycle parking spaces showed that the relevant departments would provide about 240 bicycle parking spaces in Tung Chung West. Members considered that the demand for bicycle parking spaces in Tung Chung West was relatively high. As such, it was suggested that the relevant departments consider increasing the number of new parking spaces from 240 to 400. With regard to the consolidated list of bicycle parking spaces, Members enquired of the TD about the distribution of the 1 230 bicycle parking spaces to be provided in the Tung Chung East reclamation area, as well as the specific plans for the works at different stages.

(Post-meeting note: After the meeting, the Secretariat relayed Members' suggestion on increasing bicycle parking spaces in Tung Chung West to the Civil Engineering and Development Department (CEDD). The Department noted Members' views and would give them due consideration.)

- (d) The banners currently used by the Department to remind the public not to park bicycles illegally were prone to damage. Members therefore suggested producing banners using more durable materials.
- (e) A large number of bicycle parking spaces were provided along Tai Hing Tai Road in Cheung Chau (near the "Dai Pai Dong" area) and at the public pier. However, some of these spaces were occupied by abandoned bicycles and miscellaneous items (including wooden carts), as well as being long-term occupied by multiple rental bicycles from nearby shops. In this connection, Members suggested that the relevant departments carry out regular clearance of these parking spaces so as to free them up for people with genuine needs.
- (f) Near the Peng Chau Ferry Pier, illegally parked bicycles blocked government display boards and maps, causing inconvenience to the public and visitors wishing to access the information. Members noted that the Islands District Office (IsDO) had previously issued notices at the location to remind bicycle users. While it had led to some improvement, the problem had gradually recurred over time. Members suggested that the relevant departments consider installing bollards in front of the display boards to ensure sufficient space for pedestrians to read the information.
- (g) Members enquired whether electric bicycles could be parked at public

bicycle parking spaces.

- (h) It was suggested that the Department consider designating dedicated parking areas for shared bicycles at suitable locations in the district, so as to reduce indiscriminate parking by shared bicycle users, while facilitating management by shared bicycle operators.

14. The Chairman noted that the TD had earlier deployed representatives to conduct a site inspection in Cheung Chau to look into the problem of illegal bicycle parking. However, as of the present meeting, measures had yet to be implemented to address the obstruction of emergency access routes by illegally parked bicycles at Tung Wan Road (near the main square in Cheung Chau). The Chairman therefore urged the TD to expedite the implementation of the response measures.

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

- (a) The TD had stepped up clearance operations against illegally parked bicycles at black spots in Cheung Chau in accordance with the Summary Offences Ordinance (Cap. 228). At present, the relevant section of the Department still needed time to examine whether Tung Wan Road (near the main square in Cheung Chau) could be included within the scope of the clearance operations. He advised that Members' views would be relayed to the relevant section after the meeting with a view to addressing the obstruction of emergency access routes by illegally parked bicycles as soon as possible.
- (b) At present, banners were being displayed near the Cheung Chau Ferry Pier to remind the public of bicycle clearance operations at that location. The TD noted Members' views on the banners and would update them as soon as possible, display them at more conspicuous locations, and explore whether more durable materials could be used for the banners.
- (c) The relevant departments were currently handling the occupation of bicycle parking spaces by abandoned bicycles and miscellaneous items through joint operations. The arrangements for such joint operations were subject to the availability of resources and priorities of the different departments concerned.
- (d) Regarding the problem of illegally bicycle parking on Peng Chau, the TD would further study Members' suggestion of installing bollards at the relevant location.

(Post-meeting note: The TD reviewed the suggestion to install bollards near the information display boards at the Peng Chau Ferry Pier. As sufficient passage width had to be maintained between bollards for public access, the installation of bollards might not effectively prevent illegal bicycle parking and could instead further narrow the available

passage space. To improve the situation, the TD had provided 44 additional bicycle parking spaces near the Peng Chau Ferry Pier, which were opened to the public on 6 November this year, to help meet parking demand and reduce illegal parking. In addition, the IsDO would continue to distribute notices in the vicinity from time to time to remind bicycle users to avoid causing obstruction to others.)

- (e) At present, the use of all electric mobility devices might be illegal.

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

- (a) In response to Members' enquiry about the specific distribution and implementation timetable of the additional bicycle parking spaces to be provided in the Tung Chung area, he said that detailed information was not yet available. Supplementary information would be provided to Members after liaising with the relevant departments.

(Post-meeting note: The TD contacted the CEDD, which was responsible for the provision of bicycle parking spaces under the Tung Chung New Town Extension, to provide supplementary information for the Secretariat about the specific locations and implementation timetable of the additional bicycle parking spaces for Members' reference.)

- (b) At present, the TD required housing development projects in the Tung Chung New Development Area to reserve a specified number of bicycle parking spaces in their designs, with a view to enabling the development projects themselves to meet residents' bicycle parking needs.
- (c) Regarding the suggestion to designate parking areas for shared bicycles, the TD would need to follow up with the relevant section before reporting to Members again.

(Post-meeting note: The TD advised that, in relation to the suggestion to designate "dedicated parking areas for shared bicycles", given Hong Kong's limited land resources, providing a certain number of exclusive bicycle parking spaces at every destination might not be the most effective or feasible solution. To make effective use of public space, under the existing legislation, public bicycle parking spaces were available for use by all bicycles, including conventional rental bicycles, self-service rental bicycles and privately owned bicycles. No bicycle was allowed to be parked at the same parking space for more than 24 hours, so as to allow more users to make use of on-street bicycle parking spaces.

In addition, shared bicycle operators had now designated the geographical information of potential illegal bicycle parking black spots as no-parking zones within their mobile applications. If users parked

bicycles within these no-parking zones, the operators would issue alerts to users and impose penalties. The Department would continue to monitor the problem of illegal parking of shared bicycles, and if such problems persisted and caused nuisance to pedestrians and the public, the Department would require the shared bicycle operators to strengthen their management efforts.)

17. Members said that addressing the problem of abandoned bicycles and miscellaneous items occupying bicycle parking spaces would effectively free up a large number of bicycle parking spaces for those in need. It was therefore suggested that the Department should accord priority to tackling the above issue.

18. The Chairman requested the Department to provide Members with a concrete follow-up timetable and to handle the matter as soon as possible.

19. Mr Tim WONG said that the joint enforcement operations involved multiple departments. The TD would convey Members' views to the relevant departments and discuss the arrangements for follow-up work, with a view to arranging the relevant clearance operations as soon as possible.

