

(Translation)

Islands District Council
Minutes of Meeting of Traffic and Transport Committee

Date : 11 June 2024 (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

Vice-Chairman

Mr YIP Pui-kei

Members

Mr NG Man-kit
Mr HO Siu-kei
Mr HO Chun-fai
Mr YU Hon-kwan, MH, JP
Mr CHOW Yuen-kuk, Jonathan
Mr CHOW Yuk-tong, SBS, MH
Ms KWOK Wai-man, Mealoha
Mr HUI Chun-lung, MH
Mr WONG Man-hon, MH
Mr WAN Yeung-kin
Mr LAU Chin-pang
Ms LAU Suk-han
Ms LAU Shun-ting
Mr LUO Chenghuan

Attendance by Invitation

Mr YUEN Wai-man	Senior Engineer/District, Civil Engineering and Development Department
Mr LAU Tin-sing, Alvin	Project Coordinator/District 4, Civil Engineering and Development Department
Mr CHENG Yuk-lung, Stanley	Chief Engineer/Lantau 1, Sustainable Lantau Office, Civil Engineering and Development Department
Ms TANG Yuen-ki, Phoebe	Senior Engineer/9 (Lantau), Sustainable Lantau Office, Civil Engineering and Development Department

Mr LUE Yat-fung	District Operations Officer, Lantau District, Hong Kong Police Force
Mr Frankie FAN	Principal Resident Engineer, AECOM Asia Company Limited
Mr Calvin TSANG	Senior Corporate Communications Officer, Citybus Limited
Mr Stephen WAN	Manager, Operations, Long Win Bus Company Limited
Mr Karl HUEN	Assistant Manager, Public Affairs, Long Win Bus Company Limited
Mr HO Lee-yip	Manager, District Relations, New Lantao Bus Company (1973) Limited
Mr WONG Chi-wing, Andy	Operations Planning Manager, New Lantao Bus Company (1973) Limited

In Attendance

Mr MOK Mong-chan	Assistant District Officer (Islands)1, Islands District Office
Mrs RADFORD Kit-yee, Kitty	Administrative Assistant/Lands (District Lands Office, Islands), Lands Department
Ms KANG Pu	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 KWONG Tsz-wing, Wing	Executive Officer (District Council)2, 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 15 April 2024**

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

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

3. The Chairman said that at the Islands District Council (IDC) meeting held on 6 May 2024, the Chairman of the IDC had referred the agenda item in question to the Traffic and Transport Committee for follow-up, suggesting that Members should consider giving priority to exploring ways to address the traffic problem of Tat Tung Road. The relevant paper (IDC Paper No. 25/2024) was tabled at the meeting for perusal by Members.

4. The Chairman said that feasible solutions had been explored in collaboration with the Islands District Office (IsDO) and the relevant departments before the meeting. She welcomed the guest who attended the meeting for the discussion: Mr LEE Lap-man, Engineer/Islands 2 of the Transport Department (TD). She asked Mr LEE to briefly present the corresponding plans.

5. Mr LEE Lap-man said that the TD understood the concerns of Members and the public regarding the traffic issues in Tung Chung, and had communicated with the Chairman on a number of occasions. The TD had formulated the following short, medium, and long-term improvement measures to address the traffic congestion problem at Tat Tung Road:

- (a) The TD would prohibit newly applied non-franchised buses from picking up or dropping off passengers on Tat Tung Road in the future to avoid aggravating the traffic load in the area;
- (b) In the event of emergencies on Tat Tung Road (such as traffic accidents), the Hong Kong Police Force (HKPF) would, depending on the actual situation, open the emergency access on Cheung Tung Road to divert traffic flow when necessary; and
- (c) The TD was looking into the feasibility of widening certain sections of Tat Tung Road in collaboration with the relevant departments and would provide detailed information to Members in a timely manner.

6. The Chairman said that she had explored the feasibility of various measures to improve the traffic congestion problem at Tat Tung Road with the IsDO, the TD and other relevant departments before the meeting, and expressed appreciation to the TD for proposing the measures.

7. Members expressed their views as follows:

- (a) Members thanked the Chairman and the TD for following up on the captioned matters and appreciated the TD's efforts to promptly formulate the above measures.

- (b) Members said that the TD's optimisation of multiple traffic lights on Tat Tung Road had effectively diverted traffic flow and alleviated traffic congestion in the area. Members hoped that the TD would introduce medium or long-term initiatives to further improve the situation, and requested the TD to maintain close liaison with Members.

8. The Chairman enquired whether the TD would open the emergency access on Cheung Tung Road in the event of an emergency on Tat Tung Road, and whether the TD had coordinated with the HKPF regarding the above arrangement. She also asked whether the TD's plan to widen Tat Tung Road was still in the research stage.

