

(Translation)

Islands District Council
Minutes of Meeting of
Traffic and Transport Committee

Date : 14 October 2024 (Monday)
Time : 2:30 p.m.
Venue : Islands District Council Conference Room,
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong

Present

Chairman

Ms WONG Chau-ping, MH

Vice-Chairman

Mr YIP Pui-kei

Members

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

Co-opted Member

Mr TSANG Chiu-yuk, Ray

Attendance by Invitation

Mr LO Ka-kan, Gregory
Ms Sophia WOO

Mr Peter TSANG

Chief Transport Officer/Planning/Ferry, Transport Department
Assistant General Manager - Transportation,
Discovery Bay Transportation Services
Senior Executive Manager - Transportation,
Discovery Bay Transportation Services

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 LO Sze-yan, Jane	Engineer/Islands(2), Highways Department
Mr LUK Cheuk-man, Eric	Senior Transport Officer/Islands 2, Transport Department
Mr WONG Yui-him, Tim	Engineer/Islands 1, Transport Department
Mr LEE Lap-man	Engineer/Islands 2, Transport Department

Secretary

Ms 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 13 August 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 amendment, and the captioned minutes were confirmed unanimously.

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

3. The Chairman advised that at the Islands District Council (IDC) meeting on 6 May 2024, the Chairman of the IDC had referred the captioned item to the Traffic and Transport Committee (T&TC) for follow-up and suggested that Members should give priority to exploring ways to address the traffic problem of Tat Tung Road. The relevant paper (IDC Paper No. 25/2024) was tabled for Members’ perusal. At the T&TC meetings held on 11 June and 13 August, the Transport Department (TD) had explained to Members its short, medium and long-term improvement measures for the traffic congestion problem at Tat Tung Road, and Members had indicated their support for the measures. She welcomed Mr LEE Lap-man, Engineer/Islands 2 of the TD; and Ms LO Sze-yan, Jane, Engineer/Islands (2) of the Highways Department (HyD) to the meeting for the discussion. She invited the representatives of the departments to provide a brief update on the latest progress of the widening of Tat Tung Road.

4. Mr LEE Lap-man said that due to the overlap of construction sites between the Airport Tung Chung Link project of the Airport Authority Hong Kong (AAHK) and the widening of the section of Tat Tung Road opposite the car park of the Citygate, the HyD would coordinate with the AAHK on the implementation details and timetable of the relevant works.

5. Ms Jane LO said that the widening of Tat Tung Road alone would take approximately three and a half years to complete. However, since the AAHK would commence the Airport Tung Chung Link project at the same location in 2025, it was expected that the construction period of the road widening project would need to be adjusted accordingly. The Department was currently coordinating with the AAHK on the implementation details and arrangements of the two projects, with a view to carrying out part of the widening works of Tat Tung Road concurrently with the AAHK's project, so that the road widening works could be completed as soon as possible.

6. Members enquired about the length and width of the road section involved in the Tat Tung Road widening project, and whether additional traffic lanes or exits would be provided under the project. Members were of the view that if additional traffic lanes were to be provided only on that part of the road section, it would only help to address the traffic congestion problem on the road section opposite the Citygate car park, but would not help to alleviate the overall traffic congestion problem along Tat Tung Road.

7. Mr LEE Lap-man responded that the widening of Tat Tung Road mainly involved the conversion of a section of the pavement in front of the bus stop concerned into a traffic lane, which aimed mainly to deal with the traffic congestion caused by vehicles waiting at Tat Tung Road to enter the Citygate car park. As regards the overall traffic congestion problem along Tat Tung Road, the Department would continue to explore further solutions. Additionally, he would provide Members with the length and width of the road section involved in the Tat Tung Road widening project after the meeting.

8. The Chairman thanked the departments for actively following up on the aforementioned matters.

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

9. The Chairman advised 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 T&TC for follow-up. The relevant paper (IDC Paper No. 25/2024) was tabled for Members' perusal. Following the discussions at the T&TC meetings held on 15 April, 11 June and 13 August on the bicycle parking issues during the improvement works at the Yung Shue Wan Public Pier, she had carried out another on-site inspection with the relevant departments in the vicinity of the Yung Shue Wan Public Pier on 5 September this year, and explored her proposal to further increase the

number of bicycle parking spaces at the permanent footbridge.

