

(Translation)

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

Date : 13 August 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, MH

**Vice-Chairman**

Mr YIP Pui-kei

**Members**

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

**Co-opted Member**

Mr TSANG Chiu-yuk, Ray

**Attendance by Invitation**

Ms AU YEUNG Wing-sum, Livia	Assistant District Officer (Islands)2, Islands District Office
Ms LI Chui-ting	Estate Surveyor/Special Duties 1 (District Lands Office, Islands), Lands Department
Mr LO Ka-kan, Gregory	Chief Transport Officer/Planning/Ferry, Transport Department
Ms CHU Lai-yee, Rachel	Senior Transport Officer/Planning/Ferry 3, Transport Department

Mr CHENG Chun-wai	Senior Engineer/RS(14), Highways Department
Mr LUE Yat-fung	District Operations Officer, Lantau District, Hong Kong Police Force
Mr WONG Shun-wai, Sunny	Post Commander, Lamma and Peng Chau Police Posts, Hong Kong Police Force
Ms Penny CHUNG	Corporate Communications Manager, Citybus Limited
Mr Calvin TSANG	Senior Corporate Communications Officer, Citybus Limited
Ms Sophia WOO	Assistant General Manager - Transportation, Discovery Bay Transportation Services
Mr Peter TSANG	Senior Executive Manager - Transportation, Discovery Bay Transportation Services
Mr Stephen WAN	Manager, Operations, Long Win Bus Company Limited
Mr Desmond TANG	Assistant Manager, Operations Support, Long Win Bus Company Limited
Ms Rennis LIP	Assistant Manager, Public Affairs, Long Win Bus Company Limited
Mr Allan LAU	Chief Construction Manager - TUE Civil, MTR Corporation Limited
Ms Grace KWONG	Chief Operation Manager - AEL, TCL & DRL, MTR Corporation Limited
Mr Henry MAN	Senior Corporate Communications Manager - Capital Works, MTR Corporation Limited
Mr Peter CHU	Senior Manager (Operations and Administration), Coronet Ray Development Limited/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-yee, Kitty	Administrative Assistant/Lands (District Lands Office, Islands), Lands Department
Ms KANG Pu	Engineer/Islands(2), Highways Department
Mr LAM Wun-piu, Bill	Acting 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 CHEUNG Hoi-kam, Nicole	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 11 June 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 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 on 6 May 2024, the Chairman of the IDC had referred the captioned item to the Traffic and Transport Committee (TTC) for follow-up and suggested that Members should consider giving priority to exploring the solutions to the traffic problem of Tat Tung Road. The relevant paper (IDC Paper No. 25/2024) was tabled for Members’ reference.

4. The Chairman said that at the previous TTC meeting on 11 June, the Transport Department (TD) had briefed Members on the short, medium and long-term improvement measures to address the traffic congestion problem at Tat Tung Road drawn up by the Department in consultation with her and the Islands District Office (IsDO), and Members had expressed support for the measures at the meeting. She thanked the Department for taking forward the proposal and would actively communicate with the relevant departments after the meeting. She welcomed Mr LEE Lap-man, Engineer/Islands 2 of the TD to the meeting for the discussion. She invited Mr LEE to briefly introduce the implementation of the improvement measures mentioned at the last meeting and the latest progress of the widening of Tat Tung Road.

5. Mr LEE Lap-man advised as follows:

- (a) The TD would not approve new applications for non-franchised bus routes to board or alight passengers on Tat Tung Road unless necessary. In processing the applications, the Department would request the operators to board or alight passengers at locations other than Shun Tung Road or Tat Tung Road to avoid increasing the traffic load on Tat Tung Road.
- (b) In case of emergencies, such as traffic accidents, occurring on Tat Tung Road in the future, the Police would, depending on the actual situation, open the emergency access at Cheung Tung Road to divert traffic when

necessary. The Department had communicated with other departments on the relevant arrangements.

- (c) The Department had planned to widen the section of Tat Tung Road opposite the Citygate car park, the works of which would be undertaken by the Highways Department (HyD). As the Airport Authority Hong Kong (AA) would carry out the Airport Tung Chung Link Project works at the concerned section of the road, the HyD would co-ordinate with the AA on the implementation arrangements of such works.

6. Members enquired whether the construction of a station at Tat Tung Road for the AA's Airport Tung Chung Link Project would aggravate the traffic congestion problem at Tat Tung Road.

7. Mr LEE Lap-man said that the TD had received the Traffic Impact Assessment (TIA) report from the AA and had also given the Department's comments to the AA, which had replied that it would study the enhancement of the project.

8. The Chairman enquired about the timetable for the works to widen certain sections of Tat Tung Road.

9. Ms KANG Pu said that as the work site for the Airport Tung Chung Link Project overlapped with that for the widening of part of Tat Tung Road, the HyD would co-ordinate with the AA on the schedule of the relevant works.

10. The Chairman requested the TD and the HyD to provide the Committee with the timetable of the works for widening certain sections of Tat Tung Road before the next meeting.

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

11. The Chairman said that at the IDC meeting on 6 May 2024, the Chairman of the IDC had referred "The Use and Parking Problems of Bicycles (including Electric Bicycles)" to the TTC for follow-up. The relevant paper (IDC Paper No. 25/2024) was tabled for Members' reference. At the TTC meetings held on 15 April and 11 June 2024, Members had discussed the parking problem of bicycles during the improvement works for Yung Shue Wan Public Pier. Subsequently, the Chairman, together with representatives of the IsDO and relevant departments, had conducted another site visit to the vicinity of Yung Shue Wan Public Pier on 7 August this year to explore feasible solutions to the parking problems of bicycles.

12. The Chairman welcomed Mr WONG Yui-him, Tim, Engineer/Islands 1 of the TD, Mrs RADFORD Kit-yee, Kitty, Administrative Assistant/Lands (District Lands Office, Islands) of the Lands Department (LandsD), Mr WONG Shun-wai, Sunny, Post Commander, Lamma and Peng Chau Police Posts of the Hong Kong Police Force

(HKPF), and Ms AU YEUNG Wing-sum, Livia, Assistant District Officer (Islands)2 of the IsDO to the meeting for the discussion.

13. The Chairman said that in response to the discussion at the last meeting, the Port Works Division of the Civil Engineering and Development Department (CEDD) had taken the initiative to send its staff to conduct an on-site inspection of the platform near Yung Shue Wan Public Pier on 20 June this year to assess the structural condition of the platform. The inspection report was submitted to Members for reference through the Secretariat on 29 July this year. On the day of the on-site inspection conducted by the Committee on 7 August, the representatives of the Port Works Division of the CEDD had also explained in detail the actual condition of the platform to the participants and confirmed that it was not suitable for bicycle parking or public use, and Members who had taken part in the inspection were aware of and concurred with the conclusion made by the CEDD. In addition, the Pier Improvement Unit of the CEDD had also explained in detail how the CEDD would strengthen the management of the temporary footbridge connecting the pier constructed to align with the pier works, as well as the latest measures to deal with bicycles parked on the footbridge. Members had taken note of and supported such measures. The written reply of the CEDD had been distributed to Members for perusal before the meeting.