20. Members enquired whether the IsDO could coordinate joint operations among different departments to expedite the handling of illegal bicycle parking in the district.

21. Mr MOK Mong-chan said that the IsDO would continue to coordinate the ongoing interdepartmental joint operations to clear illegally parked bicycles. Although the frequency and scope of enforcement actions might be constrained by the resources and manpower of individual enforcement departments, the IsDO would continue to work closely with all relevant departments to make the best use of the existing resources. Having regard to the actual conditions at different locations in the district, the frequency of joint operations at each location would be adjusted accordingly, in an effort to clear illegally parked or abandoned bicycles as soon as possible.

22. Members reported that problems of abandoned bicycles and miscellaneous items occupying bicycle parking spaces occurred from time to time on different islands in the district. Members suggested that the relevant departments consider regularising the clearance operations (e.g. once every three months) and posting notices warning offenders that their bicycles would be removed, so as to enhance the deterrent effect.

23. Mr MOK Mong-chan said that the IsDO would, when coordinating future joint clearance operations, consider Members' views together with the relevant departments. Based on past experience, the frequency of such joint operations would depend on factors such as the severity and urgency of the illegal bicycle parking problem at different locations in the district. Given the aforesaid resource constraints, the relevant departments would, after discussion, generally accord priority to handling black spots with more serious problems or of greater impact and concern. As such, after taking into account the actual circumstances, the intervals between clearance

operations might not be exactly the same each time. Nevertheless, the basic principle adopted by the relevant departments in conducting joint operations was broadly in line with Members' suggestion, meaning that clearance operations would be carried out again at the same locations after a certain period of time.

(Post-meeting note: Interdepartmental joint operations coordinated by the IsDO in recent months to clear illegally parked bicycles at various locations included:

Tung Chung - 2 October and 4 December;  
Cheung Chau - 16 October, 10 November and 18 December;  
Peng Chau - 23 October;  
Lamma Island - 12 November; and  
Mui Wo - 27 November.)

24. The Chairman asked whether the TD could accord priority to addressing the problem of illegally parked bicycles obstructing the emergency access route at Tung Wan Road (near the main square in Cheung Chau) within November.

25. Mr Tim WONG said that he would, after the meeting, convey Members' views on the above issues to the TD's section responsible for clearance operations, so as to urge the relevant officers to expedite the review and follow-up actions.

26. The Chairman requested the TD to report to Members, via the Secretariat after the meeting, on the progress of handling the problem of illegally parked bicycles obstructing the emergency access route at Tung Wan Road (near the main square in Cheung Chau), and to provide Members with updates on concrete plans to strengthen publicity and education work as well as to improve road and community planning in a timely manner.

(Post-meeting note: After the meeting, the Secretariat reminded the TD to update Members in a timely manner on the progress of handling the problem of illegally parked bicycles obstructing the emergency access route at Tung Wan Road (near the main square in Cheung Chau), and to report to Members at the next meeting.)

27. The Chairman said that on 5 September this year, he had, together with representatives of the Mui Wo Rural Committee, the TTC, the IsDO, the CEDD and the TD, distributed promotional leaflets at the Mui Wo Ferry Pier and conducted a site inspection. During the visit, the Chairman and the attending representatives had reached a consensus with the CEDD that the Department would arrange the implementation of a series of additional improvement measures, including installing warning bollards at the main access leading to the pier to prohibit bicycle entry, and deploying additional manpower to continuously monitor the site and advise the public not to park bicycles within the yellow box markings at the Mui Wo Ferry Pier, so as to keep the passage safe and unobstructed. The Chairman thanked the CEDD for its proactive cooperation and implementation of the various additional improvement measures, which had resulted in a marked improvement in the bicycle parking situation at the Mui Wo Ferry Pier. The CEDD was requested to continue monitoring the bicycle

parking situation at the Mui Wo Ferry Pier.

IV. Follow-up Items

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

28. The Chairman said that following a question raised by a Member at the TTC meeting on 14 April 2025, the TD, the HKPF and the Hospital Authority (HA) had sent representatives to attend the TTC meeting on 10 June 2025. At the previous meeting, the TD had indicated that it was discussing with its Emergency Transport Co-ordination Centre how the existing coordination mechanism used for major traffic incidents could be appropriately applied, and that it would strive to convene a meeting with the relevant departments and organisations between September and October to discuss the detailed arrangements for opening Chui Kwan Drive. She welcomed Mr LEE Lap-man, Engineer/Islands 2 of the TD to the meeting to respond to the question.

29. Mr LEE Lap-man responded as follows:

- (a) The TD, the HKPF and the HA had held a meeting on 16 October to discuss the detailed arrangements for opening Chui Kwan Drive to divert traffic under emergency situations.
- (b) After the meeting, the relevant departments and organisations had reached the following consensus:
  - i. Under emergency arrangements, only one traffic lane of Chui Kwan Drive would be opened, while the other lane would continue to be reserved for emergency rescue services, so as to ensure that the operations of the North Lantau Hospital and the HA Support Services Centre would not be affected. In addition, the traffic direction of the road would be determined by the HKPF based on the on-site situation at the time of the emergency incident;
  - ii. In view of the on-site facilities (such as the vehicular access gate installed at Chui Kwan Drive) and the impact of the arrangements on rescue vehicles, the departments and organisations did not recommend applying this arrangement to large vehicles. Therefore, vehicles suitable for the arrangement would mainly be private cars, taxis or light goods vehicles; and
  - iii. The existing coordination mechanism for handling major traffic incidents could largely be maintained.
- (c) The TD would revise and update the existing list of emergency action items in the future, and discuss and confirm the arrangements with the

relevant departments to facilitate future implementation.

30. Members expressed their views as follows:

- (a) The Committee had discussed on multiple occasions the suggestion to open Chui Kwan Drive to divert traffic during situations of severe traffic congestion. Members thanked the departments for their positive response and looked forward to the activation of the relevant mechanism when traffic incidents occurred in the future.
- (b) Members enquired whether the TD could consider allowing buses (in particular double-decker buses) to use Chui Kwan Drive when the mechanism was activated; how long traffic congestion would need to persist before the mechanism could be activated; and the specific timing for the official implementation of the mechanism.