10. The Chairman welcomed Mr WONG Yui-him, Tim, Engineer/Islands 1 of the TD to the meeting for the discussion, and invited him to briefly introduce the proposal to further increase the number of bicycle parking spaces at the permanent footbridge and its latest progress.

11. Mr Tim WONG said that in response to the views of the Chairman and Members, the TD had re-examined the current demand for bicycle parking spaces in Yung Shue Wan and proposed expanding the existing bicycle parking area on the permanent footbridge and adding a new bicycle parking area on the northern side of the footbridge. It was expected that by the completion of the works in 2026, the number of bicycle parking spaces on the footbridge would increase by more than double from approximately 100 before the commencement of the works to about 210. In other words, together with the existing 300 bicycle parking spaces at the bicycle parking area opposite the North Lamma Public Library, there would be about 500 bicycle parking spaces in the Yung Shue Wan area in the future. The Department would further refine the proposal with the Civil Engineering and Development Department (CEDD) and strive for early completion of the works.

12. The Chairman thanked the relevant departments for actively following up on the aforementioned issues to address the local demand for bicycle parking spaces in the vicinity of the Yung Shue Wan Public Pier.

13. The Chairman invited the Assistant District Officer (Islands)1 of the Islands District Office (IsDO) to share the follow-up work on the bicycle parking issues in the vicinity of the Mui Wo Ferry Pier.

14. Mr MOK Mong-chan said that the IsDO had discussed with the relevant departments on the bicycle parking issues in the vicinity of the Mui Wo Ferry Pier during the Mui Wo improvement works, and had shared with the relevant sections of the CEDD, which were responsible for the aforementioned improvement works and were currently managing the Mui Wo Ferry Pier area, the experience of the T&TC and another section of the CEDD in conjunction with other departments in dealing with the bicycle parking issues at the Yung Shue Wan Public Pier. The CEDD had provided a written reply on the use and parking of bicycles in the relevant area, which had been distributed to Members for perusal before the meeting. In addition, he noted that the Lands Department had indicated to the CEDD that it agreed in principle to delegate, as appropriate, the exercise of its enforcement powers conferred by the relevant legislation to the CEDD, so that the CEDD could properly clear the bicycles illegally parked in the area under the purview of the CEDD, having regard to the actual circumstances and needs.

15. Members noted that the relevant departments had conducted a bicycle clearance operation at the Mui Wo Ferry Pier in late September. The situation of illegal parking of bicycles had improved immediately after the operation, but there were signs

of resurgence afterwards. Most of the residents in Mui Wo used bicycles as a means of transport. Some of them might park their bicycles near the entrance/exit of the pier for convenience, which could cause obstruction to the pedestrian walkways. Members suggested that the departments concerned should consider taking more proactive actions against the bicycles illegally parked there. In addition, Members proposed that the Chairman should lead the T&TC and work with the Hong Kong Police Force (HKPF) to distribute publicity leaflets containing information on proper bicycle parking at the pier during peak hours when more residents parked their bicycles. The Chairman agreed and asked the Secretariat to assist in arranging a suitable date for the leaflet distribution.

(Post-meeting note: The Chairman led Members, together with representatives of the Mui Wo Rural Committee, the CEDD and the HKPF, to distribute publicity leaflets at the Mui Wo Ferry Pier on 21 November this year.)

16. Mr MOK Mong-chan requested the Secretariat to relay Members' views to the CEDD for consideration and follow-up after the meeting. He said he noted that the CEDD preliminarily planned to further close part of the pier in November this year for the implementation of the works, which would involve road diversions. He asked the Secretariat to invite the CEDD to provide more relevant information.

(Post-meeting note: The CEDD said that, based on the current progress of Phase 2 Stage 2 of the Improvement Works at Mui Wo, it was expected that the fenced-off areas in the vicinity of the pier would be changed in January next year, which would involve the commissioning of a newly constructed bus stop and the fencing-off of the existing bus stop, with temporary pathways to be modified accordingly.)

17. Members expressed their views as follows:

- (a) It was noted that the CEDD had drawn on its experience in handling bicycle parking at the Yung Shue Wan Public Pier and painted yellow box markings on the pedestrian walkways at the Mui Wo Ferry Pier as a warning. However, some residents still parked their bicycles illegally in the area with yellow box markings. Members opined that the Department should consider adopting a clearer approach in marking out the areas where bicycle parking was prohibited, and step up efforts in removing the illegally parked bicycles, especially during peak hours, such as by deploying staff to the pier to remove bicycles that caused obstruction to the pedestrian walkways.