14. Mr MOK Mong-chan added that since the last meeting, the IsDO had continued to actively liaise with various departments such as the CEDD, the LandsD and the TD on the captioned issue. After consolidating the views of the relevant departments and taking into account the assessment results for the platform, it was confirmed that apart from the above temporary footbridge managed by the CEDD, there were no other suitable additional places in the nearby area of Yung Shue Wan Public Pier for parking bicycles. Taking into account the views of the Committee, the IsDO and other departments, the CEDD agreed to implement a series of measures to handle and manage the bicycles parked on the temporary footbridge without affecting the works and the access of works trucks and emergency vehicles. The details were set out in the abovementioned written reply of the CEDD. In case there were any bicycles causing serious obstruction to the passageway, the CEDD would also consider taking appropriate enforcement actions in conjunction with the relevant departments as appropriate.

15. The Chairman said that during the above on-site inspection, Members suggested that the TD should replace the existing bicycle parking racks at the bicycle parking area adjacent to Yung Shue Wan Public Pier with new ones so as to increase the number of parking spaces for bicycles. In this regard, she sought the TD's response on the suggestion.

16. Mr Tim WONG said that the TD had reviewed the suggestion to replace the existing inverted-U bicycle parking racks with one-up-one-down parking racks. While the adoption of one-up-one-down parking racks could increase the number of bicycles that could be parked per metre of length, the width required for the design was greater than that of inverted-U parking racks. Taking into account the actual environment of the existing public bicycle parking area at Yung Shue Wan, the Department had made a preliminary assessment and found that the suggestion of replacing the racks would

not be effective in increasing the number of bicycle parking spaces. Therefore, the Department had no plan to replace the existing parking racks for the time being.

17. The Chairman enquired whether the TD could provide pictures of the one-up-one-down parking racks for Members' reference and sought further explanation on why the number of bicycle parking spaces could not be increased even by switching to this type of racks.

18. Mr Tim WONG, with the aid of PowerPoint slides, briefly explained the difference between conventional inverted-U parking racks and one-up-one-down parking racks. He said that according to the design guidelines, regardless of the type of bicycle parking racks, a certain amount of space had to be reserved between each row of racks to facilitate access and parking of bicycles by cyclists. While the one-up-one-down parking racks could accommodate more bicycles per metre of length, the width required between each row of racks was wider than that of conventional inverted-U parking racks. Therefore, replacing the existing racks with one-up-one-down parking racks would not be effective in increasing the number of bicycle parking spaces, given that the overall size of the racks remained unchanged.

19. Members considered that the TD's argument was subject to further verification and would like to conduct an on-site inspection to the location concerned in conjunction with the TD to examine in greater depth the feasibility of replacing the racks.

20. Mr Tim WONG said that the TD would be pleased to conduct an on-site inspection with Members to discuss feasible solutions.

21. The Chairman asked the Secretariat to arrange an on-site inspection and enquired whether the TD had other long-term solutions, such as expanding the bicycle parking area at the permanent footbridge upon completion of the improvement works at Yung Shue Wan Public Pier, so as to solve the problem of insufficient bicycle parking spaces.

(Post-meeting note: The TD and the CEDD had conducted an on-site inspection on 5 September this year with Members. After the explanation by the TD representatives, Members concerned agreed that switching to one-up-one-down parking racks could not increase the number of bicycle parking spaces at the site.)

22. Mr Tim WONG said that during the last on-site inspection, Members had mentioned that although about 100 additional bicycle parking spaces would be provided upon completion of the pier improvement works in the future, there were currently more than 100 illegally parked bicycles, hence Members were worried that the additional bicycle parking spaces could not fully meet the demand. In view of this, the TD would review the demand for bicycle parking spaces and explore with the relevant departments the feasibility of providing more bicycle parking spaces at the permanent footbridge. The Department would consult the public again if necessary.

23. Members expressed their views as follows:

- (a) The CEDD had previously installed double-deck bicycle parking racks in Mui Wo. However, the racks had not been well utilised as they were too heavy and difficult to handle, and had therefore been removed by the CEDD. In view of this, Members hoped that the TD would not consider adopting such parking racks and should avoid using excessively heavy racks. In addition, as many residents of the outlying islands had to catch the ferry after parking their bicycles, Members hoped that the TD would adopt parking racks that were convenient for residents to use, so as to avoid wasting resources.
- (b) Members suggested that the Department should widen the bicycle parking area and explore long-term solutions to the problem of insufficient bicycle parking spaces.
- (c) Members learnt that the TD had previously installed new types of parking racks in other districts. Members hoped that the Department would provide information on the effectiveness of such parking racks for Members' reference.
- (d) Members suggested that the CEDD should make reference to the Reconstruction of Cheung Chau Ferry Pier and extend the bicycle parking area outwards by constructing a cantilevered bicycle parking area without the need for reclamation, which was estimated to provide additional 100 to 200 bicycle parking spaces. Members suggested that the above project should be incorporated into the on-going improvement works for Yung Shue Wan Public Pier, so that the project could be implemented in conjunction with the improvement works without the need to embark on a separate new project.
- (e) Many bicycle owners disposed of their damaged bicycles at the bicycle parking spaces. In this connection, Members suggested that the Department should consider introducing a licensing system for bicycles to identify bicycle owners and at the same time track down bicycles that had parked for a long period of time to facilitate enforcement action by the enforcement departments, thereby enhancing the deterrent effect and controlling the number of illegally parked bicycles in the long run.

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

- (a) Under the principle of prudent use of public resources, the TD would conduct an on-site inspection to review the parking demand before setting the number of bicycle parking spaces. The CEDD had also conducted a survey on the improvement works at Yung Shue Wan Public Pier to determine the number of bicycle parking spaces. The TD would re-examine the latest bicycle parking situation to see if there was a need to provide more bicycle parking spaces at the permanent footbridge.

- (b) He would report to the Committee after the meeting on the effectiveness of adopting the new types of bicycle parking racks in other districts.
- (c) As regards the suggestion in paragraph 23(d) above, the Department would refer it to the CEDD for consideration.
- (d) As a bicycle licensing system had legal and policy implications, he would relay the views to the headquarters for further study.

(Post-meeting note: The TD had earlier installed double-deck bicycle parking racks at some locations as one of the enhanced bicycle facilities. Double-deck bicycle parking racks, together with inverted-U parking racks, one-up-one-down parking racks and spiral parking racks, had been incorporated into the TD's Transport Planning and Design Manual as reference designs. The project team would select suitable bicycle parking racks having regard to the local conditions such as demand for parking spaces, space availability, maintenance cost, etc. in various districts.)

