

(Translation)

Minutes of Meeting of Traffic and Transport Committee

Date : 17 January 2017 (Tuesday)
Time : 2:00 p.m.
Venue : Islands District Council Conference Room,
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong.

Present

Chairman

Mr WONG Man-hon

Vice-Chairman

Mr CHEUNG Fu

Members

Mr CHOW Yuk-tong, BBS
Mr CHAN Lin-wai
Mr WONG Hon-kuen, Ken
Mr FAN Chi-ping
Mr LOU Cheuk-wing
Ms YU Lai-fan
Ms LEE Kwai-chun
Ms YUNG Wing-sheung, Amy
Mr KWONG Koon-wan
Mr CHOW Ho-ding, Holden
Mr KWOK Ping, Eric
Ms FU Hiu-lam, Sammi
Mr WONG Fuk-kan
Mr LAM Po-keung
Mr WONG Ma-tim
Mr HO Siu-kei

Attendance by Invitation

Mr CHAN Yuk-hung	Sergeant/Lantau District District Traffic Team, Hong Kong Police Force
Ms Ho Hoi-yan, Ava	Assistant Public Relations Manager – External Affairs, MTR Corporation Limited
Mr HUI Fai-wing	Senior Superintendent (Cemeteries & Crematoria) Special Duties, Food and Environmental Hygiene Department
Mr LEUNG Chi-ming	Chief Health Inspector (Cemeteries & Crematoria) Special Duties 1, Food and Environmental Hygiene Department
Mr Ray TANG	Associate, ARUP
Mr Paul CHENG	Senior Engineer, ARUP

In Attendance

Mr CHOW Chit, Joe	Assistant District Officer (Islands)2, Islands District Office
Mr TO Chi-keung, Gary	Senior Transport Officer/Islands, Transport Department
Miss LAW Shun-wa, Virginia	Engineer/Islands 2, Transport Department
Ms LEUNG Chiu-mei	District Engineer/Islands, Highways Department
Mr POON Wai-wing, Alvin	Engineer 11 (Islands Division), Civil Engineering and Development Department
Mr LO Tim-fat	District Operation Officer (Lantau District), Hong Kong Police Force
Mr WAN Chi-kit, Calvin	Assistant Police Community Relations Officer (Marine Port District), Hong Kong Police Force
Mr WONG Wah	Administrative Consultant, New Lantau Bus Co.(1973) Limited
Mr CHAN Tin-lung	Deputy General Manager, New Lantau Bus Co.(1973) Limited
Mr CHAN Kam-hung	Chairman, Lantau Taxi Association
Mr Peter Tsang	Senior Manager-Transportation, Discovery Bay Transit Services Limited
Ms CHAU Shuk-man, Anthea	Corporate Communications Manager, New World First Ferry Services Limited

Secretary

Ms CHAN Ka-ying, Florence	Executive Officer I (District Council), Islands District Office
---------------------------	---

Absent with Apology

Mr YU Hon-kwan, Randy, JP
Mr TANG Ka-piu, Bill, JP
Ms TSANG Sau-ho, Josephine
Mr WONG Shun-chuen
Mr LAW Kwan
Mr WAN Tung-yat
Mr YUEN King-hang

Welcoming remarks

The Chairman welcomed members and representatives of government departments and organisations to the meeting and introduced the following representatives who attended the meeting:

- (a) Miss LAW Shun-wa, Virginia, Engineer/Islands 2 of Transport Department (TD), who attended the meeting in place of Mr LEE Ka-hei, Haywood;
- (b) Mr LO Tim-fat, District Operation Officer (Lantau District) of the Hong Kong Police Force (HKPF), who attended the meeting in place of Mr CHAN Chiu-fai;
- (c) Mr WAN Chi-kit, Calvin, Assistant Police Community Relations Officer (Marine Port District) of HKPF, who attended the meeting in place of Mr LAW Tung-wah, Benji; and
- (d) Mr Peter TSANG, Senior Manager-Transportation of Discovery Bay Transit Services Limited, who attended the meeting in place of Mr Vincent CHUA of HKR International Limited.

2. Members noted that Mr YU Hon-kwan, Randy, Ms TSANG Sau-ho, Josephine, Mr TANG Ka-piu, Bill, Mr LAW Kwan, Mr WONG Shun-chuen, Mr WAN Tung-yat and Mr YUEN King-hang were unable to attend the meeting due to other commitments.

I. Confirmation of the Minutes of Meeting held on 21 November 2016

3. The Chairman said that the above minutes had been distributed to Members for perusal prior to the meeting.

4. No amendment was proposed and the above minutes were endorsed unanimously.

II. Question on request for provision of a roundabout at Pak Kung Au (Paper T&TC 1/2017)

5. The Chairman welcomed Miss LAW Shun-wa, Virginia, Engineer/Islands 2 of TD and Ms LEUNG Chiu-mei, District Engineer/Islands of Highways Department (HyD) to the meeting to respond to the question. Agriculture, Fisheries and Conservation Department (AFCD) indicated that since the Department was not taking a leading role in the issue concerned, it would be more appropriate for TD and HyD to give a response. Mr Randy YU was unable to attend the meeting due to other commitments and had appointed in writing Mr WONG Fuk-kan to introduce the contents of the question on his behalf.

6. Mr WONG Fuk-kan briefly introduced the question on Mr Randy YU's behalf.

7. Miss Virginia LAW said that TD had studied the provision of a roundabout on Tung Chung Road near the junction of Pak Kung Au and old Tung Chung Road to allow the coaches and other emergency vehicles to make a U-turn. However, as there were slopes on both sides of old Tung Chung Road with limited space for expansion, the proposal could not be implemented.

8. Mr Gary TO said that New Lantau Bus Co. (1973) Limited (NLB) would enhance bus services at Pak Kung Au and other areas during public holidays and festival days. At present, empty NLB buses would pick up passengers after making turns near Pak Kung Au. TD and NLB would monitor the situation and enhance bus services when appropriate.

9. Mr WONG Wah concurred with Mr WONG Fuk-kan. At present, many passengers waited for buses at Pak Kung Au, but the buses had to make turns at San Shek Wan roundabout before returning to pick up passengers, thus lengthening the travelling time by about 10 to 15 minutes. The provision of a roundabout at Pak Kung Au could shorten the travelling time and increase bus frequency, thereby facilitating the passenger flow.