(Post-meeting note: The CEDD said that it had currently deployed staff to conduct regular inspections at the Mui Wo Ferry Pier, and would remove bicycles causing obstruction to the pedestrian walkways as necessary to ensure the smooth flow of pedestrian traffic.)

- (b) As a works department, the CEDD might not have sufficient experience

in clearing bicycles. It was suggested that other relevant departments should collaborate with the CEDD to carry out several joint operations to remove the illegally parked bicycles, so as to assist the CEDD in accumulating experience before handing over the work to the CEDD.

- (c) It was suggested that the CEDD should carry out publicity and education campaigns to advise residents to refrain from illegally parking their bicycles and causing obstruction to the pedestrian walkways.

(Post-meeting note: The CEDD had already conducted a number of publicity activities and distributed leaflets during the morning peak hours, and had posted information on the webpage of the relevant project. Furthermore, the CEDD had collaborated with the Mui Wo Rural Committee to disseminate advisory notices via their social media pages to advise residents not to park their bicycles illegally at the pier and encourage them to use the temporary bicycle parking area at the southern waterfront.)

- (d) It was suggested that the CEDD and the relevant departments (where applicable) should tie in the clearance operations against illegally parked bicycles with the Department's planned closure of part of the pier and the road diversion arrangements, so as to change the existing habit of residents of illegally parking their bicycles.

(Post-meeting note: A total of four joint clearance operations against illegally parked bicycles were conducted by the District Lands Office, Islands (DLO/Is), the Food and Environmental Hygiene Department, the HKPF, the IsDO and the CEDD in the vicinity of the Mui Wo Ferry Pier in 2023, and one such operation was conducted in 2024. Among them, the two most recent operations were led by the CEDD to ensure that the Department had a good grasp of the practice and experience of the operations. Subsequently, the DLO/Is advised that as the relevant piece of land had already been handed over to the CEDD for management, the future bicycle clearance operations should also be undertaken by the CEDD in accordance with the relevant principles. The DLO/Is agreed in principle that it could delegate, as appropriate, the exercise of its enforcement powers conferred by the relevant legislation to the CEDD if necessary.)

18. Mr MOK Mong-chan requested the Secretariat to convey Members' suggestions to the relevant departments after the meeting and arrange an on-site inspection for the CEDD, other departments, the T&TC and the IsDO.

(Post-meeting note: The Secretariat had arranged an on-site inspection at the Mui Wo Ferry Pier for Members and representatives of the IsDO, the CEDD, the DLO/Is, the TD and the HKPF on 21 November.)

IV. Follow-up on “Question on the provision of fare concessions on the ‘Central - Discovery Bay’ licensed ferry service”

19. The Chairman welcomed Mr LO Ka-kan, Gregory, Chief Transport Officer/Planning/Ferry of the TD; and 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. Members had discussed the captioned matter at the meeting held on 13 August this year. She invited the representatives of the DBTS to give an update on the progress of the provision of fare concessions on the “Central - Discovery Bay” licensed ferry service.

20. Mr Peter TSANG said that the DBTS had actively studied Members’ suggestions. Regarding the provision of multi-ride fare concessions, the DBTS was currently unable to provide multi-ride fare concessions due to the constraints of the Octopus system and resources. However, the DBTS was actively considering offering concessions to groups in need of care in the community (regardless of whether they were Discovery Bay residents) during specified periods on designated festivals and holidays, and would announce the details of the concessions as soon as possible.

21. Members expressed their views as follows:

- (a) The fare increase of \$4.7 or 14% for a single journey on the “Central - Discovery Bay” ferry paid with a registered Octopus card would add to the burden of Discovery Bay residents. Therefore, at the previous meeting, Members suggested that the DBTS should provide multi-ride fare concessions for frequent ferry passengers living in Discovery Bay to alleviate their financial burden, instead of just offering fare concessions to the general public in need of care in the community during specified festivals and periods, or offering concessions to attract non-Discovery Bay residents to visit Discovery Bay for spending.
- (b) Members were unconvinced that with the advancement in technology nowadays, the DBTS, due to the constraints of the Octopus system, was unable to offer the concession of two free journeys for every 18 journeys as suggested by Members at the last meeting.
- (c) Members queried why the other two ferry companies operating outlying island ferry services were able to offer multi-ride fare concessions to the residents concerned but the DBTS could not. Members also said that if the DBTS was unable to offer the aforementioned concessions through the Octopus system, it could make use of other ticketing methods to provide such concessions.
- (d) Members said that they understood the operational difficulties faced by