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

- (a) The relevant departments and organisations had explored the feasibility of allowing double-decker buses to use Chui Kwan Drive. Although Chui Kwan Drive was technically able to accommodate double-decker buses, certain road facilities (such as the vehicular access gate) might obstruct buses passing through. In addition, given the larger size of double-decker buses, the departments were concerned that their use might affect emergency rescue vehicles that would also need to use Chui Kwan Drive. While the TD understood the public's wish for public transport vehicles to be able to use Chui Kwan Drive under emergency situations, having considered the practical circumstances, it was not recommended to allow buses to use the road section under the emergency arrangement.
- (b) The decision on whether to activate the relevant mechanism would be made by the HKPF based on the on-site situation at the time of an emergency incident. For example, if Yu Tung Road experienced prolonged full lane blockage, it might be necessary to activate the mechanism. Upon receiving notification from the HKPF, the TD would make the necessary arrangements in accordance with the existing coordination mechanism used for major traffic incidents.
- (c) The TD was in the process of preparing updates to the existing list of emergency action items and expected to implement the relevant arrangements in the first quarter of 2026.

32. Members expressed their views as follows:

- (a) Members hoped that, after the relevant mechanism was implemented in 2026, it would help alleviate traffic congestion in the vicinity of Yu

Tung Road when major traffic incidents occurred.

- (b) The junction of Yu Tung Road and Chung Yan Road (in particular the direction towards Tung Chung West along Yu Tung Road) frequently experienced serious traffic congestion between 7:40 a.m. and 8:15 a.m. Members analysed that this situation was related to peak-hour traffic flow rather than traffic accidents. Members had conducted two site inspections at the location and observed that buses at the end of traffic queue in the direction towards Tung Chung West along Yu Tung Road had to wait through three traffic signal cycles to pass through the junction, taking approximately eight to ten minutes. This situation not only caused lost bus trips and unstable bus service frequencies, but also resulted in long queues of passengers waiting at the affected bus stops. The affected bus routes included New Lantao Bus (1973) Company Limited Routes 39M and 38. Members further relayed feedback from bus drivers and other professional drivers, who had reported that they had to wait for prolonged periods before turning left from the junction at Yu Tung Road into Tung Chung Road. In this connection, Members requested the TD to adjust and optimise the traffic signals at the above-mentioned junction to alleviate the recurrent morning congestion.

33. Mr LEE Lap-man responded as follows:

- (a) The TD had previously conducted site inspections at the junction of Yu Tung Road and Chung Yan Road and found the situation to be consistent with Members' observations, meaning that traffic congestion occurred at the location between approximately 7:45 a.m. and 8:15 a.m. due to westbound traffic flow along Yu Tung Road.
- (b) The TD had made appropriate adjustments to the traffic signals at the location, such as extending the green-light duration at the junction to allow more eastbound and westbound vehicles to pass through. The Department had adjusted the traffic signals in early October this year; however, such adjustments resulted in shortened green-light duration for vehicles travelling in other directions.
- (c) As the congestion occurred during the morning peak period, the Department needed to balance the traffic demand of vehicles travelling in different directions when adjusting the traffic signals. The TD would continue to closely monitor traffic conditions at the junction and make ongoing adjustments to the relevant signals in response to actual conditions.

34. Members expressed their views as follows:

- (a) Members suggested that, when establishing the mechanism, the departments concerned should consider allowing public transport

vehicles (such as double-decker buses) to use the road within reasonable limits, so as to disperse larger passenger flows and facilitate public travel to and from the Tung Chung Town Centre in the event of traffic incidents.

- (b) The frequent traffic congestion along Yu Tung Road was not only caused by heavy traffic flow, but also by multiple road works currently being carried out nearby by the CEDD. Members noted that the CEDD's works required long-term closure of some of the traffic lanes, thus reducing road capacity. Members therefore urged better inter-departmental coordination to expedite the progress of the relevant works and shorten the duration of road closures due to works, which they believed would effectively increase road capacity.

35. The Chairman understood that the departments recommended not to allow double-decker buses to use Chui Kwan Drive based on various considerations. However, she was concerned about how the HKPF and relevant departments would manage the proper roadside parking of large vehicles (such as double-decker buses) in the event of major incidents leading to severe traffic congestion, so as to allow small vehicles such as private cars to access Chui Kwan Drive. In this regard, she requested the relevant departments to further refine the mechanism. She also requested the TD to make proper adjustments to the traffic signals at the junction of Yu Tung Road and Chung Yan Road, while continuing to monitor the actual situation and implement corresponding improvement measures. She asked the TD to report the latest progress to Members in a timely manner, and invited Members to pass on data collected from site inspections to the departments concerned, in an effort to jointly improve traffic congestion along Yu Tung Road.

36. Mr LEE Lap-man said that the TD had taken note of the views of Members and the Chairman, and would further review whether buses could be permitted to use Chui Kwan Drive under emergency situations. In addition, the Department would continue to adjust the traffic signal timings at the junction of Yu Tung Road and Chung Yan Road in response to actual conditions.

V. Question on the deviation from the schedule of service of bus routes C4, C9 and 15 in Discovery Bay  
(T&TC Paper No. 24/2025)

37. The Chairman asked the attendees to refer to T&TC Paper No. 24/2025.

38. 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.

39. Mr Jonathan CHOW briefly presented the question.
40. Mr Peter TSANG gave a consolidated response as follows:
- (a) The DBTSL had introduced the C4 and C9 circular bus routes starting from 5 August this year, connecting the southernmost parts of Discovery Bay, namely Coastline Villa and Crestmont Villa, with the shopping mall in Discovery Bay North. As the two routes were relatively long and had multiple pick-up and drop-off points, journey times were susceptible to factors such as road traffic conditions and patronage, resulting in occasional deviation from schedule.
  - (b) Since the introduction of the new routes, the DBTSL had continued to monitor their operation and actively collected passengers' feedback, with a view to further stabilising service frequency. At present, the company was reviewing the route timetables and planning to implement designated departure times at major stops along the routes to enhance convenience for passengers.
  - (c) Route 15 mentioned by Members in the question had commenced service on 5 August this year, operating between Chianti and DB Plaza Bus Terminus. Based on recent observations, the route was generally operating normally.
  - (d) Regarding Members' suggestion to display bus arrival times to residents, the DBTSL was reviewing the timetables of the relevant routes and was planning to implement designated departure times at some major stops. Upon completion of the relevant work, the DBTSL would display the information at major stops along the routes and release the information via the Discovery Bay mobile application for residents' reference.
  - (e) As for the suggestion to adjust and coordinate ferry and bus schedules to facilitate residents' journeys, as bus services operated at a higher frequency than ferry services, it was difficult to fully align bus schedules with ferry timetables. However, with the implementation of designated departure times at major stops, residents would be able to better ascertain bus arrival times and more easily select bus services that could connect with ferry sailings, thereby facilitating trip planning. The DBTSL would continue to review ferry and bus service schedules with a view to providing residents with smoother and more efficient transport services.
41. Ms Sophia WOO gave a supplementary response as follows:
- (a) In addition to striving to improve the existing bus and ferry services, the DBTSL had also commenced planning for the future transport services