IV. MTR Tung Chung Line Extension Project Critical Track Diversion Works of Tung Chung East Section  
(T&TC Paper No. 33/2024)

- 25. The Chairman referred to T&TC Paper No. 33/2024.
- 26. The Chairman welcomed Mr Allan LAU, Chief Construction Manager - TUE Civil, Ms Grace KWONG, Chief Operation Manager - AEL, TCL & DRL, and Mr Henry MAN, Senior Corporate Communications Manager - Capital Works of the MTR Corporation Limited (MTR), and Mr CHENG Chun-wai, Senior Engineer/RS(14) of the HyD to the meeting to present the paper.
- 27. Mr Henry MAN, Mr Allan LAU and Ms Grace KWONG presented the paper with the aid of PowerPoint slides.
- 28. Members expressed their views as follows:
  - (a) Members enquired whether MTR feeder buses would be diverted if an incident occurred on North Lantau Highway on the day of the first turnout installation process.
  - (b) Members enquired what arrangements would be made by the MTR if normal train service could not be resumed on the following day as a result of any delays in the works.
  - (c) While the MTR would provide free feeder buses, some passengers might choose to take other bus routes. Members suggested that the TD should communicate with the bus companies to enhance the relevant bus services.



- (d) While the Tung Chung Line Extension project was scheduled for completion in 2029, Members enquired whether the project could be completed and commissioned earlier.
- (e) Members suggested that the MTR should remind passengers of the relevant train service adjustments and free feeder bus arrangements one week before the works.
- (f) Members hoped that the MTR would produce relevant information in the form of digital images and send them to local residents through Members' social media platforms .
- (g) Members enquired whether the MTR would arrange low floor double-decked buses to provide free feeder bus services and the number of trips to be arranged. Members hoped that the MTR would provide sufficient trips in this regard.
- (h) Members suggested that the MTR should deploy additional manpower or step up information dissemination at the airport and the Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Port to inform travellers arriving in Hong Kong of the adjustments to the train services and the arrangements for free feeder buses.
- (i) As the train service adjustments would affect residents' commuting, Members hoped that the MTR would offer fare concessions as compensation.

29. Mr Henry MAN gave a consolidated response as follows:

- (a) The MTR would closely monitor the road traffic conditions on that day and adjust the feeder bus service as appropriate in response to passengers' transport needs.
- (b) The MTR was confident that the works would be completed within the scheduled timeframe and normal train service would be resumed on time on the following day.
- (c) The MTR thanked Members for offering to share the information on train service adjustments through their social media pages and would arrange production of digital images and contact Members in this regard.
- (d) The MTR would discuss with the bus companies the arrangements for disseminating information to inbound travellers at the HZMB Hong Kong Port.
- (e) The installation of the turnouts was a critical project and the last turnout was scheduled for completion in 2027. However, there were still a number of works that needed to be completed in the future, and relevant

inspections and tests had to be completed under the supervision of various government departments to ensure that all facilities and equipment were in compliance with the law and safety requirements before the commissioning of the extension. Therefore, the Tung Chung Line Extension project was still targeted for completion in 2029.

30. Ms Grace KWONG gave a consolidated response as follows:

- (a) The MTR would post large notices at station platforms and interchange locations along the Tung Chung Line two to three weeks before train service adjustments were made, and would make in-station announcements a week in advance to remind passengers of the arrangements.
- (b) The MTR would translate the information into various languages, including languages commonly used by ethnic minorities, to ensure that the ethnic minority communities were aware of the arrangements.
- (c) The MTR would use low-floor buses for the convenience of wheelchair passengers.
- (d) The feeder buses would run at intervals of about two to three minutes.
- (e) There were shelters at the pick-up and drop-off locations of feeder buses at Tung Chung Station and Sunny Bay Station.

31. Members expressed their views as follows:

- (a) Members suggested that the MTR should offer concessions for the Airport Express on that day to encourage passengers to take the Airport Express to reduce the load on road traffic.
- (b) As residents had reflected that the Tung Chung Line was very crowded, Members asked whether the frequency of the MTR Tung Chung Line Extension would be increased upon its commissioning.
- (c) Members enquired whether the MTR would publicise information on train service adjustments through television.

32. Mr Henry MAN gave a consolidated response as follows:

- (a) The works mentioned in paragraphs 31(a) and (b) above would affect train services between Sunny Bay Station and Tung Chung Station during off-peak hours (from about 11:00 p.m. to the normal closing time) on that day, but the MTR would arrange for sufficient free feeder buses to carry the affected passengers. The train service arrangements after the commissioning of the Tung Chung Line Extension would be finalised before its commissioning.

- (b) The MTR had issued press releases to the media (including newspapers and television stations) to facilitate the dissemination of relevant information to the public.

33. Ms Grace KWONG gave a consolidated response as follows:

- (a) There would be more than 20 trips of free feeder buses per hour and the associated capacity was much higher than the number of passengers using the railway during the corresponding period.
- (b) The feeder buses would travel between Tung Chung and Sunny Bay via North Lantau Highway. In the event of an incident on North Lantau Highway, the buses would take a detour via Cheung Tung Road.

34. Mr LAM Wun-piu, Bill said that the TD would closely monitor the passenger demand for the franchised bus services concerned, in particular the E Routes series, on that day, and would remind the bus companies to increase the frequency if necessary to meet the passenger demand.

V. Question on the improvement of traffic congestion on Ying Tung Road  
(T&TC Paper No. 34/2024)

35. The Chairman referred to T&TC Paper No. 34/2024.

36. The Chairman welcomed Mr LEE Lap-man, Engineer/Islands 2 of the TD, Mrs Kitty RADFORD, Administrative Assistant/Lands (District Lands Office, Islands) and Ms LI Chui-ting, Estate Surveyor/Special Duties 1 (District Lands Office, Islands) of the LandsD, and Mr LUE Yat-fung, District Operations Officer, Lantau District of the HKPF to the meeting to respond to the question. The written replies of the District Lands Office, Islands (DLO/Is), the CEDD and the HKPF had been distributed to Members for perusal before the meeting.

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

38. Mr LEE Lap-man responded as follows:

- (a) The TD had been monitoring the demand for parking spaces in the Tung Chung North area (including Ying Tung Road). The Department and the DLO/Is had been actively identifying suitable sites for use as temporary short-term tenancy (STT) car parks.
- (b) The site in Area 89 (South), Tung Chung had been reserved for the construction of a school by the Education Bureau (EDB). The Department and the DLO/Is had approached the EDB to understand the works schedule and, without prejudice to the long-term development of the site, considered using the site as a temporary car park under an STT.

The Department would continue to work with the relevant departments to identify suitable idle sites for use as STT car parks to meet the demand for parking spaces in the Tung Chung North area.