the ferry company and acknowledged the reasons behind DBTS's application for a fare increase. It was noted that the HKR International Limited (HKRI), the parent company of the DBTS, derived its largest profits from real estate-related businesses, while the operation of the ferry company was only an ancillary business. Members considered that the level of profitability of the DBTS would not exert much pressure on the HKRI. Furthermore, since Discovery Bay residents mainly relied on ferries to travel between Discovery Bay and the city centre. Members hoped that the HKRI would fulfill its corporate social responsibility by offering multi-ride fare concessions to all Discovery Bay residents as an act of reciprocity.

- (e) While not objecting to the DBTS offering fare concessions to non-Discovery Bay residents to attract residents from other districts to visit Discovery Bay for spending, Members reiterated that they hoped the DBTS would provide multi-ride fare concessions for Discovery Bay residents who were frequent passengers of the "Central - Discovery Bay" ferry service.
- (f) The new fares for the DBTS had come into effect on 11 August this year. However, as of the current meeting, the fare concessions concerned had yet to be implemented, and the DBTS did not provide a direct response to the concession proposal put forward by Members.
- (g) Members opined that, from a technical perspective, offering fare concessions to specified groups of people during specified festivals and periods through Octopus was more difficult than providing multi-ride fare concessions for all Discovery Bay residents. Members hoped that the DBTS could elaborate on the technical difficulties involved.
- (h) Members said that in the past, other public transport operators, such as the MTR Corporation Limited and other bus companies, would introduce relevant concessionary measures immediately after fare increases to rebate passengers. Members considered that the DBTS should resolve the technical constraints.
- (i) Members considered that the patronage of the ferry services operated by the DBTS had not reached 100%. If the DBTS offered multi-ride fare concessions or same-day return concessions to the residents, it would not only reduce their travel expenses, but also encourage them to take the ferry, thus increasing the revenue of the DBTS. This would be a win-win solution.
- (j) Members suggested that the DBTS should make reference to the practice of the ferry company operating ferry services in Peng Chau and introduce a dedicated monthly pass to provide multi-ride fare



concessions for Discovery Bay residents.

- (k) Considering that some Discovery Bay residents might move out of Discovery Bay as they could not afford the travel expenses after the fare increase, Members suggested that the DBTS should organise different activities in Discovery Bay to attract tourists to visit and spend money there, thereby increasing its revenue and alleviating the company's financial pressure.

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

- (a) The DBTS had been actively studying the feasibility of the provision of multi-ride fare concessions. As the Octopus system currently used by the DBTS was unable to record the number of journeys taken by passengers on the ferry route, the DBTS would need to rent storage space in the Octopus cards from the Octopus Cards Limited for this function, which was costly and would require modifications to the existing Octopus programme used by the DBTS for implementation.
- (b) Although the DBTS did not offer monthly passes, most Discovery Bay residents had already registered their Octopus cards with the DBTS. If Discovery Bay residents paid with their registered Octopus cards, the fare was approximately 70% of the regular fare. The DBTS understood that residents needed to travel frequently, and therefore started to offer the above concession to them several years ago. Nonetheless, the DBTS would still actively consider providing other concessions.

23. Ms Sophia WOO gave her response as follows:

- (a) Regarding Members' enquiry about the reasons why other ferry companies could provide multi-ride fare concessions while the DBTS could not, she said that different companies had varying operational policies, cost structures, pricing models, system designs, fare increase rates and cycles, and the amount of various subsidies received from the Government, etc. Moreover, one of the differences between Discovery Bay and other outlying islands was that Discovery Bay was served by both land and water transport.
- (b) Each subsidiary under the HKRI, including the DBTS, had separate accounts. The DBTS had all along been fulfilling its corporate social responsibility to the residents and the community in accordance with the guidelines of its parent company.
- (c) As regards the rate of fare increase, the rate of fare increase for Discovery Bay residents was lower than that for passengers from other areas. Even though the operation of the "Central - Discovery Bay"

licensed ferry service was not a profitable business for the DBTS, the company would still strive to provide concessions for passengers.