of Discovery Bay. With a substantial increase in the future population of Discovery Bay, residents' daily travel destinations would no longer be confined to commercial areas in the town centres. To meet residents' needs in terms of both travel capacity and service quality, the DBTSL planned to renew its bus fleet, introduce buses with higher passenger capacity, and increase ferry services serving the northern area of Discovery Bay.

- (b) In addition, the HKR International Limited (HKR) had submitted an application to the TD for the provision of four additional taxi pick-up and drop-off points in the southern area of Discovery Bay, with a view to facilitating travel for Discovery Bay and nearby residents, in particular the elderly and persons with mobility difficulties. The DBTSL hoped that it would later be able to give the Chairman and Members a detailed briefing on the relevant plans, which would benefit residents and all stakeholders.

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

- (a) Details of residents' bus services in Discovery Bay (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 scheduled timetables.
- (b) Specifically, the TD closely monitored the service level and stability of residents' bus routes through various means, including vetting and reviewing the operator's operational information and data, conducting site inspections, and holding meetings with the operator.
- (c) As regards the complaint handling mechanism, upon receipt of a complaint, the TD would commence an investigation through the aforesaid means and would refer the complaint to the operator, requesting explanations, follow-up actions and improvement measures. The TD would provide an initial/interim reply within 10 days from the date of receipt of the complaint, and a substantive reply on or before 21 days.
- (d) The TD would continue to monitor the operation of the above residents' bus routes and would follow up with the operator as appropriate to ensure that the services met passengers' needs.

43. Members expressed their views as follows:

- (a) Members noted that the DBTSL was currently providing scheduled departure times for Routes C4 and C9. However, as these two circular

routes were easily affected by traffic conditions, deviation in bus arrival times often occurred. Residents had reported that although the DBTSL displayed real-time bus arrival information via its mobile application, the times shown were not entirely accurate, causing inconvenience to passengers. Members therefore urged the DBTSL to implement the relevant improvement measures as soon as possible.

- (b) Members welcomed the DBTSL's plan to increase ferry services serving the northern area of Discovery Bay and looked forward to further communication with the company regarding the plan.
- (c) A Member said that his office had recently received a large number of complaints from residents concerning deviation from schedules of service of Routes C4, C9 and 15. In this connection, He enquired whether the TD had received similar complaints recently, the number of such complaints, and whether the TD had conducted site inspections in Discovery Bay for follow-up actions.
- (d) Members noted that the DBTSL had earlier adjusted the bus stops on Route C4, but residents had reported that the effect was unsatisfactory. Members therefore hoped that the DBTSL would make further adjustments.

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

- (a) As Routes C4 and C9 were relatively long, their journey times were easily affected by various factors. The DBTSL also noted that the journey times of the two routes differed between peak and non-peak hours. At present, the company was setting fixed journey times for the major stops along the two routes, and needed time to resolve technical issues, such as determining journey times for different trips during different periods. The company was also endeavouring to shorten passengers' waiting time on board to avoid unreasonable prolongation of journey times. The DBTSL was expediting this work and expected to complete and implement the improvement measures within two to three weeks.
- (b) As regards bus stops, the DBTSL would further review and study relevant improvement measures to facilitate residents' travel.
- (c) It was considered that, following the implementation of the above designated departure times, residents' waiting time would be effectively reduced and the connectivity between bus and ferry services would be improved.

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

- (a) The TD noted that since the optimisation of Discovery Bay residents' bus services in early August, the DBTSL had listened to passengers' needs and had introduced improvements to the residents' bus services from late August to early September, together with enhancements to passenger waiting arrangements.
- (b) The number of complaints regarding bus services in the area had indeed shown an upward trend compared with the past. In this connection, the TD had held an on-site meeting with the operator of Discovery Bay residents' bus services in mid-September to review the relevant services. The TD was pleased to note that the operator was further reviewing the timetables of the bus routes concerned with a view to improving travel convenience for residents.
- (c) The TD would continue to urge the operator not only to provide services in accordance with the scheduled timetables, but also to operate additional trips in response to passenger demand, particularly during commuting hours as well as the peak hours before and after school, so as to meet passengers' needs and further shorten waiting times.

46. Members expressed their views as follows:

- (a) The DBTSL was urged to implement the above improvement measures within two to three weeks to further optimise the connectivity between ferry and bus services.
- (b) Members understood that seamless connection between bus and ferry services could not be guaranteed, but hoped that the DBTSL would, as far as practicable, arrange bus services to connect with ferry services during commuting hours. Members indicated that they had previously compiled a table recording the connection times between bus and ferry services, which could be shared with the DBTSL after the meeting.
- (c) Members thanked the TD for following up the captioned matter with the operator and hoped that, through regulation, the TD would provide residents with better transport services.
- (d) Members suggested strengthening communication among the TD, bus service operators and Members. In the long term, it was considered that different stakeholders should periodically review bus routes in the district on a regular basis.

47. Ms Sophia WOO gave a supplementary response as follows:

- (a) The HKR was willing to maintain regular communication with different stakeholders (such as the TD and Members). In addition, the HKR also maintained regular communication with residents through the Passenger

Liaison Group, with a view to continuously reviewing and optimising the overall transport planning for Discovery Bay and discussing ways to improve the community.

- (b) As regards further improvement plans on the captioned matter, the DBTSL could further discuss them with the TD and the relevant Members after the meeting.
- (c) To enhance transport convenience in Discovery Bay, the DBTSL had earlier applied to the TD for the provision of additional taxi stands in the southern area of Discovery Bay. As facilitating residents' travel was one of the service objectives of the DBTSL, it was committed to comprehensively improving the existing and future transport planning of Discovery Bay, covering both waterborne and land-based transport modes.