10. Mr WONG Fuk-kan gave opinions as follows:

- (a) The question was raised by Mr Randy YU after receiving many residents' opinions. Many tourists got on the bus at Tung Chung bus terminus, but over half of them got off at Pak Kung Au, and the remaining passengers were mainly residents of South Lantau. As the bus was almost full, the residents of South Lantau could hardly get on the bus at Tung Chung to return to Tai O and Mui Wo.
- (b) He suggested TD provide a roundabout at the passing bay near Pak Kung Au or at old Tung Chung Road, or consider using old Tung Chung Road and Tung Chung Road at the same time to divert traffic flow. He reiterated that the current traffic condition affected the residents of South Lantau going to school and to work, and the problem was particularly serious during public holidays.
- (c) He hoped TD would consider introducing a circular bus route between Tung Chung and Pak Kung Au as well as identifying a suitable location for bus turning, in the hope of catering for the needs of tourists and residents of South Lantau at the same time.
- (d) If the proposed location fell within the boundary of country park under the purview of AFCD, relevant government departments (e.g. TD, HyD, etc.) would have to make an application to AFCD for using the site concerned. As there was no AFCD representative attending the meeting, he hoped relevant government departments would maintain close liaison with AFCD after the meeting.

11. Mr CHAN Kam-hung agreed to the provision of a roundabout and said that he had expressed the above opinions to TD at another meeting. Many hikers would first go to Pak Kung Au and then the Sunset Peak and the Lantau Peak. However, there was no space for vehicles to make turns at Pak Kung Au and thus taxis had to drive further to San Shek Wan to make turns. He urged TD to provide a roundabout at Pak Kung Au and hoped that the bus company would consider offering section fares or introducing new routes destined for Pak Kung Au only so as to alleviate the difficulty of residents in getting on buses.

12. Mr HO Siu-kei said that the local community reflected from time to time to TD the traffic problem of Lantau. However, the Department kept using figures as an excuse to evade the issue. He said that a private vehicle was on fire on Tung Chung Road earlier, bringing traffic on Tung Chung Road to a standstill for several hours. As pedestrian flow in the Lantau Island was heavy during public holidays, he hoped TD would introduce measures to relieve the traffic problem as soon as possible. If the Department continued to turn a blind eye, discontent might be caused.

13. Miss Virginia LAW said that TD would want to provide a roundabout but there were slopes near the proposed location, providing limited space for the works. If road widening works were required, the works were expected to be of large scale and the proposed location might also intrude upon the country park boundary. The Department noted the opinions of Members and would continue to closely monitor the situation.

14. Mr WONG Wah suggested TD and Members conduct a site visit to look into the situation.

15. Mr LAM Po-keung enquired whether TD would consider opening old Tung Chung Road for one-way traffic only if the provision of a roundabout was considered infeasible, so as to avoid traffic disruption as a result of picking up and dropping off of passengers.

16. The Chairman suggested TD arrange a site visit with Members to better understand the situation.

(Post-meeting note: TD had contacted the office of Mr Randy YU to arrange a site visit.)

(Mr Ken WONG and Ms Sammi FU joined the meeting at about 2:15 p.m.)

III. Question on request for provision of bus stops on Ying Hei Road northbound, Tung Chung
(Paper T&TC 2/2017)

17. The Chairman welcomed Miss LAW Shun-wa, Virginia, Engineer/Islands 2 of TD and Ms LEUNG Chiu-mei, District Engineer/Islands of HyD to the meeting to respond to the question. Civil Engineering and Development Department (CEDD) indicated that it was unable to arrange representatives to attend the meeting, but a written reply had been provided for Members' reference.

18. Mr Holden CHOW briefly introduced the question.

19. Ms LEUNG Chiu-mei said that representatives of HyD and relevant departments had earlier conducted a site visit to the location concerned on Ying Hei Road in order to understand the local needs. The works concerned was proceeding to the planning and design stage. It was hoped that the works could meet the needs of the local community.

20. Mr WONG Wah said that according to CEDD's written reply, subject to the approval of funding, the works of the two bus stops on Ying Hei Road would commence in the third quarter of 2017 and take three years to complete. He queried why the construction of two bus stops would take as long as three years.

21. Mr Holden CHOW said that following the intake of the new residential estates in North Tung Chung, several bus routes would be extended to the vicinity of Ying Tung Estate. However, there was no bus stop on Ying Hei Road northbound and thus residents needed to get on and off the bus at Ying Tung Road bus stop. He proposed the provision of temporary bus stops on Ying Hei Road to serve the residents the soonest possible.

22. Miss Virginia LAW said that TD noted the proposal of Mr Holden CHOW and would explore with relevant departments the feasibility of constructing temporary bus stops at the north of Ying Hei Road in order to shorten the works period.

23. Mr Holden CHOW thanked TD for the positive response. As intake had already begun, the two-year works period would be too long, and he hoped that the works progress could be expedited.

24. The Chairman hoped TD and relevant departments would consider and follow up on Members' opinions.

(Post-meeting note: TD learned from CEDD that preparation for the advance works of a temporary bus bay on Ying Hei Road (eastbound) was underway, and the related works such as footpaths, street lamps and road signs were expected to be completed in the third quarter of 2017.)

IV. Question on bus services on Lantau Island (Paper T&TC 3/2017)

25. The Chairman welcomed Mr TO Chi-keung, Gary, Senior Transport Officer/Islands of TD to the meeting to respond to the question. The written reply of TD had been sent to Members for reference prior to the meeting. Mr Randy YU was unable to attend the meeting due to other commitments and had appointed in writing Mr WONG Fuk-kan to introduce the contents of the question on his behalf.

26. Mr WONG Fuk-kan briefly introduced the question on Mr Randy YU's behalf.

27. Mr Gary TO said that as the written reply mentioned, when granting the new franchise to NLB, the Department included a new clause requesting the bus company to provide low-floor and wheelchair accessible buses to accommodate the needs of the elderly and persons with disabilities. The Department would closely monitor the buses of NLB with low-floor design to ensure that the provision of wheelchair spaces would have little impact on the number of seats. The bus company would continue to identify suitable low-floor buses in the market according to operational needs, road restrictions and feedback from passengers.

28. Mr LOU Cheuk-wing indicated that he and Mr Randy YU were very much concerned about the issue. Many residents had also reflected to the Tai O Rural Committee about the inconvenience caused by low-floor buses. He pointed out that the road from Tai O to Tung Chung was winding and narrow and the journey took approximately 50 to 60 minutes. With a seating capacity of 32, a low-floor bus was already full at the bus terminus, and many residents had to stand throughout the whole journey and felt uncomfortable. He hoped TD would check the actual number of wheelchair users taking the bus. He understood that the society had the responsibility for taking care of the needs of persons with disabilities, yet it was undesirable to replace all buses with low-floor ones without taking into account the need of the majority passengers. It would be unfair if over 90 percent of passengers had to stand throughout the whole journey. He hoped TD would retract its decision of replacing the buses with low-floor ones, and if it was to be implemented, consideration should be made to shorten the travelling time between Tai O and Tung Chung or maintain the original 50-seater design, or else he would not support the replacement of buses with low-floor ones.