9. Mr LEE Lap-man said that the TD had communicated with the HKPF regarding the arrangement to open the emergency access on Cheung Tung Road, and the Police would implement the arrangement based on the actual circumstances. Furthermore, he said that the plan to widen Tat Tung Road was still in the research stage.

10. The Chairman thanked the TD for its positive response.

### III. Follow-up on "The Use and Parking Problems of Bicycles (including Electric Bicycles)"

11. The Chairman said that at the IDC meeting held on 6 May 2024, the Chairman of the IDC had referred the agenda item in question to the Traffic and Transport Committee for follow-up. The relevant paper (IDC Paper No. 25/2024) was tabled at the meeting for perusal by Members. The Chairman said that after the discussion on the parking problems of bicycles during the improvement works at Yung Shue Wan Public Pier in the previous Traffic and Transport Committee meeting, she had worked with the IsDO and the relevant departments to further explore the feasibility of converting the platform opposite Yung Shue Wan Post Office on Lamma Island into a temporary bicycle parking area, so as to facilitate in-depth discussion at this meeting.

12. The Chairman welcomed the guests who attended the meeting for the discussion: Mr WONG Yui-him, Tim, Engineer/Islands 1 of the TD; Mr YUEN Wai-man, Senior Engineer/District and Mr LAU Tin-sing, Alvin, Project Coordinator/District 4 of the Civil Engineering and Development Department (CEDD); and Mrs RADFORD Kit-yee, Kitty, Administrative Assistant/Lands (District Lands Office, Islands) of the Lands Department (LandsD).

13. Mrs Kitty RADFORD said that the land opposite Yung Shue Wan Post Office on Lamma Island was currently unleased and unallocated government land. The District Lands Office, Islands (DLO/Is) was open to the idea of setting up a temporary bicycle parking area at that location. If the relevant departments found the proposal feasible, they could submit an application for land allocation to the DLO/Is which would process it according to the existing guidelines.

14. Mr Tim WONG said that the TD was open to the idea of setting up a temporary bicycle parking area at the location, provided that the structural safety of the platform was confirmed.

15. Mr YUEN Wai-man said that based on aerial photos, it could be inferred that the platform had been built in the early 1980s. From recent close-range photos, it could be preliminarily observed that the platform's steel reinforcing bars were rusting, and there were signs of concrete cracking. Therefore, the CEDD had initial concerns about the safety of the location and deemed it unsuitable for public use.

16. The Chairman enquired whether the CEDD could conduct a comprehensive assessment of the safety of the platform, and also asked about the procedures, timeframes and resources required for reinforcing, demolishing or rebuilding the platform.

17. Mr YUEN Wai-man said that only a limited assessment could be made without complete data (including design blueprints). Besides, those maritime structures typically had a lifespan of around 50 years. Given that the platform had been in existence for over 40 years, nearing its limit, and that it was difficult to reinforce its structure, the CEDD was of the view that rebuilding the platform would be a more suitable option to ensure its safety. A rough estimate suggested that this process would take approximately two years and cost around \$40 to \$50 million.

18. Members said that the part of the platform near the pedestrian walkway appeared more robust and requested the CEDD to conduct an on-site inspection to further assess the safety of the platform.

19. Mr YUEN Wai-man said that the CEDD would send personnel to conduct an on-site inspection of the platform after the meeting and report back to Members on their findings.

20. Mr MOK Mong-chan expressed his full understanding of Members' concerns regarding the captioned issue and everyone's desire to identify a solution that could be implemented in the short term to meet the current need for a public bicycle parking area closer to Yung Shue Wan Public Pier during the improvement works carried out by the CEDD. Therefore, shortly after assuming his position recently, he had taken the initiative to promptly contact several relevant departments in the hopes of clarifying the safety issues concerning the platform and determining whether it was suitable for conversion into a temporary bicycle parking area within a short timeframe. As for the proposal to rebuild the platform, as the relevant departments had indicated that it would require considerable time and resources, he believed it might be challenging to achieve such purpose. He said that the IsDO would also continue to actively discuss with the relevant departments to explore other feasible alternatives.

(Post-meeting note: According to information from the CEDD, the aforementioned improvement works at the pier were expected to be completed in 2026. At that time, the existing pier access road temporarily closed due to the works would be reopened,

and approximately 100 new bicycle parking spaces would be provided along the access road.)

21. The Chairman suggested that the relevant departments, Members and the IsDO should conduct a site visit to the platform in question to come to a conclusion on the matter.

22. Mr MOK Mong-chan expressed his willingness to participate in the site visit and suggested that locations under other feasible solutions should also be inspected during the visit.