VI. Question on the maintenance services and parking spaces for golf carts in Discovery Bay  
(T&TC Paper No. 25/2025)

- 48. The Chairman asked the attendees to refer to T&TC Paper No. 25/2025.
- 49. 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 written reply of the Discovery Bay Services Management Limited (DBSML) had been distributed to Members for perusal before the meeting.
- 50. Mr Jonathan CHOW briefly presented the question.
- 51. Mr Eric LUK said that, as the roads in Discovery Bay were private roads and matters relating to parking spaces within the private development area fell within the purview of the DBSML, the TD had no further supplementary information.
- 52. Members expressed their views as follows:
  - (a) Members noted that the DBSML had stated in its written reply that the annual licence fee charged to golf cart owners for using roads within the area included the cost of licence plate processing. According to Members' understanding, golf cart owners were required to pay the licence fee set by the government directly to the TD. It was therefore considered that the cost of licence plate processing had no direct relationship with the annual licence fee charged. The DBSML was requested to provide clarification on this matter.
  - (b) When purchasing new golf carts or scrapping the existing ones, the DBSML required golf cart owners to use its designated maintenance

technicians. Members therefore considered that the DBSML had a responsibility to provide golf cart owners in the area with maintenance services at reasonable prices and of a quality commensurate with market standards.

- (c) Golf carts in Discovery Bay were mainly used to facilitate residents' travel between their homes and the Discovery Bay Ferry Pier. As a result, there was strong demand for golf cart parking spaces near the DB Plaza and the pier, leading to a long-standing shortage. However, the DBSML had stated in its written reply that the 20 golf cart parking spaces located next to the tennis courts were often vacant. These parking spaces only permitted vehicles to park for three hours, after which owners would be issued warning notices and eventually required to remove their vehicles. Members therefore considered that such arrangements failed to meet the needs of owners who used golf carts as a feeder transport when commuting to work outside the area.
- (d) Although residential developments near the Discovery Bay Ferry Pier and the shopping mall might have sufficient golf cart parking spaces, golf cart owners who were not residents of those developments were not permitted to use such spaces and would otherwise be required by the property management company to remove their vehicles. Members therefore considered that the DBSML's claim in its written reply that the number of golf cart parking spaces in Discovery Bay exceeded the total number of golf carts did not reflect the actual situation.
- (e) Members hoped to continue following up on the matter concerned through the TTC with the relevant departments and the DBSML, and requested the latter to address and properly resolve the problem to safeguard residents' interests.
- (f) Golf cart owners in Discovery Bay were required to pay an annual licence fee to the TD. In addition, according to Members' understanding, the TD had issued only 500 golf cart licences for Discovery Bay due to road capacity considerations. Members therefore considered that the TD should be responsible for regulating matters relating to golf carts in the area and for providing basic protection to golf cart owners.
- (g) Members considered that the DBTSL's statement under Agenda Item V, expressing its intention to enhance transport facilities within Discovery Bay, was inconsistent with the DBSML's written reply under this item. Members requested the TD to appropriately review the direction for enhancing transport facilities in Discovery Bay and to explore whether priority should be given to improving the existing modes of transport within the area, including golf carts.

- (h) As the DBSML's written reply stated that the annual licence fee paid by golf cart owners already covered the cost of road maintenance within the area, Members reminded the relevant departments and organisations that, when introducing other modes of transport in Discovery Bay, due consideration should be given to the fact that golf cart owners were already bearing responsibility for road maintenance.

53. Mr Eric LUK said that, regarding arrangements for golf cart owners to apply for relevant permits from the TD, the TD would issue permits in accordance with the established mechanism and based on the documents submitted by applicants.

54. The Chairman said that, as Members' enquiries and views during the above discussion were mainly directed at the DBSML, which did not send representatives to attend the meeting, he instructed the Secretariat to convey Members' enquiries and views to the DBSML in writing after the meeting and to request a response from the company. In addition, the Chairman requested the Secretariat to include this agenda item as a follow-up item at the next meeting, and to invite representatives from the TD and the DBSML to attend for further discussion.

(Post-meeting note: The Secretariat forwarded the DBSML's reply letter to Members for perusal on 26 November this year, and arrangements had been made to include this agenda item as a follow-up item at the next meeting.)

55. Members expressed their views as follows:

- (a) Members said that they looked forward to the company's further response.
- (b) Members considered that more authorities should be granted to the TD to regulate matters relating to golf carts in Discovery Bay, so as to better safeguard the interests of golf cart owners in the area.

56. Mr Eric LUK said that the TD had taken note of Members' views and would study the relevant suggestions.

## VII. Question on the enhancement of public transport services in Tung Chung (T&TC Paper No. 26/2025)

57. The Chairman asked the attendees to refer to T&TC Paper No. 26/2025.

58. The Chairman welcomed Ms YEUNG Yuk-shan, Senior Transport Officer/Islands 1 of the TD, Mr Calvin TSANG, Assistant Corporate Affairs Manager and Mr Dennis YIP, Senior Planning Officer of the Citybus Limited (Citybus), and 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. The written reply of Citybus had been

distributed to Members for perusal before the meeting.

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

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

- (a) Regarding Members' suggestion to enhance the services of NLB Routes 37A and 37M, in view of the commencement of intake at Cheung Tung Estate in mid-September, and upon completion of the relevant lay-bys and footpaths, the TD had implemented the 2023-2024 Bus Route Planning Programme on 18 October this year. The terminus of Route 37A was extended from Yu Nga Court to Area 99, Tung Chung, and the route was upgraded to provide all-day service. NLB Route 37M was also adjusted on the same day such that, during the operating hours of Route 37A, it would no longer detour via Yu Nga Court, thereby shortening its journey time. The Department would continue to closely monitor the traffic conditions and service level of the two routes, and would review passenger demand with the bus company in a timely manner to make appropriate improvements.
- (b) As for Routes 38 and 39M serving Tung Chung West, the TD had been reviewing their service levels through on-site surveys and operational data submitted by the bus company. The latest survey revealed that the morning peak-hour services of Routes 38 and 39M towards Tung Chung MTR Station were generally able to meet passenger demand. However, between 7:45 a.m. and 8:15 a.m., some individual trips were affected by traffic congestion, resulting in service instability and higher patronage on certain trips. In this regard, the Department had reminded the NLB to deploy additional resources and flexibly adjust services to mitigate the impact of service instability caused by traffic congestion or other factors on passengers. In addition, the Department had requested the NLB to pay attention to the service level of Route B6S and to strengthen the promotion of its sectional fares and same-day return fare concessions, so as to more effectively divert passenger demand from Route 39M towards Tung Chung during the morning peak period.
- (c) With regard to Citybus Routes E, the TD had, prior to the meeting, conveyed the relevant views to the responsible district officers and the bus company, requesting them to review passenger demand on the routes concerned and to strengthen services. According to recent on-site surveys, the current service levels of the routes were still able to meet passenger demand. The TD had been closely monitoring the progress of development projects in Tung Chung East and Tung Chung West, and would continue to keep track of the relevant bus services and make timely adjustments with the bus companies to cater for passenger demand.