- (c) Regarding the traffic congestion on Ying Tung Road during peak hours, the Department understood that the main reason was that some vehicles waiting to enter the car park of Ying Tung Estate stopped at the “No stopping” zone (i.e. double yellow lines), thus obstructing the vehicles behind. In this connection, the Department and the Police had discussed with the property management of Ying Tung Estate how to improve the operation of the estate car park, with a view to alleviating the traffic congestion problem on Ying Tung Road. The Department would review with the Police the relevant traffic conditions and corresponding measures after the operation of the car park had been improved.
- (d) At present, Ying Tung Road only provided access to the eastern junction of Ying Hei Road. However, upon completion of the Tung Chung New Town Extension in the future, Ying Tung Road would be connected to the roads in the extension area. Vehicles would then be able to access the western junction of Ying Hei Road via Yi Tung Road. It was believed that this would further improve the traffic condition of Ying Tung Road.

39. Ms LI Chui-ting briefly presented the written reply.

40. Mr LUE Yat-fung briefly presented the written reply.

41. Members expressed their views as follows:

- (a) Members enquired with the TD and the Police about the measures taken by the property management company of Ying Tung Estate to improve the operation of the car park in the estate.
- (b) The DLO/Is stated in its reply that it had maintained liaison with the EDB on the school development programme and its works commencement schedule, and would consider using the site in Area 89 (South), Tung Chung as an STT car park in the light of the actual situation and upon consultation with the relevant departments. In this connection, Members enquired about the timeframe with the DLO/Is to finalise the relevant proposal and hoped that the Department would update the Committee on this matter before the next meeting.
- (c) Members hoped that the CEDD would complete the Road L3 and Road L4 projects connecting Ying Tung Road as soon as possible.
- (d) Members hoped that the Police would deploy more police officers to patrol Ying Tung Road from 11:00 a.m. to 12:30 p.m. every day to take enforcement action against illegal parking.

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

- (a) Regarding the improvement of the operation of the car park at Ying Tung Estate, under the previous practice, the security guards would close the gate when the car park was full to stop vehicular entrance. Under the new measure, the security guards would keep the gate open even when the car park was full and inform drivers accordingly. The vehicles could still enter the car park along the designated route and exit through the roundabout outside Ying Tung Estate. Under special circumstances, the security guards might call the Police, who would handle the situation as soon as possible.
- (b) The Police would flexibly deploy resources to step up patrols in the vicinity of Ying Tung Estate during peak hours (including the period from 11:00 a.m. to 12:30 p.m.) to handle traffic problems and divert traffic flow in a timely manner.

43. Ms LI Chui-ting said that whether the site in Area 89 (South), Tung Chung could be used as a temporary STT car park would depend on the school development programme and the works schedule. On one hand, the DLO/Is had been liaising with the EDB to confirm whether there was any update on the school development programme and the schedule for commencement of the works; on the other, to expedite the process, the DLO/Is had consulted the relevant departments and local stakeholders on the use of the site in Area 89 (South), Tung Chung as a temporary STT car park by way of open tender. The feasibility of this option would depend on the views of the relevant departments and local stakeholders on this short-term use, its vetting and approval, the time required for the open tender process and the timetable for the school development. The DLO/Is would maintain communication with the EDB to address the above issues as soon as possible.

44. The Chairman hoped that the DLO/Is would expedite the handling of the above matters, and that the Police would deploy additional manpower to direct and divert traffic outside the car park at Ying Tung Estate during peak hours.

VI. Question on the construction of shelters for the bus stops in Tung Chung district  
(T&TC Paper No. 35/2024)

45. The Chairman referred to T&TC Paper No. 35/2024.

46. The Chairman welcomed Mr Bill LAM, Acting Senior Transport Officer/Islands 1 of the TD, Ms Penny CHUNG, Corporate Communications Manager and Mr Calvin TSANG, Senior Corporate Communications Officer of Citybus Limited (Citybus), Mr Stephen WAN, Manager, Operations, Mr Desmond TANG, Assistant Manager, Operations Support and Ms Rennis LIP, Assistant Manager, Public Affairs of Long Win Bus Company Limited (LW), Mr Peter CHU, Senior Manager (Operations and Administration) and Mr HO Lee-yip, Manager, District Relations of New Lantao

Bus Company (1973) Limited (NLB) to the meeting to respond to the question. The written replies of Citybus and the LW had been distributed to Members for perusal before the meeting.

47. Mr LAU Chin-pang briefly presented the question and invited the TD and the bus companies to respond to the issue regarding the construction of shelters for the bus stop at Kui Yat House of Yat Tung Estate and the new bus stop at Chung Yan Road outside Yu Tai Court.

48. Mr Bill LAM responded as follows:

- (a) The TD had been encouraging the franchised bus companies to upgrade their bus stop facilities, including the provision of bus stop shelters where the geographical environment permitted. The LW had earlier replaced the shelter of the bus stop outside North Lantau Hospital and provided shelters for the two bus stops at Yu Nga Court in May this year. The Department had also given approval for the LW to construct a shelter for the bus stop at Yung Yat House of Yat Tung Estate on Yu Tung Road, and the works were expected to be completed in December this year.
- (b) In fact, most of the bus stops in Tung Chung had already been fitted with shelters, and the Department would actively follow up with the bus companies on the provision of shelters for bus stops without ones. Upon receipt of applications from the bus companies, the Department would actively follow up with the relevant departments and then report the progress to Members.
- (c) Regarding the works for the provision of a shelter for the bus stop at Kui Yat House of Yat Tung Estate, it was learnt that the LW was now discussing with the Housing Department (HD) and Link Asset Management Limited on the issue of rental. The TD had requested the HD to actively respond to the LW's request or to consider constructing the shelter by itself for the convenience of the residents. The TD also encouraged the NLB to consider constructing a shelter for the new bus stop at Chung Yan Road.

49. Ms Penny CHUNG briefly presented the written reply. As regards the construction of a shelter at the bus stop at Kui Yat House, Citybus had to consider the issue of ownership and follow up with the relevant departments to confirm the feasibility of the works.

50. Ms Rennis LIP briefly presented the written reply. She said that the ownership of the bus stop at Kui Yat House belonged to the HD. The LW hoped that the relevant departments would clarify the land right issue as soon as possible so that the enhancement works of bus stop facility could be carried out. As for the bus stop at Yung Yat House, the LW had to wait for the completion of the road works there before

it could start the construction of the shelter, which was expected to be completed within this year.

51. Mr Peter CHU said that the NLB had started to arrange for more bus routes to travel via the bus stop at Yu Tai Court since 29 July this year. The NLB was currently conducting a survey on the utilisation of the bus stop. After that, the NLB would then examine the feasibility of constructing a shelter for the bus stop within this year. The NLB would also review whether there was sufficient space for the construction of shelters at the bus stops at Yu Nga Court and Yu Nga Shopping Centre.