- (d) Due to technical and resource allocation considerations, the provision of multi-ride fare concessions was not a viable option for the DBTS. The DBTS had actively considered the provision of other concession schemes, namely offering concessions to groups in need of care in the community during specified periods on designated festivals and holidays.

24. Mr Gregory LO said that after the last meeting, the TD had discussed with the DBTS the concession scheme proposed by Members, which included examining the feasibility of a scheme to alleviate the burden of travel expenses on Discovery Bay residents. As regards the DBTS's initiative of conveying the message of care and inclusion to the community through the provision of fare concessions, he agreed with the concept and expressed respect for the concession scheme proposed by the DBTS.

25. The Chairman expressed her views as follows:

- (a) According to her understanding, the 14% fare increase for the "Central - Discovery Bay" licensed ferry service was higher than the rates of fare increases for other outlying island ferry services.
- (b) She suggested that the DBTS should consider offering multi-ride fare concessions through other electronic payment tools, such as Alipay, or monthly passes to alleviate the burden of travel expenses on Discovery Bay residents.
- (c) It had been two months since the last meeting. Although the DBTS claimed that it would offer concessions to groups in need of care in the community, the details of the concessions, including the groups to be benefited, had yet to be finalised.
- (d) She enquired about the occupancy rate of the ferry service operated by the DBTS.

26. Mr Peter TSANG said that ferries of the DBTS had a maximum capacity of 500 passengers, with higher occupancy rates during the morning and evening peak periods and an overall average occupancy rate of about 50% after the epidemic.

27. Members expressed their views as follows:

- (a) Members reiterated that they did not object to the provision of fare concessions by the DBTS to groups in need of care in the community during specified periods on designated festivals and holidays, and their suggestions on the concessionary measures raised at the last meeting

were targeted at Discovery Bay residents who were frequent passengers of the ferry service, in the hope that the DBTS would offer multi-ride fare concessions. Members considered that the DBTS had not provided a direct response to Members' suggestions.

- (b) The DBTS mentioned at the last meeting that passengers could use T-cards to pay for ferry fares, and the fare for 20 journeys was about 80% of the regular fare, indicating that the DBTS was able to keep track of the number of journeys taken by passengers.

28. Mr Peter TSANG said that he would carefully consider Members' suggestions.

(Post-meeting note: After careful consideration and balancing the views of various parties, the DBTS decided to offer free ferry services to all passengers on the 11:30 a.m. departure from Central to Discovery Bay on Saturdays, Sundays, public holidays and Christmas Eve from 23 November 2024 to 1 January 2025.)

V. Question on the review of the road design and the emergency traffic and transport arrangements on Lantau Island  
(T&TC Paper No. 44/2024)

29. The Chairman drew the attention of the meeting to the T&TC Paper No. 44/2024.

30. The Chairman welcomed Mr WONG Yui-him, Tim, Engineer/Islands 1 of the TD to the meeting to respond to the question.

31. Mr HO Siu-kei briefly presented the question.

32. Mr Tim WONG gave his response as follows:

- (a) The TD operated a 24-hour Emergency Transport Co-ordination Centre (ETCC). In case of unforeseen incidents, such as serious traffic and transport incidents, rainstorms or tropical cyclones, the ETCC would liaise with public transport operators on special traffic and transport arrangements, disseminate the latest traffic information to the public and coordinate different government departments and public transport operators to take relevant actions to ensure smooth traffic flow.
- (b) When handling unforeseen incidents, the ETCC would closely monitor the traffic conditions in various districts and disseminate information on emergency traffic and public transport service arrangements to the public through the media, the Department's website and the "HKeMobility" mobile application. In addition, the ETCC would

coordinate with public transport operators and relevant government departments, such as the Police and the HyD, with a view to resuming the affected public transport services as soon as possible. At the same time, the ETCC would remind public transport operators to disseminate detailed and accurate information to affected passengers through different channels, such as websites and mobile applications.

