

(Translation)

Minutes of Meeting of Traffic and Transport Committee

Date : 21 March 2016 (Monday)
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 YU Hon-kwan, Randy, JP
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
Mr TANG Ka-piu, Bill, JP
Mr CHOW Ho-ding, Holden
Ms YUNG Wing-sheung, Amy
Mr KWOK Ping, Eric
Mr HO Siu-kei
Mr LAM Po-keung
Mr LAW Kwan
Mr WONG Ma-tim
Mr WAN Tung-yat
Mr WONG Shun-chuen
Mr WONG Fuk-kan
Mr YUEN King-hang

Attendance by Invitation

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| Mr. CHUNG Mann-kun, Terry | Engineer/Hong Kong 2-3 , Highways Department |
| Mr WONG Joseph | Senior Engineer 20, Highways Department |
| Ms. NG Kam-han | Senior Transport Officer/Bus/Lantau, Transport Department |
| Ms. KWOK Wai-ying, Candy | Chief Transport Officer/Boundary/Projects, Transport Department |

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| Mr. WONG Pui-chung, William | Senior Transport Officer/Boundary/Projects, Transport Department |
| Mr. TO Chi-keung, Gary | Senior Transport Officer/Islands, Transport Department |
| Mr YUEN Wing-cheong | Senior Transport Officer/Planning/Ferry 2, Transport Department |
| Mr. CHEUNG Ho-ming, Coleman | Transport Officer/Bus/Lantau, Transport Department |
| Mr Mistral C Y SIN | Manager (Planning), Citybus Ltd./ New World First Bus Services Ltd. |
| Mr Calvin K C WONG | Senior Planning Officer, Citybus Ltd./ New World First Bus Services Ltd. |
| Mr LI Kin-lok, Kevin | Public Affairs Manager, Citybus Ltd./ New World First Bus Services Ltd. |
| Mr Jeff C K POON | Assistant Manager (Traffic Operations) Long Win Bus Company Ltd. |
| Mr LAW Yiu-wah, Rayson | Planning and Support Officer I, Long Win Bus Company Ltd. |
| Mr Daniel J IP | Chief Resident Engineer, Transportation Hong Kong, AECOM |
| Mr YU Hon-wing, Albert | Senior Resident Engineer (Civil), Transportation Hong Kong, AECOM |
| Mr TAM Kin-fai | Contracts Manager, Gammon Construction Ltd. |
| Ms Ho Hoi-yan, Ava | Assistant Public Relations Manager - External Affairs, MTRCL |

In Attendance

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| Mr CHOW Chit, Joe | Assistant District Officer (Islands)2, Islands District Office |
| Mr TO Chi-keung, Gary | Senior Transport Officer/Islands, Transport Department |
| Mr LEE Ka-hei, Haywood | Engineer/Islands 1, Transport Department |
| Ms LEUNG Chiu-mei | District Engineer/Islands, Highways Department |
| Mr. POON Wai-wing, Alvin | Engineer (Islands Division), Civil Engineering and Development Department |
| Mr CHAN Chiu-fai | District Operations Officer (Lantau), Hong Kong Police Force |
| Mr. KU Chun-nam | Assistant Division Commander (Operation) (Lantau South), Hong Kong Police Force |
| Mr. LAW Tung-wah, Benji | Police Community Relations Officer (Marine Port District), Hong Kong Police Force |
| Mr WONG Wah | Administrative Consultant, New Lantao Bus Co. (1973) Ltd. |
| Mr CHAN Tin-lung | Deputy General Manager, New Lantao Bus Co. (1973) Ltd. |
| Mr CHUA Kwok-cheung, Vincent | General Manager-DB Operations, HKR International Ltd. |
| Mr CHAN Kam-hung | Lantau Taxi Association |

Secretary

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| Mr. SEE MOLINA Peter Jame | Executive Officer I (District Council), Islands District Office |
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Absent with Apology

Mr KWONG Koon-wan

Ms TSANG Sau-ho, Josephine

Ms FU Hiu-lam, Sammi

Ms CHAU Shuk-man, Anthea

Corporate Communications Manager,
New World First Ferry Services Ltd.

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**Welcoming Remarks**

The Chairman welcomed Members and representatives of the government departments and organisations to the first meeting of the Traffic and Transport Committee (T&TC) of the current term District Council (DC) and introduced each of the representatives from the organisations and government departments.