- (d) As for Citybus Route S56, the route currently mainly served Tung Chung North, the Tung Chung Town Centre, the Airport Logistics Area and the passenger terminal building area, with the first departure at 5:55 a.m. The TD had, prior to the meeting, conveyed the suggestion to adjust the first departure time of the route to Citybus and urged the company to review the service demand of the route and, subject to resource availability, consider advancing the first departure time.
- (e) Regarding the suggestion to expand the coverage of overnight bus services, the TD had requested Citybus to examine the feasibility of route adjustments or provision of new services. Provided that the existing passengers were not adversely affected, the TD welcomed Citybus to propose plans to enhance overnight bus services in Tung Chung North.
- (f) In response to development projects or the completion of new housing estates in the district, the TD had been maintaining close liaison with the bus companies and had implemented corresponding arrangements under the annual Bus Route Planning Programme. Upon completion of the infrastructure in the district, the Department would implement the finalised Bus Route Planning Programme as soon as practicable to meet passenger demand.

61. Mr Dennis YIP gave a consolidated response as follows:

- (a) Regarding Members' suggestions on Citybus external routes serving Tung Chung, Citybus had, under this year's Bus Route Development Programme and in anticipation of the intake of Cheung Tung Estate and Chun Tung Estate, proposed the introduction of new Routes E18 and E28 to facilitate travel between the new development areas and Hong Kong Island and Kowloon during peak hours. As for other external routes, Citybus would closely monitor the intake progress of Cheung Tung Estate, Chun Tung Estate and other new residential developments in Tung Chung, and would review the relevant service frequencies and arrangements having regard to passenger demand and operational conditions.
- (b) Citybus had taken note of Members' suggestion to adjust the first departure time of Route S56, and would review the current early-morning service arrangements of the route and examine the scope for service enhancement.
- (c) With regard to overnight bus services, Citybus currently operated Route N21A, providing services from Tung Chung to Kowloon in the early morning, and from Kowloon to Tung Chung North and Tung Chung West during late night hours. Citybus had taken note of Members' views on enhancing overnight bus services between Tung Chung North and

the urban areas of Hong Kong Island and Kowloon, and would take these views into consideration in the future planning of external bus services for the Tung Chung area in collaboration with the TD.

62. Mr Peter CHU said that the NLB had incorporated arrangements to continue increasing the service frequency of Route 37A into its Bus Route Development Programme. In addition, with regard to the suggestions on Routes 37M, 38M and 39M, the NLB would closely monitor the traffic conditions in Tung Chung and consider increasing bus frequencies where necessary to enhance the stability of the relevant services.

63. Members expressed their views as follows:

- (a) In recent years, the demand for public transport services in Tung Chung had increased rapidly. Members observed that the population in the area had risen significantly within a single week. Furthermore, with the intake of Cheung Tung Estate, the public transport services in the area became overstretched during peak hours. Residents of Yu Nga Court, Ying Tung Estate and Century Link had reported that buses arriving at their stops during peak hours were already at full capacity, leaving them unable to board. In this regard, Members considered that the bus companies should not merely monitor population growth to respond to the situation, and suggested that they implement corresponding plans to alleviate the inadequacy of public transport services.
- (b) Between 6:30 a.m. and 8:30 a.m. on the morning of the meeting, Members had conducted a site inspection of the operation of NLB Route 37A in Tung Chung, and observed that the 7:10 a.m. and 7:40 a.m. trips were lost, resulting in residents having to transfer to other public transport modes or walk to the Tung Chung Town Centre, thus undermining residents' confidence in the bus service. As Route 37A would in the future serve residents of Cheung Tung Estate, Chun Tung Estate and Yu Nga Court, with a large passenger demand, Members urged the NLB to seriously address the above situation, implement improvement measures within the week, and allocate additional resources to strengthen the relevant bus services.
- (c) Members observed that since the start of the previous school year, long queues of passengers had frequently formed at bus stops on NLB Route 38 in the morning. It was estimated that this was caused by service instability arising from traffic congestion in the area. In this regard, Members suggested that the NLB refer to past arrangements and deploy additional departures to pick up passengers, so as to improve the situation.
- (d) Members analysed that the routing of NLB Route B6S largely overlapped with that of Route 39M, but its fare was higher than that of

the latter, resulting in relatively low patronage at present. Members suggested that the NLB consider adjusting the fare of Route B6S, staggering the departure times of Routes B6S and 39M, and strengthening publicity efforts to provide passengers with clearer information on arrival times and traffic conditions, with a view to increasing patronage.

- (e) Students attending schools in other districts had reported that the bus services on Citybus Routes E21, E22, E23 and E11 during the morning period (approximately 6:30 a.m. to 7:30 a.m.) were insufficient. Passengers often had to wait for 20 to 30 minutes, and in some cases were unable to board due to buses being at full capacity. Members considered that Routes E18 and E28 mentioned in Citybus's response were unable to meet passenger demand during the aforesaid period. In this regard, Members urged Citybus to review the service frequency arrangements of Routes E21, E22, E23 and E11.
- (f) The current service frequency of Citybus Route S56 was inadequate, resulting in Tung Chung residents having to wait for approximately 10 minutes when returning home from the Tung Chung Town Centre. Members considered such waiting time unreasonable, and hence requested Citybus to implement improvement measures as soon as possible.
- (g) The existing overnight bus services connecting Tung Chung with Hong Kong Island and Kowloon did not cover the whole of Tung Chung North. In addition, Members pointed out that one of the relevant overnight bus routes had experienced two lost trips in the past month, causing inconvenience to residents. Members therefore expressed concern as to whether the relevant bus services could meet residents' cross-district travel needs and cater for future airport development.
- (h) Members said that they had continued to receive feedback from residents of Tung Chung West, Tung Chung Central and Tung Chung North regarding bus route issues, and hoped that the bus companies would address and improve the situation as soon as possible.
- (i) Members considered that since the commissioning of NLB Route 39M following the completion of Mun Tung Estate in 2018, the service had yet to reach a satisfactory standard. They noted that a considerable number of working commuters had reported insufficient service frequencies in the morning. In this regard, Members requested the NLB to consider increasing the number of trips on the above route between 6:00 a.m. and 8:00 a.m.
- (j) Members said that on the morning of the meeting, they had observed that more than 150 people were queuing near the Mun Tung Café