23. Members supported the site visit and agreed that safety should be the primary consideration. If the relevant departments ultimately determined that the condition of the platform was not suitable for immediate use as a temporary bicycle parking area, Members concurred that alternative feasible locations and solutions should be sought.

24. The Chairman said that they would continue to follow up on this matter with the relevant departments in collaboration with the IsDO.

(Post-meeting note: The Secretariat scheduled an on-site inspection on the afternoon of 7 August. The CEDD conducted an on-site inspection of the structural condition of the platform near Yung Shue Wan Public Pier on the afternoon of 20 June. The inspection report was shared with all Members by the Secretariat on 29 July for reference.)

IV. Tung Chung New Town Extension - Tai Ho Interchange (Contract No. NL/2020/07) Temporary Traffic Arrangement for Construction of Bridges of Tai Ho Interchange and Road Sign Gantries  
(T&TC Paper No. 28/2024)

25. The Chairman welcomed the guests who attended the meeting for presenting the paper: Mr CHENG Yuk-lung, Stanley, Chief Engineer/Lantau 1, Sustainable Lantau Office and Ms TANG Yuen-ki, Phoebe, Senior Engineer/9 (Lantau), Sustainable Lantau Office of the CEDD; and Mr Frankie FAN, Principal Resident Engineer of AECOM Asia Company Limited.

26. Ms Phoebe TANG briefly presented the paper with the aid of PowerPoint slides. Regarding the temporary closure of the fast lane of North Lantau Highway, she added that the CEDD would make every effort to shorten the duration of lane closure and would conduct preliminary works at night to minimise the impact on road users.

27. Members expressed their views as follows:

- (a) Members were concerned about the safety of road users. In light of the multiple traffic accidents on North Lantau Highway last month, Members requested that the CEDD promptly notify all stakeholders (including drivers, the Police and bus companies) of the captioned

arrangement and enhance publicity to ensure that road users fully understood the details of the arrangement, thereby increasing their awareness and preventing accidents. In addition, Members suggested that the CEDD should install large electronic screens ahead of the closed section to remind drivers of the road closure arrangement.

- (b) It was understood that during the construction of the Hong Kong-Zhuhai-Macao Bridge (HZMB), traffic on North Lantau Highway had been diverted towards the airport. Members enquired whether the CEDD had experience using slip roads for the purpose of traffic diversions. Furthermore, as the slip roads were single-lane roads, Members expressed concerns that there might not be adequate capacity to handle traffic flow during instances where a segment of North Lantau Highway needed to be completely closed at night. Members asked whether the CEDD had evaluated the use of slip roads for temporary traffic arrangements and suggested that the CEDD should consider solutions that had been adopted in the past.
- (c) The distance between Tung Chung Eastern Interchange and North Lantau Highway was very short. If drivers entered North Lantau Highway and then encountered a road closure ahead, they would be forced to turn around and travel via the HZMB to Kowloon. Therefore, Members considered that relevant traffic signs had to be placed in appropriate locations to inform drivers promptly of the road closures, so as to prevent confusion and traffic accidents. Members requested a response from the CEDD regarding this matter.
- (d) Members pointed out that North Lantau Highway was the only road to the airport, hence any traffic congestion on this road would have a significant impact on the public. Members requested that the CEDD formulate contingency measures to address emergencies (such as traffic accidents).

28. Ms Phoebe TANG gave a consolidated response as follows:

- (a) The CEDD had formulated a temporary traffic arrangement in response to the impact of the works on traffic. For example, speed limits on a section of North Lantau Highway near Pak Mong and Tai Ho Wan would be reduced from 110 kilometres per hour to 80 kilometres per hour in the direction of Kowloon and Tung Chung. Additionally, warning signs would be placed on both sides of the road approximately 800 metres ahead of the section undergoing works to alert drivers to reduce speed in advance.
- (b) The CEDD would provide information on the temporary traffic arrangement to road users via information display screens along the route to North Lantau Highway. The CEDD would also maintain

communication with various stakeholders (including the IDC, the MTR Corporation, the Airport Authority Hong Kong and bus companies) regarding the temporary traffic arrangement. Moreover, the CEDD had arranged for the production of promotional leaflets, which would be distributed to residents in the district. The CEDD would also consider promoting the temporary traffic arrangement through platforms such as the internet and radio.