2. Members noted that Mr KWONG Koon-wan, Ms TSANG Sau-ho, Josephine, Ms FU Hiu-lam, Sammi and Ms Chau Suk-man, Anthea were unable to attend the meeting due to other commitments.

I. Improvement to Sharp Bend of Keung Shan Road near Shek Pik Reservoir Service Access Road (K10)  
(Paper T&TC 3/2016)

3. The Chairman welcomed Mr CHUNG Mann-kun, Terry, Engineer/HK of Highways Department (HyD) to the meeting to present the paper.

4. Mr Terry CHUNG presented the paper.

5. Mr YUEN King-hang said Keung Shan Road was narrow with many bends, and residents had been requesting for improvement over the years. The DC had been discussing this issue for years but the Government only made minor repairs with unsatisfactory results. He asked whether HyD had sought for any long-term improvement.

6. Mr LOU Cheuk-wing hoped that the project would commence as soon as possible and other road bend improvement works could proceed without delay.

7. Mr WONG Wah said the project took quite a long time to complete, and enquired whether the construction period could be shortened.

8. Mr Randy YU commended the design of road bends and considered that the authority was determined to improve Keung Shan Road. He hoped that equal efforts would be made to carry out other road bend improvement works. The previous Keung Shan Road improvement works only widened the road bend by 8 inches,

which had no significant effect. The situation did not improve although HyD had completed 11 bend improvement works on Keung Shan Road.

9. Mr Terry CHUNG gave a consolidated response as follows:

- (a) HyD was making effort to improve the narrow sections of Keung Shan Road.
- (b) Regarding road bend K10, as the project scope covered the country park area, protection of the ecological environment had to be taken into account in the planning process. Therefore, the difficulties encountered were greater than expected. With the help of the Agriculture, Fisheries and Conservation Department and the Environmental Protection Department (EPD), the difficulties had been generally resolved, and the project was expected to commence in the third quarter this year.
- (c) The project was located on a steep hillside. Given the environmental constraints and to ensure construction safety, it was difficult to further shorten the 18-month construction period, but the Department would speed up the works progress as far as possible and take into account the needs of road users when introducing temporary traffic arrangements.

10. Mr Randy YU said the Department completed 11 bend improvement projects on Keung Shan Road, but 9 of which did not achieve significant results. He was aware of the difficulty of improvement projects on Keung Shan Road and that it was not easy to install soil nails on the slope and widen the entire road and straighten the bends. Members of the previous term T&TC raised a number of improvement proposals during a site visit, such as cutting the slopes at 2 road bends behind Sham Wat Road and widening the road by taking the bus parking spaces. He hoped the Department would follow up on these proposals as soon as possible.

11. Mr Daniel CHAN said that on 20 March this year, traffic congestion occurred on Keung Shan Road as the traffic lights could not be timely adjusted when the road was blocked by cattle and roadblocks were set up at roadside. He suggested installing a 24-hour emergency telephone at the roadside during the construction period.

12. Mr LAM Po-keung indicated that Keung Shan Road was used by many cyclists and hikers. He requested HyD to pay attention to road safety during the construction period and deploy additional staff to strengthen traffic management.

13. Ms YU Lai-fan said that as indicated by the weather forecast, the rainy season this year and the next year would be long with many typhoons. She hoped that the relevant departments would pay attention to whether the weather conditions would affect the road safety during construction.

14. Mr Terry CHUNG said the Department was applying for an excavation permit for the K10 project and a 24-hour contact number would be shown on the permit. The Department would ensure sufficient manpower to handle any possible emergencies.

15. Ms LEUNG Chiu-mei added that there were currently a total of 21 proposed road bend works, 13 of which had been completed, 5 were expected to be completed in stages by the end of this year, and 3 were expected to commence in the middle of this year. HyD would consult the Transport Department (TD) on the bend improvement works for satisfactory results.

16. The Chairman urged HyD to expedite the works progress in order to improve the road safety on Keung Shan Road.

17. Members supported the works proposals and the related temporary traffic arrangements set out in the paper.

(Mr Bill TANG joined the meeting during the discussion of this agenda item.)

(Mr Terry CHUNG left the meeting after the discussion.)