52. Members expressed their views as follows:

- (a) Members enquired about the timetable for Citybus to construct shelters for the bus stops at Yu Nga Court, Yu Nga Shopping Centre and Mun Tung Estate.
- (b) Some bus stops had yet to be installed with real-time arrival information display panels, hence Members hoped that the bus companies would follow up on this matter.
- (c) The LW was willing to construct a shelter for the bus stop at Kui Yat House, but this could not be done due to ownership issues. Members hoped that an on-site inspection could be conducted together with the relevant departments and organisations to discuss the solution.
- (d) Members hoped that the NLB would construct a shelter for the bus stop at Yu Tai Court as soon as possible.
- (e) As a number of new development areas would be completed in Tung Chung in the future, Members hoped that the TD would co-ordinate with the bus companies in the planning of roadside bus stops for the construction of bus stop shelters, and that the shelters would be completed before the commissioning of the bus stops.

53. The Chairman requested the Secretariat to arrange an on-site inspection and enquired with the NLB about the progress of the construction of the bus stop at Mui Wo.

54. Mr Peter CHU said that the construction of the bus stop at Mui Wo had been substantially completed and the NLB would install real-time arrival information display panels as soon as possible. Some residents had reflected that the shelter of the said bus stop was not adequately shaded. As such, the NLB would work out a solution with the contractor.

55. The Chairman commended the aesthetic design of the bus stop constructed by the NLB at Chung Yan Road. She hoped that the NLB would provide a shelter for the bus stop at Yu Tai Court as soon as possible and install waiting seats at the stop.

56. Mr Peter CHU concurred with Members' suggestion of planning the provision of shelters in parallel with the planning of roadside bus stops as this arrangement would obviate the need for the bus companies to apply to the departments for the construction of shelters in future. He said that the NLB would be happy to maintain and repair the shelters constructed by the departments.

57. Mr Bill LAM said that the TD had been actively requesting works departments to provide shelters at the locations already designed with bus bays in the construction of new development areas and new roads. The Department would co-ordinate the efforts of the works departments and the bus companies to expedite the progress of the construction of shelters for the new bus stops in Tung Chung North.

58. The Chairman enquired when Citybus would construct a shelter for the bus stop at Yu Nga Court.

59. Ms Penny CHUNG said that Citybus was preparing the relevant documents and would submit the application to the TD as soon as possible. As the utilisation rate of the bus stop at Yu Nga Shopping Centre was higher, Citybus would prioritise the works at this stop over those at the bus stop at Mun Wo House of Mun Tung Estate. In addition, Citybus would install real-time arrival information display panels and seats for the bus stop concerned as far as practicable when carrying out the relevant shelter construction works.

(Post-meeting note: The Secretariat had arranged an on-site inspection for Members and relevant departments and organisations on 24 September this year.)

VII. Question on the improvement to the public transport services in Tung Chung  
(T&TC Paper No. 36/2024)

60. The Chairman referred to T&TC Paper No. 36/2024.

61. The Chairman welcomed Mr Bill LAM, Acting Senior Transport Officer/Islands 1 of the TD, Ms Penny CHUNG, Corporate Communications Manager and Mr Calvin TSANG, Senior Corporate Communications Officer of Citybus, Mr Stephen WAN, Manager, Operations, Mr Desmond TANG, Assistant Manager, Operations Support and Ms Rennis LIP, Assistant Manager, Public Affairs of the LW, and Mr Peter CHU, Senior Manager (Operations and Administration) of Coronet Ray Development Limited (CRD) to the meeting to respond to the question. The written replies of Citybus and the LW had been distributed to Members for perusal before the meeting.

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

63. Mr Bill LAM responded as follows:

- (a) Citybus Route E11S operated between 6:20 a.m. and 7:50 a.m. from Monday to Friday at a frequency of 5 to 20 minutes. According to the



operational data provided by the bus company, the average occupancy rate of the above route during the busiest hour was about 60%, indicating that the service level could generally meet passenger demand. In addition, the TD had conducted an on-site inspection at the bus stop at Yu Nga Shopping Centre in late July this year. The results showed that the aforesaid route had one trip more than the scheduled number of trips departing from the bus terminus at Mun Tung Estate. Although there were passengers left behind on one of the trips on the day of the inspection, the passengers concerned were able to board the next bus after about six minutes, indicating that the level of service was generally able to meet passenger demand.

- (b) Starting from 19 August, Citybus Route E22S would increase the number of trips departing from Mun Tung Estate during the morning peak hours on weekdays at 6:45 a.m., 7:00 a.m., 7:15 a.m. and 7:25 a.m. respectively.
- (c) The frequency of Citybus Route S56 ranged from 20 to 30 minutes. The results of an on-site inspection conducted by the TD at the bus stop of Yue Nga Shopping Centre in July this year showed that the average occupancy rate of the above route during the busiest hour of the morning peak period was about 65%, indicating that the service level could generally meet passenger demand.
- (d) The service hours of the New Territories Green Minibus (GMB) Route 901 were from 6:30 a.m. to 7:30 p.m., with a frequency of 30 minutes departing from the HZMB Hong Kong Port. Passengers who needed to travel between Tung Chung North and the Civil Aviation Department (CAD) Headquarters or Cathay City outside the service hours of Route 901 could take Citybus Route S56 or the LW/Citybus Route S1 to Tung Chung town centre and then interchange with the NLB Route 37M. Passengers travelling between Tung Chung North and the HZMB Hong Kong Port could take the NLB Route B6 and then interchange with Route 37M. The above routes ran at an interval of 6 to 15 minutes from 7.30 p.m. to the last departure, and the services could generally meet passenger demand.
- (e) The TD had noted Members' suggestion to extend the service hours of Route 901 and would continue to closely monitor the service level of the above bus routes with the bus companies and review passenger demand to ensure timely service adjustments.
- (f) The frequency of the LW Route E36A ran at an interval of 30 minutes most of the time. The on-site inspections conducted by the Department in June and July this year at Yu Nga Shopping Centre and Lantau Link Bus-Bus Interchange respectively showed that the average occupancy rate of the Yuen Long-bound trips during the busiest hour of the morning peak period was about 60%, whereas the average occupancy rate of the

Tung Chung-bound trips during the busiest hour of the afternoon peak period was 55%. The frequency of the trips during such periods had remained normal, indicating that the level of service could generally meet passenger demand.