- (c) The CEDD had collaborated with the HKPF and the TD to review various traffic diversion measures, with both the HKPF and the TD accepting the proposal to utilise slip roads. The CEDD would continue to consider different options and implement the most appropriate arrangement.
- (d) The CEDD had conducted on-site inspections at Yi Tung Road and Tung Chung East Interchange and agreed with Members' observation that once vehicles entered North Lantau Highway, they could only turn around and travel via the HZMB to Kowloon. Therefore, the CEDD suggested closing the intersection of Yi Tung Road leading to North Lantau Highway to prevent vehicles from entering North Lantau Highway during the road closures. In addition, the CEDD noted similar issues with vehicles traveling from Tung Chung Waterfront Road to North Lantau Highway, and thus this intersection would also be closed. The CEDD would discuss these arrangements with the HKPF and the TD. Furthermore, on one evening during the works, North Lantau Highway would be fully closed in the direction of Kowloon, and the CEDD would notify residents and drivers within the district early about the arrangement, and remind drivers to travel to Kowloon via the Chek Lap Kok direction.
- (e) Regarding contingency measures for emergencies during the works, the CEDD had communicated with the HKPF and the TD. The CEDD had also requested the contractor to arrange for staff to assist the Police in traffic diversion in emergencies.

29. Members considered that apart from closing the two junctions from Yi Tung Road and Tung Chung Waterfront Road to North Lantau Highway, the CEDD should also arrange for staff at these locations to instruct drivers on how to travel to Kowloon.

30. Ms Phoebe TANG said that the CEDD would communicate with the HKPF regarding the relevant diversion arrangements and deploy staff accordingly. The CEDD would also request the contractor to arrange manpower at appropriate locations to assist the HKPF in directing traffic during road closures, and provide instructions to drivers on how to travel to Kowloon.

31. The Chairman said that since North Lantau Highway was the main road to and from Lantau Island and the works in question involved road closures, she called on



the CEDD to step up contingency measures and publicise the temporary traffic arrangements.

32. Mr Stanley CHENG thanked Members for their views.

V. Question on the improvement to the planning of the Tung Chung Bus Terminus  
(T&TC Paper No. 29/2024)

33. The Chairman drew Members' attention to the T&TC Paper No. 29/2024.

34. The Chairman welcomed the following guests who attended the meeting to respond to the question: Ms YEUNG Yuk-shan, Senior Transport Officer/Islands 1 and Mr LEE Lap-man, Senior Transport Officer/Islands 2 of the TD; Mr Stephen WAN, Manager, Operations and Mr Karl HUEN, Assistant Manager, Public Affairs of Long Win Bus Company Limited (Long Win); Mr Calvin TSANG, Senior Corporate Communications Officer of Citybus Limited (Citybus); and Mr HO Lee-yip, Manager, District Relations and Mr WONG Chi-wing, Andy, Operations Planning Manager of New Lantau Bus Company (1973) Limited (NLB). The written replies of the Long Win, Citybus and Swire Properties Limited (Swire Properties) had been distributed to Members for perusal before the meeting.

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

36. Ms YEUNG Yuk-shan said that the TD conducted ongoing review of the utilisation of the Tung Chung Bus Terminus. The TD had previously conducted an on-site inspection at the bus terminus with Members and noted a relatively higher number of passengers waiting for Routes S1 and S64. As such, the TD planned to mark queue lines at the bus stops for Routes S1 and S64 to optimise the queue arrangements. The TD would communicate with the relevant bus companies and Members on this proposal, and maintain close contact with bus companies and Members regarding the utilisation of the Tung Chung Bus Terminus. In addition, with the completion of the Cheung Tung Estate Bus Terminus approaching, the TD would pay more attention to the planning of bus routes in the Tung Chung District.

37. Mr Stephen WAN presented the Long Win's written reply.

38. Mr Calvin TSANG presented Citybus's written reply, adding that Citybus had been continually engaging with various parties, including the TD, franchised bus companies and Swire Properties, on measures to improve operations at the Tung Chung Bus Terminus. Citybus remained open to suggestions for enhancing the queue arrangements at the Tung Chung Bus Terminus.

39. Mr Ho Lee-yip said that the NLB would closely monitor the development in Tung Chung and maintain liaison with the TD and Members.

40. Members expressed their views as follows:

- (a) During peak hours, there were often “snaking queues” at the bus stops for Routes S1 and S64. Members were pleased to learn that the TD would be marking queue lines and hoped that this would help improve the situation.
- (b) During Members’ previous on-site inspection at the Tung Chung Bus Terminus, it had been noted that the space within the bus terminus had not been efficiently utilised. Members pointed out that Swire Properties had closed off the entrance leading to Citygate Phase 2 from the Tung Chung Bus Terminus due to the pandemic, and had not yet reopened the entrance. Members urged Swire Properties to reopen this entrance for use by the public. Members had also observed that there was a large planter outside the entrance connecting Citygate to the Tung Chung Bus Terminus, which had reduced the queuing space at the bus terminus. Considering the population growth in Tung Chung, Members called on Swire Properties to explore improvements to the bus terminus design and consider relocating the planter to optimise the use of space within the bus terminus.
- (c) During the on-site inspection, Members had also noted the lack of pedestrian crossing facilities within the Tung Chung Bus Terminus, and therefore called on the TD to provide pedestrian crossings within the bus terminus to ensure public safety.
- (d) It was understood that the ownership of the entrances leading to Citygate Phase 2 from Citygate and the Tung Chung Bus Terminus belonged to Swire Properties, while the Tung Chung Bus Terminus was managed by the TD. Members asked the TD whether the deed of mutual covenant (DMC) required Swire Properties to open these entrances.