## II. Bus Route Planning Programme 2016-2017 for Islands District (Paper T&TC 2/2016)

18. The Chairman welcomed Ms NG Kam-han, Senior Transport Officer/Bus/Lantau, and Mr CHEUNG Ho-ming, Coleman, Transport Officer/Bus/Lantau of TD; Mr Mistral C Y SIN, Manager (Planning), Mr Calvin K C WONG, Senior Planning Officer, and Mr Kevin K L LI, Public Affairs Manager of Citybus Limited (Citybus); and Mr Jeff C K POON, Assistant Manager (Traffic Operations) and Mr Rayson Y W LAW, Planning and Support Officer I of Long Win Bus Company Limited (Long Win) to the meeting to present the paper.

19. Ms NG Kam-han briefly presented the paper with the aid of PowerPoint Presentation.

20. Mr Bill TANG did not oppose that the bus route planning programme focused on the transport of Tung Chung North. He raised the opinions as follows:

- (a) He welcomed the provision of 2 special trips of route E31 per day running from Yat Tung Estate to Tsuen Wan, and enquired about the criteria for increasing the frequency of special trips.
- (b) Citybus stated in the bus route plan last year that they would gradually increase the frequency of route E22S running from Yat Tung Estate to Tseung Kwan O, but it had not been implemented so far. He hoped the bus company could understand the demands of workers for increasing the bus service frequency.

- (c) As for the route S64 bus service, there was only 1 trip running from Yat Tung Estate to AsiaWorld-Expo and the service time was not desirable. He enquired whether special trips could be provided and suggested TD and Long Win consider changing the route to travelling from Yat Tung Estate to AsiaWorld-Expo.
- (d) He had time and again proposed that some “E” route buses made a detour to Yat Tung Estate, but his proposal was not accepted because it would affect the journey to the airport. He wondered why routes E11 and E32 passed through Tung Chung North, and enquired when Citybus and Long Win would arrange “E” route buses to detour Yat Tung Estate.

21. Mr Mistral SIN said that Citybus suggested increasing the frequency of route E22S last year, but the occupancy rate of the route was around 70 percent, which failed to meet the requirement of service improvement guideline. Citybus would increase the frequency only when the occupancy rate reached the threshold.

22. Mr Eric KWOK concurred with Mr Bill TANG. He noted that the paper proposed adding 1 double-decker bus operating on route S64 in the second quarter of 2016, but the frequency of service would be reduced from every 10-12 minutes to every 12 minutes. Although the number of stops on the bus route was adjusted, he hoped TD and the bus company would continue to improve the service of route S64 by reducing the number of stops or increasing the frequency of buses trips to AsiaWorld-Expo.

23. Mr Holden CHOW said the restructuring plan only considered increasing the frequency of route NA11, airport staff travelling to Sha Tin or Sheung Shui late at night would have to take routes N42 and N42A buses which only operated till 12:20 a.m. As such, some airport staff hoped that the operation hour of the above “N” route buses could be extended. Currently, route N64 buses operated till 1:20 a.m.

24. Mr Randy YU hoped TD would include the services of New Lantau Bus Co. (1973) Ltd. (NLB) into the route planning programme. He said in recent years, buses travelling from Tai O to Tung Chung were often fully loaded, residents could hardly get aboard at Tong Fuk and Shui Hau, and the bus fare was high, so he hoped the bus company would implement sectional fares.

25. Mr Jeff POON gave a consolidated response as follows:

- (a) When preparing this year’s bus route planning programme, Long Win performed assessment and adjusted the services mainly based on the population growth and community development in North Lantau. In view of the increased utilization of the airport, the company, when preparing the programme, proposed to enhance the airport bus service and set aside resources to meet the new demand from the future population growth in Tung Chung North.

- (b) As regards to the bus service for Yat Tung Estate, Long Win had been keeping in view the development of Tung Chung, the demand of passengers, and their travel habits and patterns to make service adjustments. Some of the bus routes were operated as special departures or services, such as special trips in the morning period to carry passengers to Tung Chung North and Yat Tung Estate for school or work. Long Win would launch route E42P to serve Yat Tung Estate, Tung Chung North and Sha Tin, and provide more special trips of route E31 from Yat Tung Estate to Tsuen Wan without passing through Tung Chung North.
- (c) As for route S64, Long Win would increase the bus frequency to cope with the future demand. In last year's restructuring plan, the company split route S64 service during peak hours in the morning. Regarding Members' proposal of increasing the frequency of bus service to AsiaWorld-Expo, Long Win implemented route S64X on a pilot basis last year, but the service schedule was not so ideal, therefore the company applied to TD for changing the bus schedule, and would conduct a comprehensive review on route S64 bus services to effectively meet the demand. On changing the frequency of bus service from every 10-12 minutes to every 12 minutes, he clarified that routes S64C and S64X operated during peak hours in the morning, while route S64 only started operating at 9:10 a.m., so the route S64 fleet was entirely used to serve routes S64C and S64X during peak hours in the morning. Long Win would explore integrating routes S64C and S64X in the future and adjust the services in response to the demand.