- (g) The TD had also noted Members' suggestion of extending the routes of Citybus Routes N11 and N21 to Tung Chung North. These two routes provided direct bus services between the airport and the urban area mainly during overnight hours and the journey time was about 75 to 80 minutes. If these two routes were to detour through Tung Chung North, the journey time would be extended by about 15 minutes, which would cause inconvenience to passengers travelling to and from the airport at present. In view of this, the Department did not have any plan at this stage to arrange for the above two routes to detour through Tung Chung North. Passengers who needed to travel between Tung Chung North and the urban area during the overnight hours might consider taking the NLB Route N37 to Tung Chung town centre, and then transfer to Citybus Route N11 or N21. The Department would continue to closely monitor the changes in passenger demand for the above public transport services and would continue to explore with the bus companies the feasibility of service adjustments in the light of the developments in Tung Chung North and the airport.

64. Mr Calvin TSANG briefly presented the written reply. He said that the frequency of Route E22S would be increased to a trip every 10 to 15 minutes before the end of the summer holiday. In addition, a special morning departure had been added for Route S56 since May this year. Citybus would closely monitor passenger demand and make timely improvements to the services.

65. Mr Desmond TANG said that although the service of Route E36A could generally meet passenger demand, in order to further enhance the bus service of the route, the LW had increased its frequency in early August this year in response to the demand and would observe the patronage after the increase in trips so that the service could be further adjusted if necessary.

66. Mr Peter CHU said that the CRD would, where manpower permitted, increase the frequency of bus services during peak hours as soon as possible in order to meet passenger demand. In addition, to tie in with the development of Tung Chung North, the CRD expected to extend the service hours of Route 901 upon intake of new housing estates in the area to cater for the travelling needs of the residents.

67. Members expressed their views as follows:

- (a) According to the TD's data, the occupancy rate of Route E11S was about 60%, but Members often noticed that passengers were unable to board the buses due to overcrowding, and therefore considered the data inconsistent with the actual situation. Members were of the view that the occupancy rate was for reference only and was not the only indicator

for considering frequency increase. Therefore, Members hoped that Citybus would continue to observe the actual patronage of Route E11S.

- (b) The existing transport between Tung Chung and the airport was inadequate. It took Tung Chung residents about 45 minutes to travel to the airport by bus, which was even more time-consuming than travelling to Tsing Yi. Members therefore hoped that stable services could be provided for Routes S56 and 901.
- (c) The TD had responded just now that if passengers needed to travel between Tung Chung North and the CAD Headquarters or Cathay City outside the service hours of Route 901, they could take Citybus Route S56 or the LW or Citybus Route S1 to Tung Chung town centre, and then interchange with the NLB Route 37M. However, this route was rather circuitous. Members therefore hoped that the CRD would extend the service hours of Route 901 to 12:00 midnight to facilitate residents' travel.
- (d) Although the LW had increased the frequency of Route E36A, the frequency was still unstable. Residents hoped that the LW would provide a stable service and increase the frequency to a trip every 20 to 25 minutes during peak hours.
- (e) Regarding overnight bus services, some residents of Tung Chung North reflected that many N-series bus routes only operated until 2:00 a.m. to 3:00 a.m., which was inconvenient for residents who worked at night. Members therefore hoped that the TD would improve the overnight bus network, including considering the extension of the service hours of the NLB Route N37.
- (f) In light of the continuous development of Tung Chung, Members suggested splitting the E11 and E21 bus routes series to cope with the demand arising from future population growth. At present, the above bus routes had to detour through Tung Chung West, Tung Chung town centre and Tung Chung North, resulting in a prolonged journey time of more than 40 minutes for residents of Tung Chung West, while residents of Tung Chung North were often unable to board the buses due to overcrowding. Members therefore suggested that the bus companies should make reference to the case of Route E31, which had greatly alleviated the problem after the route had been split into Route E31 and Route E32A. Members called on the Department to consider the above suggestion in the Bus Route Planning Programme for the Islands District for the upcoming year.

68. The Chairman requested the bus companies to follow up on Members' views and update them on the progress in a timely manner through the Secretariat.

VIII. Question on the improvement of the bus services for Yu Tai Court  
(T&TC Paper No. 37/2024)

69. The Chairman referred to T&TC Paper No. 37/2024.

70. The Chairman welcomed Mr Bill LAM, Acting Senior Transport Officer/Islands 1 of the TD, Ms Penny CHUNG, Corporate Communications Manager and Mr Calvin TSANG, Senior Corporate Communications Officer of Citybus, Mr Stephen WAN, Manager, Operations, Mr Desmond TANG, Assistant Manager, Operations Support and Ms Rennis LIP, Assistant Manager, Public Affairs of the LW, Mr Peter CHU, Senior Manager (Operations and Administration) and Mr HO Lee-yip, Manager, District Relations of the NLB to the meeting to respond to the question. The written replies of Citybus and the LW had been distributed to Members for perusal before the meeting.

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

72. Mr Bill LAM said that upon completion of the bus bay at the south bound section of Chung Yan Road near Yu Tai Court, the NLB Route 37H had been provided with an additional stop there since 22 April, and the NLB Routes 3M (Mui Wo-bound) and 11 (Tai O-bound) had also been provided with an additional stop there since 29 July. The TD would maintain liaison with the bus companies and explore the feasibility of arranging other routes to stop at that bus stop in a timely manner.

73. Mr LEE Lap-man said that the TD was exploring the removal of the planter underneath the footbridge at the rear entrance of Yu Tai Court car park to connect to the northern end of the bus stop at Chung Yan Road. The Department would consult the public on the above proposal.

74. Ms Penny CHUNG briefly presented the written reply.

75. Mr Desmond TANG briefly presented the written reply.

76. Mr Peter CHU said that the NLB would consider arranging Route 23 or other routes to travel via the bus stop at Yu Tai Court.

77. Members expressed the hope that the TD or the HyD would look into the widening of the road section concerned as some models of buses could not access the section due to road constraints, rendering the bus companies unable to arrange for the bus routes concerned to travel via Yu Tai Court.

78. Mr LEE Lap-man noted Members' suggestion and would actively explore its feasibility.

79. The Chairman requested the TD and the bus companies to continue to follow up on the above issues.

IX. Question on the irregular service and lost trip problem of bus routes  
(T&TC Paper No. 38/2024)

80. The Chairman referred to T&TC Paper No. 38/2024.

81. The Chairman welcomed Mr Bill LAM, Acting Senior Transport Officer/Islands 1 of the TD, Ms Penny CHUNG, Corporate Communications Manager and Mr Calvin TSANG, Senior Corporate Communications Officer of Citybus, Mr Peter CHU, Senior Manager (Operations and Administration) and Mr HO Lee-yip, Manager, District Relations of the NLB to the meeting to respond to the question. The written reply of Citybus had been distributed to Members for perusal before the meeting.