29. Mr Eric KWOK found the service of NLB unsatisfactory. The bus company and TD did not understand the requirements of people in rural areas on bus service. As the Lantau Island was a tourist area, many tourists brought along a lot of belongings (e.g. backpacks or barbecue items) and were reluctant to use the luggage racks though provided on certain buses for fear of the security of their luggage or personal belongings. He hoped TD and the bus company would take into account the special local needs when considering the bus design. The low-floor buses currently proposed by TD and the bus company only catered for the needs of the elderly and persons with disabilities at the expense of other users. He found the proposal of the Department perplexing.

30. Mr WONG Wah replied that having regard to the vehicle length and the space

required for wheelchairs, a low-floor bus could only accommodate 32 seats. The low-floor bus used by NLB in trial run in South Lantau route has already been purposely designed to accommodate the largest number of seats. The length of the bus was 11.3 metres, which was similar to that of a coach. Longer buses might not be able to make turns, particularly at the bend on Keung Shan Road. A 32-seater of low-floor design would be one with the largest number of seats after different passenger needs were catered for.

31. Mr LAM Po-keung said that from the driver's standpoint, the crux of the problem did not lie in the passenger types, vehicle size or number of seats, but the road conditions which restricted the usable vehicle types. He opined that TD and HyD should first improve the width and bends of roads before studying the bus types and number of seats.

32. Mr FAN Chi-ping also considered that road design was more important than bus design. He said that the roads in the Lantau Island were winding and narrow and not standard vehicular accesses. The Government should first properly address the road problem to ensure smooth and effective bus services. It now took approximately an hour to travel from Tai O to Tung Chung and the road was bumpy throughout the whole journey. He was of the view that the best solution was to construct a coastal road between Tung Chung and Tai O to shorten the travelling time to about 20 minutes. If the Government did not construct a coastal road, the option of widening the existing road should be considered.

33. Mr WONG Fuk-kan gave opinions as follows:

- (a) As indicated in TD's written reply, when the Department granted the new franchise to NLB in 2015, a new clause was included requiring the company to improve the bus facilities and installation, so as to enhance the safety of bus service. As many elderly in the Lantau Island had to travel to and from Tung Chung, it would be tough for them to keep standing on the bus for an hour. Since a low-floor bus only had about 30 seats and not many people were willing to give seats to the elderly, many elderly people, students and children had to stand for the whole journey.
- (b) Paragraph 2 of the written reply mentioned that owing to the topographical constraints in South Lantau, there were sloping grounds and sharp bends on part of the roads, rendering low-floor buses unsuitable to operate in the area. While mentioning that low-floor buses were not suitable to run on the roads in the Lantau Island, TD requested the bus company to provide low-floor buses under the franchise contract. He considered TD's reply contradictory. He supported that the needs of the elderly and persons with disabilities should be catered for, but there would be serious consequences if standing passengers lost their footing and fell in case of emergency stops or unexpected incidents. On road safety front, passengers seated on bus would certainly be safer than standing passengers.

- (c) With regard to the test result mentioned in paragraph 3 of the written reply, he pointed out that actually many passengers were not willing to take low-floor buses and preferred waiting for the next bus to avoid paying the same fare but having to stand on the bus.
- (d) With sloping grounds and bends, the roads in the Lantau Island were not standard vehicular accesses. Vehicles entering South Lantau had to apply for the Lantau Closed Road Permit. He and Mr Randy YU received many opinions from residents who hoped that TD would withdraw the decision of replacing the buses with low-floor ones. He hoped the Department could conduct a site visit to understand the situation of residents and address the traffic problem in the district squarely.

34. Mr Gary TO said that he would discuss the issue with Mr WONG Fuk-kan after the meeting.

35. Mr WONG Wah said that as indicated in TD's written reply, NLB would identify a suitable low-floor bus model to run in South Lantau, so as to cater for the needs of different passengers, but he supplemented that the two low-floor buses currently in trial run were tailor-made and that there was no other more suitable bus model. TD had not responded to the residents' request relating to the withdrawal of low-floor buses.

36. Mr Ken WONG enquired whether TD would consider abolishing the new clause in the franchise. He opined that the physical condition of Lantau Island was not taken into account in the proposal of introducing low-floor buses. Unlike urban roads, the roads in the Lantau Island were not standard vehicular accesses. If no standard vehicular accesses could be built in the Lantau Island, the Government should withdraw the clause until a standard access was provided in the district to accommodate buses or large vehicles. He was of the view that for the time being, the Government should not force the bus company to introduce unnecessary facilities which could not meet the genuine needs of the passengers.

37. The Chairman, after soliciting views from Members, concluded that the Committee agreed unanimously to request TD to withdraw the decision of replacing the buses with low-floor ones.

V. Question on request for stepping up inspection and prosecution against smoking on ferries
(Paper T&TC 4/2017)

38. The Chairman said that the Tobacco Control Office (TCO) of Department of Health was unable to arrange representatives to attend the meeting, but a written reply had been provided for Members' reference.

39. Mr KWONG Koon-wan briefly introduced the question.

40. Mr KWONG Koon-wan said that according to the written reply, TCO conducted 39 unannounced inspections on ferries from Cheung Chau to Central in 2016. He considered that the number of inspections was far from adequate. There were 365 days or 52 weeks a year, and TCO conducted inspection less than once per week on average. While illegal smoking on ferries happened every day, only 41 illegal smokers were prosecuted. He opined that TCO had not made an effort to take prosecution action, but shirked its responsibility by requesting New World First Ferry Services Limited to assist in enforcing the smoking ban. He requested TCO to step up inspection and prosecution. He also found that the written reply of by TCO was too sketchy and had not given the details of inspection and prosecution, as well as how ferry operators assisted in enforcing the smoking ban. He hoped the Secretariat would relay the above to TCO.

41. Ms Amy YUNG concurred with Mr KWONG Koon-wan and also regretted that TCO had not assigned officers to attend the meeting. She found that many people smoked in the public transport interchanges and disposed of cigarette butts improperly. She hoped TCO would step up inspection and prosecution to achieve a deterrent effect. She said that many cigarette butts were found outside MTR Sunny Bay Station, which suggested quite some people smoked there. Although TCO had not assigned officers to attend the meeting, she hoped the Secretariat would relay to TCO the request for stepping up prosecution on ferries and at public transport interchanges.

42. The Chairman asked the Secretariat to relay Members' opinions to TCO.

VI. Question on request for review of the Road Traffic Ordinance and the Road Traffic (Traffic Control) Regulations
(Paper T&TC 5/2017)

43. The Chairman said that the relevant division of TD was unable to arrange representatives to attend the meeting, but a written reply had been provided for Members' reference.