41. Mr LEE Lap-man said that the TD and the Highways Department (HyD) had planned to provide pedestrian crossings within the Tung Chung Bus Terminus, and would expedite the works where resources permitted.

42. Ms YEUNG Yuk-shan said that there was currently no information on the DMC for Citygate. It was understood that as the mentioned entrances were connected to the shopping mall, opening them for public use would affect the mall’s operating hours. Therefore, it was up to Swire Properties to decide whether or not to open the entrances.

43. The Chairman asked the Secretariat to follow up with Swire Properties after the meeting and schedule an on-site inspection as necessary.

(Post-meeting note: Swire Properties said that the entrance connecting Citygate Phase 2 and the Tung Chung Bus Terminus was primarily intended to link to a future public facility located on Tat Tung Road. However, as this facility was still pending

implementation by the relevant departments, and optimisation works were still in the planning stage, the entrance could not be opened to the public at present. Citygate already had multiple entrances to facilitate public access from the bus terminus to the mall, including the main entrance to the mall and two other mall entrances located near the bus terminus and adjacent to the bus stop for Route S1. Swire Properties was aware of the community's concerns regarding these matters and would communicate with stakeholders promptly when there were any updates.

Furthermore, Swire Properties said that the planter outside the entrance connecting Citygate to the Tung Chung Bus Terminus had been constructed in accordance with the landscape design provisions outlined in the relevant land grant documents to meet the greening ratio requirements. The design had been approved by the relevant departments. The pedestrian walkway next to the planter was approximately 2.46 metres wide, providing sufficient space for pedestrian flow. According to Swire Properties' observations, there had been no instances of overcrowding on weekdays or weekends.)

44. Members expressed their views as follows:

- (a) Members requested the TD to provide details regarding the provision of pedestrian crossings, including the location and commencement timeline of the works.
- (b) During the previous on-site inspection, some Members suggested swapping the locations of the bus stops for Routes S1 and S64. Members enquired whether the TD had encountered any obstacles regarding the implementation of this suggestion.

45. Mr LEE Lap-man said that the TD and the HyD planned to provide a pedestrian crossing between the bus stops for the NLB's Routes 37 and 39M, with the works expected to commence in the fourth quarter of this year.

46. Ms YEUNG Yuk-shan said that regarding the suggestion to swap the bus stops for Citybus/ Long Win Routes S1 and S64, the TD had deployed personnel for on-site inspection during peak hours. Following a two-day on-site inspection, the TD had noted that the number of passengers waiting for Route S1 was approximately double that of Routes S64 and S64C. However, due to the less frequent schedules of Routes S64 and S64C compared to Route S1, there had been instances of more passengers waiting for Routes S64 and S64C than Route S1. In addition, due to the long-established queue arrangement, passengers might not be able to adapt to a new arrangement in a short period of time if the bus stop locations were swapped. After considering various factors, the TD decided to mark queue lines to improve the queue arrangements. If the situation did not improve afterwards, the TD would explore other feasible solutions.

47. The Chairman called on the TD to monitor the queuing situation after marking the queue lines.

VI. Question on the update of “Notes to Passengers” and the broadcasts on buses of the New Lantao Bus Company (1973) Limited  
(T&TC Paper No. 30/2024)

48. The Chairman drew Members’ attention to the T&TC Paper No. 30/2024.
49. The Chairman welcomed Mr HO Lee-yip, Manager, District Relations and Mr Andy WONG, Operations Planning Manager of the NLB to the meeting to respond to the question.
50. Mr YU Hon-kwan briefly presented the question.
51. Mr HO Lee-yip said that the NLB would broadcast “Notes to Passengers” through the cabin broadcasting system. If a bus captain received a complaint regarding a passenger causing disturbance to others inside the cabin, the captain would stop the bus when it was safe to do so and advise the passenger to stop such acts. If the advice was not heeded and the passenger’s behaviour affected driving safety, the bus captain would report to the Police.
52. Members expressed their views as follows:
- (a) While the NLB broadcast “Notes to Passengers” through the cabin broadcasting system, bus captains might have difficulties enforcing the regulations. Members suggested that the NLB should establish guidelines for handling passenger issues and provide relevant training to bus captains.
  - (b) Members suggested that the NLB should install a noise monitoring system inside the cabin. When the noise level exceeded a preset limit, the system would immediately alert the bus captain to take action.
  - (c) Members considered that the NLB should step up publicity and educational efforts, such as posting posters at bus stops and inside the cabins and including friendly reminders in the broadcasts, urging passengers not to cause nuisance to others.
  - (d) Members requested the NLB to pay attention to the cleanliness of bus cabins for Route B6.
53. Mr HO Lee-yip gave a consolidated response as follows:
- (a) The NLB had made on-board announcements to remind passengers not to make loud noises inside the bus.
  - (b) The NLB would step up the cleaning work of bus cabins for Route B6.