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

83. Mr Bill LAM responded as follows:

- (a) Franchised bus companies were required to provide services in accordance with the routing, timetable, frequency and bus allocation as stipulated in the Schedule of Service approved by the TD. The Department had been closely monitoring the standard and stability of franchised bus services through various means, including conducting regular spot checks and inspections on the operating information and data of the operators, arranging on-site inspections, and analysing public views and complaints on bus services.
- (b) As for Citybus Routes E21A and E21B, the Department had conducted on-site inspections at Lantau Link Bus-Bus Interchange and Cheung Sha Wan Road in June and July this year respectively. During the inspections, the service and frequency of the routes concerned had been in compliance with the requirements of the Schedule of Service.
- (c) Regarding the NLB Routes 37H and 39M, an on-site inspection had been conducted by the TD at Tung Chung Station Bus Terminus in early August this year. During the inspection, the service and frequency of the routes concerned had been in compliance with the requirements of the Schedule of Service.
- (d) The Department would continue to arrange on-site inspections on a regular basis and closely monitor the level of service of bus routes in Tung Chung through various other means, and follow up with the bus companies as necessary.

84. Mr Peter CHU said that according to recent operation records, there had been no lost trips on Routes 39M and 37H. As regards the problem of irregular frequency, it was mainly due to traffic congestion in Tung Chung during peak hours which affected the arrival time of buses.

85. Ms Penny CHUNG briefly presented the written reply.
86. Members expressed their views as follows:
- (a) Some residents had lost their attendance bonus because of lost bus trips. A stable bus service was particularly important to residents, hence Members hoped that the bus companies would maintain a stable frequency of trips.
  - (b) Route E23 also had the problem of irregular frequency.
  - (c) Members hoped that the TD and the bus companies would pay attention to the issue of lengthened journey time due to traffic congestion, which would in turn affect the arrival time of buses at stops along the routes. In addition, Members called on the TD and the bus companies to closely monitor the passenger demand on the first school day in September.
  - (d) The real-time arrival information display panels of the NLB were often not switched on or were not functioning properly, making it difficult for passengers to keep track of the arrival time of buses.

87. Ms Penny CHUNG said that Citybus would closely monitor the traffic conditions on the first school day and would reserve sufficient backup buses to increase the frequency when necessary.

88. Mr Peter CHU said that the NLB would reserve sufficient back up buses to cater for emergencies.

X. Question on the enhancement of the service of route B6 of the New Lantau Bus Company (1973) Limited  
(T&TC Paper No. 39/2024)

89. The Chairman referred to T&TC Paper No. 39/2024.

90. The Chairman welcomed Mr Bill LAM, Acting Senior Transport Officer/Islands 1 of the TD, Mr Peter CHU, Senior Manager (Operations and Administration) and Mr HO Lee-yip, Manager, District Relations of the NLB to the meeting to respond to the question.

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

92. Mr Bill LAM responded as follows:

- (a) Passengers who needed to travel between Mun Tung Estate and Tung Chung Station town centre during the morning peak hours on weekdays might take the NLB Route 39M or B6. Route 39M departed from Tung Chung Station at a frequency of 7 to 10 minutes during the morning peak

hours. To meet the demand of passengers travelling to Tung Chung Station during the morning peak hours on weekdays, the NLB had arranged six special trips departing from Mun Tung Estate during the relevant hours and provided additional trips to divert passengers during periods of high demand.

- (b) The TD noted Members' suggestions on the special trips and fares of Route B6 and would consider them carefully. Meanwhile, the Department would continue to follow up with the NLB on the operation of the route concerned, and would closely monitor the passenger demand at Mun Tung Estate with a view to adjusting the service of the existing routes where necessary.

93. Mr Peter CHU said that the NLB had proposed to the TD to introduce a special route B6S to replace the service of the existing Route B6 between 7:00 a.m. and 9:00 a.m., offering section fares. The NLB had also proposed to have the terminus of this route at the bus terminus of Tung Chung MTR Station instead of the one at Tat Tung Road. The NLB would report to Members after confirming the details with the TD.

94. Members expressed their views as follows:

- (a) Members hoped that the TD would expedite the introduction of the special route B6S.
- (b) Many residents of Mun Tung Estate reflected that Route 39M often stopped at the bus terminus during hours when people got off work and occupied the stopping area of Route B6, thus rendering it impossible for Route B6 to stop there and it had to board and alight passengers at a nearby location outside the bus stop. Some residents had missed the trips because of this. Members hoped that the TD would review the stopping locations of Route B6 and Route 39M at the bus terminus to avoid the above situation.
- (c) In view of the low occupancy rate of Route B6, Members enquired whether the NLB would reintroduce the free same day return trip concession.

95. Mr Peter CHU said that the free same day return trip concession on Route B6 had not yet expired and the NLB would issue another notice to remind passengers of the offer. In addition, the NLB would follow up on the stopping locations of Routes 39M and B6.

XI. Question on the traffic problems arising from vehicles travelling from the Mainland to Hong Kong  
(T&TC Paper No. 40/2024)

96. The Chairman referred to T&TC Paper No. 40/2024.
97. 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 TD had been distributed to Members for perusal before the meeting.
98. Mr YU Hon-kwan briefly presented the question.
99. Mr Eric LUK briefly presented the written reply.
100. Members expressed their views as follows:
- (a) Members observed that a small number of Mainland inbound vehicles without Lantau Closed Road Permits (LCRPs) had entered the closed roads on Lantau Island. It was believed that the drivers were not aware that those were closed roads. Members hoped that the relevant departments would inform drivers of such measures when Mainland vehicles entered Hong Kong.
  - (b) Members said that the question raised and Members' concern had existed for a long time. Regarding the installation of a detection system by the CEDD at the Shek Mun Kap roundabout on Tung Chung Road to identify vehicles entering the closed roads on Lantau Island without valid LCRPs, the Department had commenced a trial run on site in the third quarter of 2023 and collected relevant data. Members enquired why the details had not yet been finalised and when the system would come into full operation.
  - (c) Apart from the Shek Mun Kap roundabout, Members suggested that the TD might also consider installing gates at other feasible locations to identify vehicles with valid LCRPs through the use of Radio Frequency Identification (RFID) technology and the Automatic Number Plate Recognition technology. Members also suggested that the Department should relocate the roundabout to a location at the rear of the cemetery area to facilitate residents of Tung Chung Old Village to visit the cemetery area for grave sweeping during the Ching Ming and Chung Yeung Festivals.
  - (d) At present, the HKPF had to arrange police officers to conduct random checks on vehicles entering the closed roads at the relevant road junctions on a daily basis to ascertain whether the vehicles possessed valid LCRPs. Members hoped that with the commissioning of the surveillance system, police manpower could be saved. Members said that even though vehicles had to queue up to pass through the gates, they believed that the queuing time would not be too long and drivers would not mind queuing up.



- (e) Members suggested that the TD should make reference to the relevant technology adopted in the Mainland, whereby drivers only needed to scan a valid identification code at the gate to open it, and the process was very fast.
- (f) Members often witnessed vehicles coming from the Mainland and Macao travelling at a slow speed on the fast lane of North Lantau Highway. In this connection, Members suggested that the TD should disseminate information on safe driving in Hong Kong to drivers when non-Hong Kong vehicles entered Hong Kong.