44. Mr KWONG Koon-wan briefly introduced the question.

45. Mr KWONG Koon-wan gave opinions as follows:

- (a) He opined that the written reply of TD was given basing on the policy position to ensure the safety of passengers and the department did not want to make any amendment or conduct any review. The responsibility should rest with the parents or guardians if they carried their children by bicycles. The Government needed not presume that it would pose a danger and imposed restrictions. He considered that the legislation had

room for review. He hoped TD would address the matter seriously and not just perfunctory.

- (b) According to TD's written reply, insurance policy or security in respect of third party risks was not required for driving a bicycle or tricycle. He said that since the Government could not determine whether cycling should be regarded as a mode of transport or a form of recreational activity, it did not know how to deal with this issue. He hoped the Committee would relay his opinions to the Department and request for review of the Road Traffic Ordinance and the Road Traffic (Traffic Control) Regulations. For many residents living in the rural areas, bicycle was the only means of transport. He hoped the Government would take a people-oriented approach and take care of the genuine needs of the people.

46. Mr Ken WONG gave opinions as follows:

- (a) In the case of low-floor buses, TD's written reply indicated that low-floor buses were not suitable to operate in South Lantau due to topographical constraints. However, in view of the complaints received, the Department included a new clause when granting the new franchise, requiring the bus company to improve the facilities and installation on buses. He queried whether the Department would only consider amending the regulations upon receiving complaints.
- (b) At present, electrical wheelchairs were exempted from having to purchase the third party risks insurance. Taking Japan as an example, there were many people using electric bicycles, whereas Hong Kong was lagging behind other regions in various aspects. For matters that it did not want to get involved, the Administration would provide reasons saying that they were impracticable or risky. On the contrary, it would introduce new clauses in order to comply with the legal requirement and avoid being accused as discriminatory, such as the requirement for providing low-floor buses.
- (c) At present, carrying passengers by tricycles was very common in Cheung Chau. It was impossible for TD to initiate prosecution in every case, and thus the Department should consider legalising it through regulation. Different types of electric bicycles were available in the market and electric bicycles were also very popular in foreign countries. He was perplexed that TD had not considered the special environment and the long distance in the rural areas, and that the elderly who were not fit enough to control a bicycle but could travel by electric bicycles. He hoped TD would seriously address the bicycles problem in the rural areas, rather than giving the same reply every time that bicycles were not allowed to carry passengers under Hong Kong Law.

47. Mr KWONG Koon-wan supplemented as follows:

- (a) It was mentioned in TD's written reply that the bicycles and tricycles in Hong Kong were not structurally designed for carrying passengers. In this connection, he enquired how TD got to know this since documentary proof was not required for the structure of imported bicycles. He queried the logic behind the Department's saying that bicycles were not allowed to carry passengers, as some bicycles were currently used for carrying goods or LPG cylinders.
- (b) The written reply mentioned that carrying passengers by a bicycle or a tricycle would require a higher standard of the driver's technical and physical capabilities as well as the ability to balance. He said that in many overseas places, children under a particular age could be carried on bicycles. The Department's saying seemed to be discriminatory against drivers in Hong Kong.

48. The Chairman asked the Secretariat to relay Members' opinions to the relevant department.

VII. Question on cycle parking in Tung Chung
(Paper T&TC 6/2017)

49. The Chairman welcomed Miss LAW Shun-wa, Virginia, Engineer/Islands 2 of TD to the meeting to respond to the question.

50. Ms Sammi FU briefly introduced the question.

51. Miss Virginia LAW replied that TD had provided a number of bicycle parking areas in major locations in Tung Chung (e.g. in the vicinity of MTR Tung Chung Station). Upon deliberation, the Department considered that the number of parking spaces were appropriate. In the provision of bicycle parking areas, the Department needed to consider whether the locations would affect pedestrian connectivity. As for the clearance of abandoned bicycles in the parking areas, it was generally handled through joint departmental operations co-ordinated by Home Affairs Department (HAD). The operations had been effective and could make room for bicycle parking.

52. Mr Holden CHOW said that in the preceding year, the Government conducted clearance of illegally parked bicycles that caused obstruction to passenger walkways at "priority spots" in the Islands district through the District-led Actions Scheme (DAS). In addition to Tung Chung district, illegal parking was also a problem in other districts. He hoped relevant departments would continue to tackle the issue. With regard to the electronic parking system proposed by Ms Sammi FU, he hoped TD would consider introducing such system or exploring similar options for managing bicycle parking, and provide further information on the proposal.

53. Mr Eric KWOK gave opinions as follows:

- (a) He disagreed with TD's saying that the joint operations on bicycle clearance were effective, because there were still quite some abandoned bicycles at the bicycle parking areas.
- (b) He pointed out that prior to the clearance of abandoned bicycles, the Food and Environmental Hygiene Department (FEHD) or District Lands Office (DLO) had to post a notice on the bicycles concerned and indicate the clearance date as a warning. If the notice was torn off, the bicycle concerned would not be removed. In a joint operation on bicycle clearance under the DAS at Yat Tung Estate in the preceding year, on arrival at the scene, officers of FEHD, HyD, DLO and HAD found that many notices were removed from the bicycles, and as a result, many abandoned bicycles were not cleared.
- (c) With regard to Ms Sammi FU's proposal, he also hoped TD would consider introducing the electronic parking system or explore other ways to address the problem of bicycle parking.
- (d) He opined that Tung Chung was suitable to be developed into a low-carbon city. He hoped TD, HyD and Planning Department would study for planning Tung Chung as a low-carbon city soonest, or else it would be no easy task to conduct town planning after it had been developed.

54. Ms LEE Kwai-chun said that in addition to Tung Chung, the problem of abandoned bicycles also occurred in other areas in the Islands district. In each joint operation, the various government departments assigned a large number of staff to clear the bicycles but the number of abandoned bicycles cleared eventually was limited. She suggested that relevant governments consider extending the clearance area and enhance communication, so as to address the problem of abandoned bicycles effectively.

55. Mr CHAN Lin-wai said that Lamma Island encountered the same problem. He opined that representatives of TD did not have sufficient understanding of illegal parking in the bicycle parking areas, and thus were unable to respond to Members' enquires each time precisely. The problem of abandoned bicycles was serious in the Islands district. He criticised that TD had never practically participated in the bicycle clearance operations in the Lamma Island and always left it to FEHD, DLO and HAD. Moreover, as the office tasked for the management of government land, DLO posted notices indicating the clearance date on the bicycles concerned and could not clear away the bicycles if the notices attached to them were torn off. He hoped various departments would exercise the power authorised under law effectively in handling illegal parking of bicycles. He also suggested that bicycle owners be required to apply for a licence from TD or the Police and display it on the bicycles, such that in case of illegal parking, the relevant departments could identify the bicycle owners from the

licence for prosecution. The problem of bicycle parking has been an issue in the district. He proposed that a working group be set up and Members and relevant government departments be invited to join the working group, so as to discuss the problem of illegal bicycle parking and improvement measures.