(c) The NLB would enhance training for bus captains.

54. The Chairman said that reminding passengers to behave through the cabin broadcasting system during the journey would reduce the impact on bus captains and help them focus on driving. Additionally, she called on the NLB to provide bus captains with guidelines that clearly explained how to handle passenger issues.

VII. Question on the illegal use of electric scooters and electric bicycles in Discovery Bay (T&TC Paper No. 31/2024)

55. The Chairman drew Members' attention to the T&TC Paper No. 31/2024.

56. The Chairman welcomed the guest who attended the meeting to respond to the question: Mr LUE Yat-fung, District Operations Officer, Lantau District of the HKPF. The written replies of the HKPF and the TD had been distributed to Members for perusal before the meeting.

57. Mr Jonathan CHOW briefly presented the question.

58. Mr LUE Yat-fung presented the HKPF's written reply.

59. Members expressed their views as follows:

- (a) Members noticed that the HKPF had increased enforcement actions against electric mobility devices (EMDs) in 2023, resulting in a rise in the number of related prosecutions. Members thanked the HKPF for their extra efforts to combat the illegal use of electric scooters and electric bicycles.
- (b) As there was no police station in Discovery Bay, law enforcement and patrol duties in the area were mainly handled by police officers from the Tung Chung Police Station. However, residents opined that the frequency of law enforcement and patrols by police officers in Discovery Bay was insufficient. In light of this, Members called on the HKPF to strengthen these efforts.
- (c) Considering that many residents in Discovery Bay used electric scooters on the streets, Members requested the HKPF to enhance enforcement (such as issuing tickets) against such acts. Members also requested the Police to step up its publicity and educational efforts to remind the public that it was illegal to use electric scooters and electric bicycles on the streets.
- (d) There were also many people using electric scooters and electric bicycles in the vicinity of Tung Chung MTR Station. Additionally,

numerous food delivery riders used electric bicycles to deliver orders and ran at a high speed within public rental housing (PRH) estates, causing concerns among residents about the threats to their safety.

- (e) Regarding the issue of parking electric scooters and electric bicycles in the PRH estates, Members enquired whether the HKPF would prosecute against people who park these EMDs or only when they were driving these devices.
- (f) Riders of electric scooters and electric bicycles tended to avoid uniformed police patrols. Therefore, Members suggested that the HKPF should deploy plainclothes officers for patrols and ambushes to enhance enforcement effectiveness. Members also said that the public could currently purchase electric scooters and electric bicycles online and in the market. In light of this, Members requested the Police to investigate the channels through which the public acquired these devices and intercept the sources of sales.
- (g) Members enquired whether the HKPF, in addition to regular patrols, had implemented targeted enforcement actions against the illegal use of electric scooters and electric bicycles.
- (h) After the IDC members had raised the issue to the HKPF at the IDC meeting on 6 May regarding electric scooters and electric bicycles running at a high speed in the vicinity of Yat Tung Estate and Mun Tung Estate, the HKPF had taken corresponding enforcement actions from 13 to 15 May and prosecuted offenders. However, recent instances of illegal use of EMDs had reappeared. Members therefore suggested that the HKPF should take such actions regularly as deterrence.
- (i) Apart from Discovery Bay and Tung Chung, the illegal use of electric bicycles was also an issue in Cheung Chau and had been affecting residents' lives. Members suggested establishing a task force to address the problem of the illegal use of electric scooters and electric bicycles.

60. Mr LUE Yat-fung gave a consolidated response as follows:

- (a) The HKPF would adjust enforcement strategies and resource allocation in response to the illegal use of EMDs in Lantau Island and Discovery Bay, and would carry out targeted enforcement actions.
- (b) It was not illegal for the public to own EMDs; however, driving these devices on roads was illegal. The HKPF currently took enforcement actions against issues related to electric bicycles (such as "Operation Goldensun"). The HKPF would also conduct targeted enforcement actions based on the specific circumstances of individual areas.