waiting for Route 39M. It was considered that the introduction of Route B6S failed to achieve the intended diversion effect. Members noted that they had previously conducted a site inspection with representatives of the TD and observed the same situation. Members analysed that traffic congestion at the junction of Yu Tung Road and Chung Yan Road was related to the aforesaid long queues at the bus stop for Route 39M. As some passengers waiting for Route 39M chose to give up and transfer to Route 38, passenger demand on Route 38 during peak hours had increased as a result. Members therefore considered that traffic conditions and bus services in the district were interrelated. They suggested that the TD implement a comprehensive set of measures to improve both traffic conditions and bus services.

- (k) Members pointed out that they had repeatedly suggested at meetings that Citybus split Routes E11 and E21, and considered that Citybus's current practice of subdividing a single route into four to five branch routes was not ideal, as it made it difficult for passengers to adapt to bus services operating at different times. Taking the E21 route series as an example, Members noted that some trips travelled through the whole of Tung Chung and took more than one hour to reach West Kowloon from Tung Chung. In this regard, Members suggested that Citybus split Routes E11 and E21 to better serve residents of Tung Chung West, Tung Chung North and the Tung Chung Town Centre. Members emphasised that many residents (including elderly persons) relied on Route E21 to travel to hospitals in West Kowloon, and that some residents had reported that they switched to other modes of public transport due to the circuitous routing of the bus service.
- (l) Members were concerned that residents found it difficult to adapt to the removal of several bus stops following the introduction of new Citybus Routes E18 and E28. It was suggested that Citybus should continue to review the relevant bus services after the introduction of the above routes, and consider reorganising the relevant bus routes in a systematic manner.
- (m) Members said that since the site inspection conducted in the area together with the TD, no improvement in bus services had been observed to date. The TD was therefore urged to actively follow up and improve bus services in the area.

64. The Chairman said that, as the above discussion involved the development of Tung Chung North, the rapid population growth in Tung Chung East, and the overall planning of bus routes, she suggested that a follow-up meeting be convened after the meeting to allow Members to have in-depth discussions with representatives of the TD, Citybus and the NLB on the relevant issues. The Chairman requested the Secretariat to arrange the follow-up meeting after the meeting.

(Post-meeting note: The Secretariat arranged a follow-up meeting between Members and representatives of the TD, Citybus and the NLB on 14 November 2025. At the meeting, Members raised views and suggestions on individual bus routes, including Routes 37A, 38, 39M and S56. Citybus and the NLB noted Members' views and reported to Members on the improvement measures currently underway and planned.)

VIII. Question on the traffic accident involving a truck on Ying Hei Road in Tung Chung (T&TC Paper No. 27/2025)

65. The Chairman asked the attendees to refer to T&TC Paper No. 27/2025.

66. The Chairman welcomed Mr LEE Lap-man, Engineer/Islands 2 of the TD, Ms CHUNG Wai-tung, Cleo, Property Service Manager/Service (Hong Kong Island and Islands)<sup>4</sup> of the Housing Department (HD) and Mr YEUNG Yan-ning, Owen, District Operations Officer, Lantau District of the HKPF to the meeting to respond to the question. The written replies of the CEDD and the HD had been distributed to Members for perusal before the meeting.

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

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

- (a) At present, large and long vehicles carrying construction components on carriageways were mainly regulated under the relevant legislation applicable to general road users.
- (b) In respect of development projects in the Tung Chung area, the TD required project proponents to review the traffic arrangements to be implemented during the works period, such as temporary traffic measures and the entrances and exits of works sites, so as to minimise the impact of the projects during the works period on traffic. As regards the works projects near the Tung Chung East new development area, the TD had advised the relevant departments, where feasible, to arrange for construction vehicles to access works sites via the reclamation area's access routes, in order to avoid such vehicles entering the town centre.

69. Ms Cleo CHUNG said that the HD would maintain close liaison and communication with the CEDD to ensure that construction vehicles properly used the designated construction vehicle access routes outside the works sites in the Tung Chung New Town Extension area when entering and leaving different works sites.

70. Mr Owen YEUNG said that the HKPF would continue to deploy resources flexibly to conduct patrols on an ad hoc basis and take enforcement action against illegal acts relating to the loading of vehicles, with a view to reducing the occurrence of accidents.

71. Members expressed their views as follows:

- (a) It was fortunate that the captioned traffic accident had not resulted in any loss of life. Had the construction components carried on the goods vehicle toppled while pedestrians were waiting nearby to cross the road, the consequences could have been very serious. Members analysed that the cause of the accident was that the goods vehicle driver was travelling at a high speed and failed to slow down when turning, resulting in the load on the vehicle overturning. In this regard, Members urged the relevant departments to study the installation of speed detection devices at the location of the accident.
- (b) According to Members' observations, the traffic signals adjacent to the accident location were partially obscured by tree foliage, affecting drivers' ability to identify the traffic signal colours. In this regard, Members requested that the TD and the HKPF should remind the relevant departments to carry out tree pruning works upon noticing such issues.
- (c) As multiple infrastructure and development projects were currently underway in Tung Chung East, Members urged the HD and the CEDD to, as far as practicable, arrange for large and long vehicles to enter and exit works sites in the Tung Chung East reclamation area via the Tung Chung East entrances, so as to avoid such vehicles travelling through the town centre. Members understood that the access routes from the above-mentioned Tung Chung East entrances to the works sites were subject to vehicle length restrictions, resulting in longer vehicles having to detour through the town centre to reach the sites. Members considered the CEDD to be a key stakeholder in this matter and hoped that it would accord priority to exploring the optimisation of the above access routes to facilitate longer vehicles travelling to the works sites.
- (d) Members noted that heavy vehicles of the HD or the CEDD had on several occasions transported large pipes to works sites via town centre roads. Members urged the relevant departments to address this matter and reduce the number of heavy vehicles travelling through the town centre to reach works sites.