56. Mr Ken WONG opined that it was not appropriate for TD to provide bicycle parking areas in the Islands district. He gave opinions as follows:

- (a) On the provision of bicycle parking areas, TD was only responsible for erecting two bollards, indicating the area for public bicycle parking. If there were no bollards, DLO could take enforcement action soonest.
- (b) For example, there were over 100 bicycle parking spaces in the bicycle parking area in Peng Chau. In the event that a parking space was occupied by an abandoned bicycle or wooden carts, TD could not remove them or institute prosecution immediately. It had to firstly cordon off the bicycle parking area and then inform DLO. Clearance action could only be taken upon a notice was posted. He considered that the above handling procedure was a nuisance to the public.
- (c) TD did not have the enforcement power and needed to rely on other government departments for assistance. With no bollards at the bicycle parking areas, DLO could post a notice on non-compliant bicycles or vehicles.
- (d) TD was responsible for the management of bicycle parking areas. He opined that TD was duty-bound to clear abandoned bicycles and should take up a greater responsibility for resolving the problem effectively.

57. Mr KWONG Koon-wan shared his experience and said if a suspected abandoned bicycle was found, he would normally report to FEHD direct for action. A yellow label would be affixed to the bicycle which would then be cleared away by FEHD the next day if unclaimed. He suggested that relevant departments study whether the method could be used in the clearance of abandoned bicycles in bicycle parking areas. Moreover, he had earlier proposed setting up working groups to deal with other matters. He opined that such proposals for setting up working groups should be considered in chronological order.

58. Miss Virginia LAW noted Members' opinions. She explained that departments had to comply with relevant ordinance when clearing away the bicycles. However, as TD was not empowered by law to take enforcement action, joint operations with other departments (including DLO, FEHD and the Police) were needed for bicycle clearance. In the clearance operations, TD would announce temporary closure of the cycling ground/bicycle parking area concerned via a Traffic Notice. Although the citizens might find the joint operations a nuisance, the operations were conducted aimed at clearing away abandoned bicycles. With regard to Members' opinions on the

introduction of electronic parking system, she would relay to relevant divisions of TD.

59. Mr CHAN Lin-wai said that many citizens complained to the Rural Committee about random parking of bicycles. There were too many restrictions on DLO's procedure of bicycle clearance under the prevailing ordinance. A bicycle could not be cleared once it had been just slightly moved. He opined that relevant departments should not just invoke one single ordinance for bicycle clearance. He proposed the setting up of a working group to invite representatives of TD, the Hong Kong Police Force (HKPF), DLO and HAD to further discuss the problem with Members.

60. Ms YU Lai-fan said that many residents in the Islands District used bicycles as a means of transport, and many bicycles parked in the vicinity of piers, occupying government land. The problem had been under discussion for a long time. According to the current ordinance, DLO could only take enforcement action 48 hours after posting a notice. She considered that the ordinance was outdated and made the clearance of non-compliant bicycles difficult. She suggested that the Government review and amend the relevant ordinance.

61. The Chairman proposed that a meeting be arranged after this meeting, and relevant government departments and Members be invited to attend in order to follow up and discuss the clearance of illegally-parked bicycles.

(Post-meeting note: A number of Members and representatives of TD, HyD, DLO/Islands, FEHD, HKPF and IsDO attended the follow-up meeting on 13 March 2017.)

VIII. Question on proposal for improvement of Tat Tung Road bus terminus entrance (Paper T&TC 8/2017)

62. The Chairman welcomed Miss LAW Shun-wa, Virginia, Engineer/Islands 2 of TD and Ms LEUNG Chiu-mei, District Engineer/Islands of HyD to the meeting to respond to the question.

63. Mr Eric KWOK briefly introduced the question.

64. Miss Virginia LAW said that noting Members' opinions, TD conducted a site visit to the bus terminus at Tung Chung town centre (the bus terminus) to look into the actual circumstances. Regarding the proposal for converting the walkway cover or relocating the pedestrian crossing facility, the Department had conducted a preliminary assessment and found that as relocation of hoardings and footings at the construction site opposite the bus terminus was required with a change of traffic light control system at the pedestrian crossing, the existing cover of the walkway could not be continuous. The Department hoped that improvement measures could target the causes of accidents, and learnt that environmental factors were irrelevant after enquiring the Police about

the causes of accidents. As such, the Department considered that conversion of the walkway cover or relocation of the pedestrian crossing facility was not required for the time being.

65. Mr LO Tim-fat said that according to police's information, the traffic accident on 24 January 2016 was caused by negligence on the part of the driver when turning left, whereas the traffic accident on 31 October 2016 was due to mechanical failure in the bus.

66. Mr Eric KWOK expressed disappointment at the irresponsible replies of the representatives of TD and the Police. He was of the view that all facilities should be designed in a people-oriented manner, and there were defects in the design of walkway cover, CLP power transformer box (electricity meter box) and the zebra crossing at Tat Tung Road bus terminus entrance, obstructing the line of sight which posed a potential risk. He hoped relevant departments would address it seriously and explore improvement measures. The departments were currently turning a blind eye to the problem. In the event that any incidental casualties were caused, TD and the Police should bear the responsibility.

67. Mr WONG Wah said that so far the bus company had not received any notification from the Police that the second incident arose from bus failure, and the vehicle inspection report showed that the bus parts worked normally. He had conducted a site visit to the bus terminus and noted that the CLP electricity meter box had slightly blocked the line of sight, which might affect bus drivers.

68. Mr Holden CHOW considered the most practical option was to seek the views of bus drivers. If the sight of drivers was indeed blocked by the CLP electricity meter box, it would pose a serious potential hidden risk to safety and the relevant departments should face and address the problem squarely.

69. Mr WONG Wah shared his personal experience and indicated that if a driver looked to the left when entering the bus terminus, his sight would be slightly blocked by the CLP electricity meter box and he might then not be able to see the pedestrians crossing the road.

70. Mr Eric KWOK supplemented that the bus drivers had reflected that when they turned left to enter the bus terminus, if people dashed into the road during the change of traffic light signals, the driver of the bus behind might not be quick enough to see the pedestrians, thereby posing a certain potential danger. People also reflected that their sights were blocked by the columns of walkway cover and the CLP electricity meter box when crossing the road, which would easily lead to traffic accidents. As such, he requested relevant departments to address the above problem seriously and not perfunctory.