- (c) Depending on the resources available in the districts, the HKPF would regularly take enforcement actions against the illegal use of electric scooters and electric bicycles. For example, they might organise monthly district traffic days to enhance efforts in combating such acts.

61. Members said that in Cheung Chau, there were shops that assisted the public in converting regular tricycles into electric tricycles, which could reach speeds of up to 20 to 30 kilometres per hour. Members enquired whether these shops had breached the laws. In addition, riders of electric tricycles or electric bicycles on pedestrian walkways often switched to pedalling when they noticed police patrols, making it difficult for the police to prosecute them. Members expressed concern about this issue.

62. The Chairman was glad to know that the HKPF would strengthen the enforcement regarding the illegal use of electric scooters and electric bicycles in the Islands District. She considered that at this stage, Members should first monitor the effectiveness of the related work and hold a special meeting when necessary to follow up on the issue. Additionally, she requested a response from the HKPF on whether plainclothes officers would be deployed for patrols or ambushes.

63. Mr LUE Yat-fung gave a consolidated response as follows:

- (a) The HKPF would take enforcement actions against modification of vehicles in accordance with the relevant laws. Vehicle examiners would inspect the vehicles and detail any defects and modified parts in the inspection report.
- (b) The HKPF would set up observation points at locations where electric bicycles were commonly seen, and deploy uniformed officers to observe the acts of electric bicycle riders (such as whether they were pedalling the bicycle). Prosecutions would then be initiated based on observation results. Additionally, the Police also deployed plainclothes officers for ambushes at observation points.

64. The Chairman suggested that Members should first observe the effectiveness of the HKPF's work to combat the illegal use of electric scooters and electric bicycles in the next three months. She requested that the HKPF report to the Traffic and Transport Committee on the effectiveness of the work within this three-month period, so that Members could review the situation and take follow-up actions as necessary.

(Post-meeting note: On 28 June, the Lantau District, together with Traffic New Territories South and IDC members Ms WONG Chau-ping, Mr Jonathan CHOW and Mr YIP Pui-kei, distributed leaflets to residents of Discovery Bay and explained the potential dangers and related offences of the illegal use of EMDs.)

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

65. The Chairman welcomed the guest who attended the meeting to respond to the question: Ms KANG Pu, Engineer/Islands (2) of the HyD. The HyD had submitted before the meeting the list of minor traffic improvement projects in the Islands District up to late May of this year, along with their works schedules. Members were welcome to raise enquires and express their views.

66. Members enquired about the latest progress from the HyD regarding the project to provide additional motorcycle parking spaces on Yu Tung Road near Hong Yat House in Yat Tung Estate, including the official opening date of the parking spaces.

67. Ms KANG Pu said that the HyD was currently working with the TD in handling matters related to the traffic notice. Once the TD issued the traffic notice, the motorcycle parking spaces could be put into use.

68. Members requested the HyD to inform Members once the opening date of the motorcycle parking spaces was confirmed, so that they could inform the public of the information.

69. Ms KANG Pu said that the HyD would notify Members once the opening date of the motorcycle parking spaces was confirmed.

#### IX. Any Other Business

##### Contingency Measures for Emergency Traffic Incidents

70. Members expressed their views as follows:

(a) On the morning of 7 June this year, a vehicle had broken down while driving through Shun Tung Road, Tung Chung, resulting in severe traffic congestion in the vicinity. Members said that the traffic jam had lasted for about three hours, significantly impacting the travel of residents in Tung Chung West. Many residents of Yat Tung Estate and Mun Tung Estate had to alight midway and walk to the town centre.

(b) Members asked why the HKPF had taken three hours to remove the vehicle involved that day, and considered that the HKPF should review the procedures for removing disabled vehicles. In addition, some members of the public had reported insufficient traffic instructions after the incident, which had failed to effectively divert traffic. Furthermore, the Police had not informed the public how long it would take to restore normal traffic. Members requested the Police to improve the communication mechanism in this regard, and if prolonged traffic congestion was anticipated, relevant information should be released as soon as possible to allow the public to adjust their journeys in a flexible way.

(c) Members said that in the event of a traffic accident or vehicle breakdown



at the intersection of Shun Tung Road and Yu Tung Road, the traffic in and out of Tung Chung West and South Lantau would be paralysed. Therefore, it was suggested that the relevant departments should open Chui Kwan Drive to divert traffic in such circumstances. Members were aware that some sections of Chui Kwan Drive were private roads managed by the Hospital Authority (HA) and were used as an emergency vehicular access for the North Lantau Hospital. However, as Chui Kwan Drive was the only road available to divert traffic when traffic congestion occurred on Yu Tung Road, Members hoped that the relevant departments and organisation would consider the above suggestion. Members called on the HKPF and the TD to discuss the suggestion with the HA and explore its feasibility.