- (c) Regarding the fatal traffic accident that occurred at Keung Shan Road in the afternoon of 15 September this year, according to the police investigation report, the cause of the accident was related to the loss of control of a bicycle. The Government attached great importance to cycling safety and had been closely monitoring the situation. Cyclists had the same right to use the roads as other drivers and were equally required to pay attention to road traffic safety and observe traffic rules, traffic signals, traffic signs and road markings. Therefore, the Department currently had no plan to designate a no cycling zone on Tung Chung Road or Keung Shan Road. The Department would continue to work closely with the Road Safety Council and the Police to launch publicity and educational programmes on cycling safety through different channels (such as social media platforms, Announcements of Public Interest and leaflets, etc.) to enhance the safety awareness of cyclists and other road users.
- (d) The Department had been closely monitoring the utilisation of roads on Lantau Island. To improve the traffic conditions of the roads in South Lantau, the Government had completed the Tung Chung Road Improvement Project some years ago. Since 2007, the Department, in collaboration with the HyD, had also carried out a number of road improvement works on South Lantau Road and Keung Shan Road. Additionally, the Government was examining the implementation of minor improvement works on roads such as South Lantau Road, Keung Shan Road and Tai O Road, including the phased widening of some road sections and improvements to road bends, etc. The Department would continue to closely monitor the utilisation of roads in South Lantau and take appropriate measures to enhance traffic safety and smoothness where necessary.
- (e) Regarding the long-term traffic arrangements, the CEDD had commenced the “Feasibility Study on Road Network Enhancement to South Lantau” in March 2023 to explore the feasibility of improving the north-south road connections in the eastern and western parts of Lantau Island. The TD had been maintaining close communication with the CEDD during the study period to provide relevant road planning advice and recommendations. The entire study was expected to be completed by mid-2025.

33. Members expressed their views as follows:

- (a) The traffic accident paralysed Tai O's external traffic for three hours, causing inconvenience to Tai O residents. In the past, whenever similar incidents occurred, the travel of Tai O residents would be affected, which was extremely unsatisfactory.
- (b) As Keung Shan Road was narrow, steep and winding, which was unsuitable for cycling, Members suggested that the TD should impose a total ban on cycling at the relevant road sections or allow cycling at the relevant road sections only during non-peak hours, such as between 11:00 a.m. and 4:00 p.m.
- (c) It was learnt that the relevant departments did not seem to have ever instituted prosecutions against those who used bicycles dangerously on carriageways, thus failing to achieve a deterrent effect. Moreover, since not all cyclists held driving licences, they might not be aware of the relevant traffic legislation. In light of this, even though the Department had pointed out that members of the public had the right to ride bicycles on carriageways, Members considered that it was unfair to other road users if members of the public rode bicycles on relatively dangerous road sections.
- (d) Members had discussed the issue many times at the meetings of the previous terms of the T&TC, but the problem had remained unresolved. Therefore, Members hoped that the relevant departments would resolve the issue as soon as possible.
- (e) Members had witnessed two to three cyclists riding bicycles in parallel on Keung Shan Road and considered such behaviour very dangerous. However, they had no channel to lodge complaints.
- (f) It was mentioned in the question that the sections from Pak Kung Au to San Shek Wan and from Shek Pik to Keung Shan Road were related to the construction of the "two tunnels and one viaduct" project. Members asked the Secretariat to write to the CEDD to enquire whether the findings of the study on the "two tunnels and one viaduct" project would be released in the first quarter of 2025.
- (g) Over the past decade or so, the relevant departments had carried out a number of projects to improve dozens of bends along Keung Shan Road. However, it was understood that one of the bends had only been widened by about eight inches, which could not effectively enhance the safety factor. Therefore, Members considered that the project was a waste of public funds and had caused inconvenience to road users during the works period.

- (h) Members were of the view that the Department imposed more regulations on vehicles than bicycles, and suggested that the Department should set up a mechanism to step up the regulation on the use of bicycles. Furthermore, as vehicles were currently required to hold a valid “Lantau Closed Road Permit” to enter the prohibited zones on Lantau Island, Members suggested that the Department should require cyclists to apply for such permits before entering the prohibited zones on a non-discriminatory basis, so as to limit the number of bicycles on the relevant road sections.
- (i) Members considered that the conditions of some roads on Lantau Island were unsatisfactory. Many roadsides were overgrown with weeds which extended to the carriageways, making the carriageways narrower and obstructing the vision of drivers. Furthermore, some road surfaces were still uneven after repairs, which affected the balance of bicycles and motorcycles. Coupled with the prolonged accumulation of stagnant water at some road sections, vehicles were prone to skidding, thus increasing the risk of traffic accidents. Therefore, Members hoped that the relevant departments would step up routine road maintenance and widen the bends on the road concerned.
- (j) Members said that at least one to two traffic accidents occurred on Keung Shan Road each month. However, since some cases did not involve serious injuries and the individuals concerned did not report the cases to the Police, the traffic accident data of the relevant departments did not reflect the actual situation.
- (k) Most of the Tai O residents were opposed to anyone riding bicycles on Keung Shan Road, especially on sections with steep slopes. Furthermore, Members considered that the relevant departments had the responsibility to safeguard the safety of road users.