71. Mr LAM Po-keung gave opinions as follows:

- (a) From the perspective of a driver, the pedestrian flow had no specific direction. In addition to the bus terminus at Tung Chung town centre, there was also potential danger at other bus stops. He considered that there were too many columns at the bus terminus, which affected the line of sight. Moreover, passengers dispersed in all directions after alighting and might not notice any oncoming vehicles, thus causing danger. He considered that relocation of the CLP electricity meter box was a feasible solution.
- (b) The frequency of NLB routes 11, 23 and 38 was high during the afternoon peak hours. He hoped passengers would use the footpath to enter and exit the bus terminus to minimise accidents. Moreover, he hoped the Police would step up crowd control measures therein during the third day of the Lunar New Year which was a public holiday.

72. Mr LOU Cheuk-wing said that the buses of Tai O, Mui Wo or South Lantau dropped off passengers at the road junction after turning into the bus terminus. The situation would be very dangerous if there were oncoming vehicles. Prior to the relocation of the CLP electricity meter box, he proposed that the drop-off location be relocated to the original bus stop to avoid the impact from oncoming vehicles and also enable passengers to head to the MTR Station to take the MTR. He hoped the bus company would consider his proposal.

73. The Vice-Chairman Mr CHEUNG Fu said that the crux of the problem was that drivers' sight was blocked by the CLP electricity meter box. As the flows of pedestrians and vehicles within the bus terminus were heavy, it would be dangerous if the sight was blocked. The problem would remain if not resolved. He suggested TD and CLP relocate the relevant facilities and solve the problem as soon as possible for the safety of pedestrians.

74. Mr CHAN Tin-lung thanked Mr LOU Cheuk-wing for his comments. The bus company had considered dropping off passengers at the pick-up point at the original bus stop. This might not have significant impact on the weekdays when the flow of people was not high. However, during public holidays when there was a high number of passengers, the bus operation would be greatly affected. For this reason there was the present arrangement for separate pick-up and drop-off points. The bus company also noted that many citizens darted across the road to the opposite bus stop for convenience sake. In this connection, the bus company would step up publicity and post notice at the bus terminus to remind passengers to use the covered walkway.

75. Mr CHAN Kam-hung said that from the perspective of a road user, there were many potential problems on Tat Tung Road. Coaches were allowed pick up and drop off passengers on the road where jaywalking occurred frequently posing serious risks. He considered that there were many problems with the design of the entire Tat Tung Road.

76. Miss Virginia LAW said that if Members deemed that the sight of drivers was blocked by the CLP electricity meter box, the Department could conduct site visit again to explore improvement measures, as well as write to CLP to request for removal or relocation of the meter box.

(Post-meeting note: TD had written to CLP to request for relocation of the meter box.)

77. The Chairman said that safety should be of paramount importance. He hoped TD would address the problem squarely and consider Members' opinions.

IX. Question on 4 traffic accidents on North Lantau Highway
(Paper T&TC 9/2017)

78. The Chairman welcomed Mr LO Tim-fat, District Operation Officer (Lantau District) and Mr CHAN Yuk-hung, Sergeant, Lantau District Traffic Team of the Hong Kong Police Force, and Miss LAW Shun-wa, Virginia, Engineer/Islands 2 of TD to the meeting to respond to the question.

79. Ms Amy YUNG briefly introduced the question.

80. Mr LO Tim-fat gave a consolidated reply as follows:

- (a) According to police information, there were five traffic accidents in November and December 2016, with three occurring on 16 November, 20 November and 23 November 2016 respectively and two on 15 December 2016. All these accidents happened at night, involving medium-size vehicles, light goods vehicles and taxis. The major cause was inattentiveness of drivers.
- (b) In 2016, a total of 147 traffic accidents occurred on North Lantau Highway, among which three resulted in fatalities, nine with serious injuries, 71 with minor injuries and 64 with vehicle damages. They were mainly caused by inattentive driving and tailgating.
- (c) On the effectiveness of cut-out traffic police officers, the Traffic New Territories South Region, HyD and TD partnered with various road works contractors and community leaders to launch a six-month cut-out traffic police officers pilot scheme to promote road safety in order to reduce traffic accidents on highways and raise drivers' alertness. Standing almost 1.8 metres in height, two pairs of cut-out uniformed officers were placed at several potential accident risk spots along the North Lantau Highway starting from July 2016. Drawing on years of successful overseas experience, the Traffic New Territories South Region hoped that drivers would be reminded of their responsibilities on the road and to pay

attention and be careful when driving and avoid dangerous driving or speeding, with a view to reducing traffic accidents. The scheme had been on trial for six months, and a review was being conducted to evaluate its effectiveness, including the feedback from various stakeholders, the number of traffic accidents and enforcement data, etc. The scheme would continue subject to the result.

- (d) In 2016, a total of 6 853 vehicles were prosecuted by patrol officers of Traffic New Territories South Region on North Lantau Highway (including the issuance of summons and fixed penalty notices).

81. Mr Eric KWOK hoped the Police would provide detailed information on the traffic accidents on North Lantau Highway, instead of holding that the drivers were responsible in general terms. He enquired about the time slot at night when the accidents occurred, and whether there were any road works in progress or other traffic diversion/deceleration control measures on the highway at such time.

82. Ms Amy YUNG considered that the figures provided by the Police were shocking. In 2016, a total of 147 traffic accidents occurred on North Lantau Highway, involving casualties or damage of vehicles, and over 6 000 vehicles were prosecuted. If most of the accidents occurred at night, she believed that the cause of the accidents might not be entirely attributed to the inattentiveness of drivers and might be subjected to other factors. She hoped the Police and TD would review the road conditions, the road lighting system, and whether there were other works in progress causing the traffic accidents. As for the cut-out traffic police officers, she hoped that the scheme would be effective in help reducing traffic accidents.

83. Mr LO Tim-fat said that the Police was committed to ensuring and enhancing the safety of road users. As indicated in the Police's 2016 interim traffic report, 84% of traffic accidents were caused by drivers' fault, with 16% arising from other causes. Notwithstanding that the causes of accidents were mainly due to drivers' fault, the Police would explore ways to reduce accidents.

84. Mr Eric KWOK asked again about the time slot at night when the accidents occurred. He learned that since the preceding year, some bridge columns connection works had been carried out at night at the Hong Kong-Zhuhai-Macao Bridge (HZMB), where temporary traffic diversion and deceleration control measures were implemented. He enquired whether this was one of the reasons for the traffic accidents. He hoped the Police would explore improvement measures with the contractor with a view to minimising traffic accidents and casualties.

85. Mr CHAN Yuk-hung replied that most of the traffic accidents occurred at night and were mainly attributed to drivers' fault (e.g. fatigue driving). Moreover, as mentioned by Mr Eric KWOK, in order to facilitate the construction works of the HZMB, temporary traffic arrangement was implemented on certain sections along North Lantau Highway. In the evening after work, the speed limit was reduced from

100 kilometres per hour to 80 kilometres per hour and the fast lane was closed. As vehicles travelling from the Lantau Island towards Tsuen Wan had to slow down there, if the drivers of the vehicles behind were not attentive enough and failed to slow down, minor accidents might occur. In this connection, the Police had met with the works contractor and the Hong Kong Airport Authority in the previous year to explore improvement measures. The above was resolved as the traffic arrangement measure had lapsed.