- (d) Members enquired about the procedures for the HKPF to remove disabled vehicles. Members considered that the way the HKPF had handled the above incident was not ideal and requested the Police to make improvements.

71. Mr LUE Yat-fung gave a consolidated response as follows:

- (a) According to records, at around 7 a.m. on 7 June this year, a medium goods vehicle had stalled near the Tung Chung Police Station on the left lane of Yu Tung Road. Upon receiving reports of traffic congestion, Traffic New Territories South had immediately deployed personnel to the intersection of Yu Tung Road and Shun Tung Road to divert traffic in the direction of Kowloon and Mun Tung Estate on Yu Tung Road.
- (b) The HKPF had reviewed the above incident and had improved coping measures for similar incidents, including: (1) deploying personnel to monitor traffic flow at different road sections and intersections (such as near Shek Mun Kap, and the junctions of Yu Tung Road, Shun Tung Road and Chung Yan Road) based on the actual situation to prioritise diversion of congested sections; (2) improving the communication mechanism by informing IDC members of the latest developments through Police Community Relations Officers as appropriate, so that Members could relay the information to the public; and (3) strengthening cooperation with the TD.

72. Members were puzzled as to why it had taken the HKPF about three hours to remove the vehicle involved and considered that if the Police had arranged for a government tow truck to remove the disabled vehicle, the issue could have been resolved more quickly, thereby reducing the impact on the public.

73. The Chairman said that the incident had affected the public, and that many people had sought assistance from Members on that day. She requested the HKPF to explain the reasons for taking three hours to remove the vehicle and to provide details

of the vehicle removal at that time, so that Members could explain the situation to the public.

74. Mr LUE Yat-fung said that according to records, Traffic New Territories South had been diverting traffic flow at the mentioned location from 7:10 a.m. to 9:10 a.m. He said that the vehicle involved had stalled at the location due to exhaustion of fuel, and after refueling by a fuel truck arranged by the Police, the vehicle had left the scene.

75. Members expressed their views as follows:

- (a) Members were of the view that the HKPF should be familiar with the procedures for handling such incidents and should not take two hours to arrange for refueling of the vehicle. Members said that the traffic congestion caused by the incident had a serious impact on the public and requested the Police to review their handling procedures to prevent a similar situation from happening again. In addition, Members asked the Police to explain the reasons for failing to promptly handle the incident.
- (b) Members appreciated the improvement measures proposed by the HKPF and pointed out that there were ongoing works at many main roads in Tung Chung, hence they considered that the Police's emergency response capability was crucial for effective traffic diversion.
- (c) Members reiterated the need for the HKPF to enhance the communication mechanism so that the public could quickly receive the latest traffic updates. They also called on the HKPF and the TD to discuss with the HA the suggestion of opening Chui Kwan Drive.
- (d) Members suggested that the TD should consider potential traffic congestion on main roads in Tung Chung when designing roads, and should designate roads for use in contingency situations.
- (e) Members said that in the event of recurrence of a similar incident, the Government should immediately mobilise government vehicles for removal of disabled vehicles through inter-departmental collaboration to swiftly restore road accessibility.

76. Mr LUE Yat-fung gave a consolidated response as follows:

- (a) The HKPF had taken note of Members' views. The Police would review the emergency response plans for handling traffic accidents and enhance communication with the relevant departments and the public.
- (b) He would discuss the suggestion of opening Chui Kwan Drive with the HA after the meeting and would report the progress to Members in a timely manner.

77. Mr LEE Lap-man said that the TD had taken note of Members' views and would consider every feasible measure.

78. The Chairman requested the HKPF to enhance its emergency response mechanism to handle similar situations more effectively, with a view to reducing the impact on the public. She also agreed with Members' view that Yu Tung Road, as a main road connecting multiple areas, could paralyse the traffic in Tung Chung and even the entire Lantau Island in the event of a traffic accident. Therefore, she deemed it necessary to open Chui Kwan Drive. She called on the HKPF and the TD to promptly discuss the suggestion of opening Chui Kwan Drive with the HA.

(Post-meeting note: The HA expressed an open mind regarding the suggestion. Subject to traffic management by the HKPF and the TD and on the premise that the services provided by the HA would not be affected, they could open Chui Kwan Drive in a timely manner in response to departmental requests. The HKPF was currently exploring the feasibility of the suggestion.)

X. Date of Next Meeting

79. There being no other business, the meeting was adjourned at 5:00 p.m. The next meeting was scheduled for 13 August 2024 (Tuesday) at 2:30 p.m.

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