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

- (a) In respect of Members' concern about tree foliage obstructing traffic signals, the TD would follow up with the HyD and arrange for the relevant foliage to be cleared as soon as possible.
- (b) When examining temporary traffic measures, the TD required the relevant departments and proponents of development projects in the district to avoid arranging for works vehicles to enter the town centre,

thereby reducing the impact on traffic in the Tung Chung Town Centre.

73. Ms Cleo CHUNG said that the HD would review with contractors the transportation procedures for construction components, the size of works vehicles, and the number of works vehicles entering and leaving construction sites each day. At the same time, the Department would also remind contractors to enhance safety awareness when transporting construction components.

74. Mr Owen YEUNG said that under the Road Traffic Ordinance (Cap. 374), a driver shall ensure that any load was properly secured to or contained on the vehicle. The HKPF would continue to conduct relevant traffic enforcement actions and would consider stepping up enforcement targeted at the types of large vehicles mentioned above.

75. Members pointed out that the CEDD had not sent any representative to attend the meeting. They considered the CEDD to be a key stakeholder in the development of the Tung Chung New Town and therefore had a responsibility to provide safe and convenient dedicated access routes for works and heavy vehicles of the relevant departments to reach the works sites. In this regard, Members urged the CEDD to explore the optimisation of the relevant access routes.

76. The Chairman said that the CEDD played an important role in this agenda item but had not sent any representative to attend the meeting. She therefore requested the Secretariat to convey Members' views and suggestions arising from the above discussion to the CEDD after the meeting and to request the CEDD to provide a written reply to each of the comments. In addition, the Chairman also requested the HKPF to step up relevant monitoring work.

(Post-meeting note: The Secretariat forwarded the CEDD's written reply to Members for perusal on 26 November this year.)

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

77. The Chairman advised that the Minor Traffic Improvement Projects for the Islands District, which covered the works projects and works schedules as at October this year, had been submitted by the HyD prior to the meeting. Members were welcomed to make enquiries and provide comments.

78. Members noted the relevant paper and thanked the HyD and the TD for actively following up on Members' suggestions by providing an additional pedestrian crossing and guard rails at the Tung Chung Bus Terminus.

#### X. Any Other Business Views on Water Seepage on Tung Chung Road

79. Members said that seepage had recently occurred on Tung Chung Road in the direction of Pak Kung Au (near lamppost no. C0886) and enquired whether the HyD had commenced follow-up action.

80. Mr WONG Chi-hung said that, upon receipt of the notification, the HyD had immediately commenced follow-up work, including inspecting the trial pits on the footpath and checking whether there were any leakages from underground utilities, but no abnormalities had been identified so far. As there had been frequently rainfall recently, the Department suspected that the seepage might be related to a rise in the groundwater level. In this connection, the Department had reported the situation to the CEDD and was awaiting their expert advice. The HyD planned to inspect the underground pipelines beneath the carriageway by the following week and would report the latest progress to Members in a timely manner. Temporary traffic signs had also been provided at the location to remind drivers to reduce their speed and to enhance road safety awareness.

81. Members reported that weeds and overhanging branches at certain road sections in the district (including Tung Chung Road near the Shek Mun Kap roundabout, lay-bys between Tung Chung Town Centre and the Tung Chung Road roundabout, the section from Keung Shan Road above Shek Pik Reservoir to Tai O, and the areas around South Lantau Road and San Shek Wan) might obstruct drivers' sightlines. Members therefore requested the relevant departments to arrange regular weed clearance works to ensure the safety of road users.

82. Mr WONG Chi-hung said that the HyD would handle the weed issues reported by Members as soon as possible and would arrange contractors to immediately trim weeds that posed an imminent danger to road users. As for cases not posing immediate danger, the relevant government departments would handle and clear the weeds in accordance with prevailing guidelines.

83. The Chairman said that Members had repeatedly received residents' feedback on the water seepage issue on Tung Chung Road near Pak Kung Au. As the seepage persisted, residents were concerned about the safety of motorcyclists. The Chairman suggested that the HyD install speed reduction signs at the section before the seepage location so that drivers could be alerted of the road conditions in advance. Regarding the weed issues raised by Members, the Chairman suggested that the Department conduct regular monitoring and trimming of roadside weeds.

(Post-meeting note: The HyD installed temporary speed reduction traffic signs on Tung Chung Road as per the Chairman's request. The Department also noted Members' views and would continue to enhance patrols. If weeds or branches were found to pose danger to road users, the Department would take follow-up actions immediately.)

#### Enquiries on the Progress of Bus Stop Shelter Construction Works in Tung Chung

84. Members thanked the TD and Long Win Bus Company Limited (Long Win) for actively following up on residents' earlier concerns regarding the light-transmitting

materials used for the bus stop shelter at Yat Tung Road near Yung Yat House of Yat Tung Estate, and for promptly replacing the relevant materials. In addition, Members enquired about the progress of bus stop shelter works at Yu Tai Court (opposite the petrol station at the Yu Tung Road junction) and at Kui Yat House of Yat Tung Estate.

85. Ms YEUNG Yuk-shan said that the TD had earlier approved the NLB and Long Win to construct shelters for the bus stops at Chung Yan Road and Yat Tung Estate respectively. As the bus companies were aware that the two bus stop shelters were matters of high concern to Members, they had agreed to accord priority to the works and to commence them as soon as practicable. The Department would provide Members with the relevant works timetables after the meeting.

86. The Chairman added that the NLB had earlier indicated that the structural framework of the bus stop shelter at Chung Yan Road had been completed and that the shelter roofing was expected to be completed within October. However, the actual progress was subject to further confirmation by the NLB.

(Post-meeting note: The TD replied after the meeting that the NLB had completed the installation of shelter and seating for the bus bay at Chung Yan Road, opposite Yu Tai Court, in November this year. In addition, the TD approved Long Win to construct a bus stop shelter at Yat Tung Street near Kui Yat House. Long Win advised that the shelter works would be completed in 2027. The TD urged Long Win to expedite the completion of the works.)

#### XI. Date of Next Meeting

87. There being no other business, the meeting was adjourned at 4:45 p.m. The next meeting would be held at 10:00 a.m. on 9 December 2025 (Tuesday).

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