101. Mr Eric LUK noted Members' views and would refer the suggestion of installing a detection system at the Shek Mun Kap roundabout on Tung Chung Road to identify vehicles entering the closed roads on Lantau Island without valid LCRPs to the CEDD for follow-up.

102. Members expressed their views as follows:

- (a) Roads on Lantau Island were curvy and drivers from outside the district and the Mainland might not be familiar with the roads concerned and were prone to traffic accidents. Members suggested that the TD should install additional traffic signs at road bends to alert drivers, thereby minimising the occurrence of traffic accidents.
- (b) Members suggested that the TD should consider, without the installation of gates, using technology or other effective detection devices to identify vehicles without valid LCRDs, and issue tickets to vehicle owners to achieve a deterrent effect.
- (c) Members hoped that the TD would discuss with other relevant departments before the next meeting on the solution regarding the installation of gates at feasible locations other than the Shek Mun Kap roundabout, and update Members on the progress to address their concerns.

103. Mr Eric LUK said that the TD had produced a Lantau Island driving guide and a related video, which were uploaded onto the Department's website to remind drivers participating in the Driving on Lantau Island Scheme of the points to note when driving on the closed roads on Lantau Island, as well as to introduce information on the many curved and steeply sloping sections of the roads and the relevant speed limits. The Department noted Members' suggestion of making use of technology to identify vehicles without valid LCRPs, and would follow up on it and update Members concerned on the latest progress.

104. The Chairman hoped that the TD would submit its reply to the Secretariat.

(Post-meeting note: Regarding Members' views expressed at the meeting, the TD said that "Closed Road" traffic signs were now installed at Tung Chung Road near the Shek

Mun Kap roundabout to remind drivers of the area of the closed roads on Lantau Island. Having regard to the environmental characteristics of the roads in South Lantau, a series of traffic signs and road markings had been provided at these road sections to raise drivers' alertness. The TD would continue to monitor the traffic conditions in the district and would consider taking appropriate traffic management measures where necessary.

In addition, to meet the needs of Tung Chung villagers travelling to and from Tung Chung Cemetery Area No. 18, the TD had arranged for the temporary opening of part of the closed section on Tung Chung Road during the Ching Ming and Chung Yeung Festivals since 2020, so that Tung Chung villagers could go to Tung Chung Cemetery Area No. 18 for grave sweeping without the need to hold an LCRP. The TD was of the view that the effectiveness of this arrangement should be observed first and consideration should be given to adopting other measures if necessary to avoid causing inconvenience to drivers or resulting in traffic congestion.

Regarding the use of technology devices to detect vehicles entering the closed roads on Lantau Island without valid LCRPs, the CEDD had commenced an on-site trial of the system in the third quarter of 2023, and completed it in September 2024. The CEDD was actively discussing with the enforcement departments on the application details of the system and was waiting for the upgrading of the relevant enforcement systems. The Department would arrange for the actual implementation of the system after finalising the details and system interface.)

XII. Question on the provision of fare concessions on the “Central - Discovery Bay” licensed ferry service  
(T&TC Paper No. 41/2024)

105. The Chairman referred to T&TC Paper No. 41/2024.

106. The Chairman welcomed Mr LO Ka-kan, Gregory, Chief Transport Officer/Planning/Ferry and Ms CHU Lai-yee, Rachel, Senior Transport Officer/Planning/Ferry 3 of the TD, Ms Sophia WOO, Assistant General Manager - Transportation and Mr Peter TSANG, Senior Executive Manager - Transportation of the Discovery Bay Transportation Services (DBTS) to the meeting to respond to the question.

107. Mr Jonathan CHOW briefly presented the question.

108. Mr Gregory LO said that the TD was actively following up with the DBTS on the provision of fare concessions for the “Central - Discovery Bay” licensed ferry service and would revert to the Committee as soon as possible.

109. Mr Peter TSANG said that the DBTS had endeavoured to control costs to maintain its financial viability and was actively considering the provision of fare concessions to rebate passengers. The DBTS would communicate with the TD and

Members upon formulation of the fare concession programme, and would launch the concessions as soon as possible.

110. The Chairman enquired whether the DBTS had commenced the study on the fare concession programme.

111. Mr Peter TSANG said that the new fares would only come into effect on 11 August this year, and the DBTS would need to observe the response of passengers after the fare adjustment before exploring feasible options.

112. Members expressed their views as follows:

- (a) As the fare increase of \$4.7 for a single journey on the “Central - Discovery Bay” ferry paid with a registered Octopus card would add to the financial burden of the residents, Members suggested that the DBTS should offer fare concessions to frequent ferry passengers living in Discovery Bay, such as offering two free journeys for every 18 journeys.
- (b) As there were not many passengers using the overnight ferry services, Members suggested that the DBTS should reduce the frequency of such services to reduce the operating costs.
- (c) As the majority of the DBTS’s business was owned by the HKR International Limited (HKRI), the parent company of the DBTS, Members hoped that the HKRI would take into account its overall financial position, in addition to that of the DBTS, when applying for fare increase and launching fare concessions.

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

- (a) Discovery Bay residents might use their registered Octopus cards to travel on the “Central - Discovery Bay” ferry at about 70% of the regular fare. Alternatively, other frequent travellers on the above ferries might use Transport Cards to pay the fare, which was about 80% of the regular fare for 20 journeys.
- (b) The DBTS noted Members’ views and would consider offering multi-ride discounts or other concessionary programmes to rebate passengers, in particular Discovery Bay residents. The DBTS would update the Committee on the details after discussing with the TD feasible concessionary options, and would implement the measures as soon as possible.

114. Mr Gregory LO said that the TD had taken note of Members’ views and would commence discussion with the DBTS on the concessionary options as soon as possible.

115. The Chairman enquired when the DBTS would be able to provide the Committee with details of the concessionary options.

116. Mr Gregory LO said that the new fares had just been implemented on 11 August and there might be changes in passengers' travelling pattern during the initial period when the new fares came into effect. The DBTS would need to wait until the travelling pattern had stabilised before considering suitable concessionary options based on the relevant data, and would report to the Committee when appropriate.

117. The Chairman hoped that the DBTS would provide the Committee with the details of the concessionary options at the next meeting.

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

118. The Chairman advised that the HyD had submitted a list of small-scale traffic improvement projects in the Islands District and their implementation schedules up to late July this year before the meeting. Members were welcomed to review and provide feedback on these projects.

119. Members noted the document.

XIV. Any Other Business

120. No further business was raised by Members.

XV. Date of Next Meeting

121. There being no other business, the meeting was adjourned at 5:45 p.m. The next meeting was scheduled for 14 October 2024 (Monday) at 2:30 p.m.

-END-