(Mr Ken WONG left the meeting at about 3:45 p.m.)

X. Question on traffic and transport arrangements at Sham Shui Kok
(Paper T&TC 10/2017)

86. The Chairman welcomed Ms Ho Hoi-yan, Ava, Assistant Public Relations Manager – External Affairs, MTR Corporation Limited (MTRCL); Mr HUI Fai-wing, Senior Superintendent (Cemeteries & Crematoria) Special Duties and Mr LEUNG Chi-ming, Chief Health Inspector (Cemeteries & Crematoria) Special Duties 1 of FEHD; Mr Ray TANG, Associate and Mr Paul CHENG, Senior Engineer of ARUP; and Ms LEUNG Chiu-mei, District Engineer/Islands of HyD to the meeting to respond to the question. TD/Tsuen Wan District was unable to arrange representatives to attend the meeting, but a written reply had been provided for Members' reference.

87. Ms Amy YUNG briefly introduced the question.

88. Mr HUI Fai-wing hoped to solicit Members' views on the traffic and transport arrangements at Sham Shui Kok. The Department would take into account the views collected when implementing the public columbarium facilities project on Sham Shui Kok Drive in the future. He asked Ray TANG, Associate of ARUP to respond to the question of the Member.

89. Mr Ray TANG said that regarding the proposal for arranging special shuttle bus services running from Tsuen Wan, Kwai Fong, Tsing Yi, Lantau Link Toll Plaza and Tung Chung to the columbarium on Sham Shui Kok Drive on designated days, the public could now take NLB route 36 between Tung Chung town centre and Siu Ho Wan, and then alight at Siu Ho Wan Water Treatment Works stop and take a three-minute walk to the columbarium site. During festive periods, consideration could be given to increasing the service frequency of bus route 36 depending on the actual demand of passengers. According to the traffic impact assessment, it is proposed the setting up of a pick-up and drop-off area for taxis and private cars on Sham Fung Road for those people taking a taxi from the Lantau Island to get off and then walk to the columbarium on Sham Shui Kok Drive. The Consultant considered that Cheung Tung Road had adequate capacity to accommodate the columbarium facilities.

90. Ms Amy YUNG gave opinions as follows:

- (a) She conducted a site visit to the columbarium site on 5 January. Relevant department had explained to her the Government plans to construct around 26 000 columbarium niches by 2022. On traffic arrangement, the Administration hoped that members of the public would use the MTR as far as possible and change to buses at Sunny Bay Station. Dedicated bus routes would be provided during festive periods and double-deck buses would be arranged to pick up grave sweepers from MTR Sunny Bay Station to the columbarium. She pointed out that at present two Discovery Bay bus routes picked up and dropped off passengers adjacent to MTR Sunny Bay Station. In view of a larger number of waiting passengers during the festive periods, she was worried about the traffic condition at Sunny Bay Station if dedicated bus routes were provided on grave sweeping days.
- (b) It was understood that sewage works were to be conducted on Cheung Tung Road to convey sewage from Tung Chung to Siu Ho Wan Water Treatment Works for treatment. In view of the previous traffic accidents (including fatal accidents) on Cheung Tung Road, she was afraid that the construction of columbarium facilities would aggravate traffic congestion on Cheung Tung Road and that Sunny Bay Station might not be able to cope with the additional bus volumes.
- (c) In connection with the above traffic issue, she had two suggestions. First, as a refuse transfer station was near the columbarium site, the Government could consider installing a pontoon for ferries to pick up and drop off passengers. Moreover, as there was still time before 2022, she hoped MTRCL could expedite the construction of Tung Chung East Station so that residents could alight from the train there to go to the columbarium, with a shorter distance than from Sunny Bay Station. She hoped the departments or the MTRCL would respond to this.

91. The Chairman supplemented that he also attended the site visit on 5 January and understood that the traffic on Cheung Tung Road would be affected to a certain extent. In addition, he hoped that the three villages near Cheung Tung Road would not be overlooked and proposed the provision of bus stops for the villagers to ease traffic pressure.

92. Mr Ray TANG said that the Ching Ming Festival was a public holiday, where the traffic condition was different from normal working days. As indicated in a traffic survey, the peak hours of paying tribute were from 11 a.m. to 12 noon which were not the rush hours. There might be road works nearby but the works would be stopped on the Ching Ming Festival, hence the lessening of impact of construction vehicles or engineering vehicles. As for Cheung Tung Road, they proposed to provide special shuttle buses to carry grave sweepers at Sunny Bay Station during the public holiday. It was anticipated that about 25 buses would travel from Sunny Bay Station to the columbarium via Cheung Tung Road during the peak hours. According to the

assessment, the 25 buses would cause very little impact on the traffic on Cheung Tung Road. After site investigation, the Consultant considered that Cheung Tung Road had sufficient capacity to absorb the additional bus flow.

93. Mr WONG Wah said that regarding the provision of 25 buses running between Sunny Bay Station and the columbarium, he enquired how the 25 buses would be disposed of after the Ching Ming Festival, and whether the two MTR superstructures near Sham Shui Kok were reserved for future use.

94. Ms Amy YUNG enquired whether MTR Tung Chung East Station would be completed in a few years because it was much nearer to the columbarium.

95. Ms Ava Ho said that at present the overall planning and development of railway project(s) in Hong Kong was mainly led by the Government, and MTRCL would facilitate the implementation of related development strategies. This was detailed in the Railway Development Strategy 2014, which included the proposal of building a new MTR Station in the Tung Chung District. MTRCL would dovetail with the arrangement of the Government and conduct relevant planning and study based on the traffic needs in the district. As for the construction time of Tung Chung East Station, MTRCL would dovetail with the planning of the Government as far as possible for co-ordination.

96. Mr HUI Fai-wing supplemented that the traffic consultant had expressed the wish to various bus companies about the provision of special shuttle bus services during the Ching Ming and Chung Yeung Festivals, and no objection was raised preliminarily. It was believed that the bus companies could deploy resources to cater for the additional traffic needs during the festive periods. Prior to the completion and opening of the columbarium, the Government would also conduct assessment on various traffic mitigation measures and discuss with the bus companies the arrangement and details of the services.

(Mr FAN Chi-ping left the meeting at about 4:10 p.m.)

XI. Question on local full-time students enjoying MTR concessionary fares
(Paper T&TC 11/2017)

97. The Chairman welcomed Ms Ho Hoi-yan, Ava, Assistant Public Relations Manager – External Affairs of MTRCL to the meeting to respond to the question.