34. Mr Tim WONG said that cyclists and other road users had the responsibility to comply with the relevant regulations or rules, and the TD had put in place a mechanism to review whether a road section should be designated as a no-cycling zone. Taking into account the current traffic accident data of Tung Chung Road and Keung Shan Road and the cause of the aforementioned fatal accident, the TD considered that there were insufficient grounds to support the designation of a no cycling zone at the road sections concerned. Nevertheless, the Department had taken note of Members’ views and would re-examine feasible measures to enhance road safety in the area.

35. Members expressed their views as follows:

- (a) When there was frost on Tai Mo Shan in winter, the Department would close Tai Mo Shan Road on safety grounds to prohibit the access of

vehicles. Members were of the view that the TD should also prohibit the public from cycling on Keung Shan Road on safety grounds.

- (b) Members asked the Department how many traffic accidents would be required and what specific conditions (if any) would need to be met to justify the designation of a no-cycling zone at the road sections concerned.
- (c) Taking vehicles as an example, vehicle registration plates not only facilitated members of the public (including cyclists) in lodging complaints against non-compliant vehicles with the relevant departments, but also made it easier for the departments to contact the vehicle owners or even institute prosecutions against drivers who had violated the law based on the registration plates. However, in the absence of a licensing or registration system for bicycles, it was difficult for members of the public (including drivers) to lodge complaints against non-compliant cyclists with the relevant departments, making it impossible to institute prosecutions against them. Members considered that the regulation on the use of bicycles by the Department was inadequate and suggested that the Department should consider introducing a bicycle registration system to strengthen the regulation on the use of bicycles. Members also considered that the introduction of a bicycle registration system would help raise cyclists' awareness of compliance with traffic rules.

36. Mr Tim WONG said that the TD did not set a requirement on the number of traffic accidents for the designation of no-cycling zones, but would examine a basket of factors, including the topography, traffic flow, traffic speed, accident risk and causes of accidents. He reiterated that the Department had taken note of Members' views and would re-examine feasible measures to enhance road safety in the area.

37. The Chairman asked the Secretariat to write to the CEDD to enquire about the aforementioned matters relating to the "two tunnels and one viaduct" project.

(Post-meeting note: The Secretariat forwarded the reply letter from the CEDD to Members for perusal on 21 November this year.)

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

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

39. Members noted the paper.

VII. Any Other Business

Matter relating to the Opening of the Vehicular Access between Sok Kwu Wan and Yung Shue Wan on Lamma Island for Use by Village Vehicles

40. Members enquired about the progress of the opening of the vehicular access between Sok Kwu Wan and Yung Shue Wan on Lamma Island for use by village vehicles.

41. Mr MOK Mong-chan said that the IsDO welcomed such relief measures in principle. Following the relevant discussions by Members at the previous meetings and the on-site inspections conducted jointly with the TD after the meeting arranged by the Secretariat, the IsDO had continued to follow up on the matters concerned with the TD and invited the TD to provide the relevant details, including the safety standards that needed to be met before the access could be opened for use by village vehicles; the specific works modifications and departments to be involved in achieving such standards; how the modifications would be taken forward and implemented; and the estimated time and resources involved, etc. He believed the relevant departments would update Members on the progress in due course.

(Post-meeting note: The IsDO held a meeting with the TD on 20 November this year to follow up on TD's latest position and the progress of the aforementioned matters, and reminded the TD to update Members on the progress in a timely manner.)

VIII. Date of Next Meeting

42. There being no other business, the meeting was adjourned at 4:40 p.m. The next meeting would be held at 2:30 p.m. on 10 December 2024 (Tuesday).

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