98. Ms Amy YUNG briefly introduced the question.

99. Ms Ava Ho said that a convenient HK\$10 add-value service was available at Customer Service Centres for holders of a Personalised Octopus with “Student Status”. Concessionary single journey tickets were inapplicable to students aged 12 or above. People using a Personalised Octopus with “Student Status” could enjoy concessionary

fares in the MTR. The MTR Student Travel Scheme Application Form set out the details of the above value-adding service and concessionary fares. Moreover, MTRCL had conducted publicity through the distribution of pamphlets or leaflets and internet. MTRCL would look into other ways such as organising school talks to impart to students information about the proper use of tickets and the \$10 value-adding service.

XII. Reports by Working Groups

Traffic and Transport Committee Working Group

100. Members noted and endorsed the report of the above Working Group.

XIII. Any Other Business

Highways Department's Minor Traffic Improvement Projects and Works Schedule

101. The Chairman welcomed Ms LEUNG Chiu-mei, District Engineer/Islands of HyD to the meeting to introduce the contents of the paper. HyD had submitted, prior to the meeting, the Islands District Minor Traffic Improvement Projects and Schedule (the Schedule) as at early January of the current year. The Schedule was tabled at the meeting and Members were invited to raise enquiries and opinions.

Improvement works at Bend K10 near Shek Pik Reservoir Link Road

102. Mr LOU Cheuk-wing said that the works at Bend K10 had commenced for some time and the hillside was enclosed but without any signs of work. Given that the works stopped soon after commencement, he queried whether the stoppage was due to objections by local organisations earlier. He reiterated that the works had been endorsed by the District Council and hoped that it could be performed as soon as possible. Owing to the works, the traffic at daytime was controlled by “manually operated signals”, whereas at night time, temporary traffic lights with pre-set timer were used and the waiting time of vehicles was long. He hoped relevant departments would explore improvement measures.

103. Mr WONG Wah enquired HyD about the reason for the halt of Bend K10 works. The anticipated completion date was December 2017 according to the Schedule, but now the works continued intermittently. He enquired whether the works could be completed earlier if it was implemented in full swing.

104. Mr CHAN Kam-hung agreed that the use of “manually operated signals” at daytime maintained smooth traffic flow, whereas at night time, the temporary traffic lights were operated according to the pre-set time and the waiting time of vehicles were longer. Apart from “manually operated signals”, he proposed the use of traffic lights with electronic sensors, which had been used in the past with satisfactory results. He hoped the Department would relay the proposal to the works contractor for consideration.

105. Mr WONG Fuk-kan said that he had seen engineering vehicles had been seen entering and leaving the Bend K10 construction site earlier but now the works were stopped. He was worried that it would impede the progress of work and the project could not be completed on schedule. He considered the Bend K10 works not very complicated and was perplexed that the works took over a year. He hoped HyD would urge the works contractor to accelerate the progress. The use of “manually operated signals” at daytime maintained a smooth traffic flow. If the same measure could not be used at night time, he proposed adjustment of pre-set time of the temporary traffic lights to shorten the waiting time as far as possible.

106. Ms LEUNG Chiu-mei gave a consolidated reply as follows:

- (a) The Department was aware of Members’ concern about the progress of Bend K10 works. The reason for works stoppage was yet to be ascertained, for example, whether there were any technical issues or other irregularities that needed to be resolved before the works could be continued. However, she believed that it had nothing to do with the opinions of the local community. As another division was in charge of the works concerned, she did not have relevant information on hand at the moment. She would follow up with the relevant colleagues after the meeting and then report to Members.
- (b) The completion date of Bend K10 works was set after taking into account various factors and the actual situation. The Department noted Members’ opinions and would review the completion date when appropriate.
- (c) As for Members’ opinions on the long pre-set time of the temporary traffic lights, she would reflect to the relevant division to explore feasible measures for improvement.

(Post-meeting note: HyD officers in charge of the works concerned had explained the reason for works stoppage and other related concerns to Members who raised the enquiry after the meeting.)

Improvement works at the section of Bend K1 near the catchwater channel

107. Mr WONG Fuk-kan said that it was known that the Drainage Services Department (DSD) had completed the drainage improvement works and HyD would carry out road resurfacing work later. He had proposed at the meeting the use of more durable concrete for the road surface but the Department did not follow up. He enquired HyD whether bitumen or concrete would be used to repair the road section.

108. Ms LEUNG Chiu-mei said that regarding the situation of Bend K1, the underground stormwater drain with larger capacity had been constructed to connect the

catchwater channel by DSD. Road resurfacing work would be carried out by HyD in due course and was expected to be completed before the Lunar New Year. As for the material used for road resurfacing, she would inform Members after figuring out the situation with relevant colleagues.

(Post-meeting note: HyD had earlier carried out road resurfacing works with bitumen and the works were completed.)

Double-deck Bicycle Parker Works

109. Ms LEE Kwan-chun said that TD had indicated that the bicycle parking rack at the harbourfront area adjacent to the Cheung Chau Municipal Services Building would be replaced. Since the trial of double deck bicycle parking system had been implemented in various locations, she hoped that such bicycle parkers would be implemented in Cheung Chau and enquired about the time needed for the works.

110. Ms Virginia Law said that regarding the double deck bicycle parking system, TD was studying to adopt the system as one of the standard bicycle parking facilities. If it was adopted as a standard facility, the Department would consider the installation of the double deck bicycle parking system at other districts upon taking into account the genuine need and environmental circumstances of different districts, making reference to the standard design drawing and relevant guidelines, as well as consulting the maintenance work department. Given that the double deck bicycle parking system had not been adopted as a standard facility yet and relevant design drawing and guidelines were not available for the time being, it was yet to determine whether double deck bicycle parking system works could be implemented at the Cheung Chau Municipal Services Building. The schedule of the relevant works could not be provided at this stage.

Others

111. Ms Amy YUNG said that Members' enquiries and the discussion paper were uploaded to the District Council website by the Secretariat, but the written replies received in the meantime were distributed to Members via email and thus she had to make copies herself. She hoped the Secretariat would upload the written replies of the departments and other organisations concerned to the website as early as possible to facilitate viewing and save paper.

112. Mr Eric KWOK said that with reference to the issue of left- and right-hand-drive upon the completion of HZMB mentioned at the last meeting, the representative of HyD had agreed to contact relevant colleagues after the meeting and forward the information to him, but he had not received the information so far and hoped the Department would follow up.

(Post-meeting note: TD had emailed the information to Mr Eric KWOK.)

XIV. Date of Next Meeting

113. The meeting was adjourned at 4:35 p.m. The next meeting would be held at 2:00 p.m. on 20 March 2017 (Monday).

- End -