(Post-meeting note: The trip of route S64X via AsiaWorld-Expo would change the departure time starting from April, and the service would be reviewed before the end of the pilot period.)

- (d) Route N64 had been in operation for some time and airport overnight route N31 was currently operating via the airport, Tung Chung and Yat Tung Estate. Long Win would continue to keep in view the passenger demand and adjust the bus services accordingly.

26. Mr Bill TANG was perplexed that TD arranged route E32 to only detour Tung Chung North but not Yat Tung Estate. During the morning peak hours, passengers travelling from the urban areas to the airport were mainly airport employees and airline passengers, and very few people would leave the airport. He thus suggested Citybus arrange for "E" route buses (such as routes E11, E21, E22) departing from the airport to detour Yat Tung Estate before going to the urban areas between 7:00 a.m. and 9:00 a.m. He opined that this could ease the crowded situation on route 38 buses. In addition, the bus company did not mention the timetable for increasing the frequency of route E22S nor respond to the enquiry about the criteria of increasing the frequency of route E31 special trips.

27. Mr Holden CHOW said TD did not respond to whether the operation hour of routes N42 and N42A would be extended. He welcomed the proposal of arranging routes E31 and E32 buses to detour Tung Chung North and Ying Tung Estate, and expected that there would be a certain number of passengers from Ying Tung Estate. He also suggested TD consider arranging route E21A currently plying between Tung Chung and Ho Man Tin to make a detour to Ying Tung Estate.

28. Mr Randy YU said TD did not respond to the question on enhancing bus services in South Lantau.

29. Mr LAM Po-keung was concerned that if more buses were to use Yat Tung Estate bus terminus during peak hours, the terminus would be overcrowded which would affect safety. He suggested TD consider setting up additional pick-up and drop-off points outside the bus terminus to ensure the safety of passengers and bus drivers. He also suggested the bus company arrange for double-decker buses to serve South Lantau with a larger passenger capacity. He expected that after the opening of the Hong Kong-Zhuhai-Macao Bridge (HZMB) and the third runway at the airport, a large number of vehicles would use the roads on Lantau Island. He hoped TD would improve and develop roads on Lantau.

30. Ms NG Kam-han gave a consolidated response as follows:

- (a) Regarding the proposal of re-routeing routes E11, E21 or E22 via Yat Tung Estate, TD would discuss with the bus company and examine the impact of the re-routeing proposal on related routes.
- (b) Regarding increasing the frequency of route E22S, the bus company would follow up on the proposal provided that the bus patronage had reached the threshold for increasing the frequency.
- (c) Regarding overnight airport bus service, TD and the Airport Authority Hong Kong (AAHK) would monitor the number of passengers (including tourists and airport staff) at night and increase the number of overnight bus trips when necessary.
- (d) On enhancing the bus routes in South Lantau, TD would discuss with NLB the feasibility of introducing buses with higher passenger capacity. However, there are limitations of using double-deck buses in South Lantau, such as the roadside trees. TD and the relevant departments would first address the issue of roadside trees (such as tree pruning) to facilitate the trial run of double-deck buses.

31. Mr Mistral SIN supplemented that, as for Yat Tung Estate bus services, in addition to route E21A which provided all-day service between Yat Tung Estate and the urban areas, Citybus provided special bus services, including routes E11S, E21X and E22S, during the morning peak hours to carry residents from Yat Tung Estate to the urban areas. The occupancy rates of these special services were around 50 to 70



percent at present with spare capacity. If the occupancy rate increased in the future, Citybus would consider increasing the frequency of service or arranging existing bus routes to make a detour to Yat Tung Estate.

32. Mr WONG Wah said that NLB discussed with TD on using double-deck buses to serve South Lantau in November 2015 and thanked Citybus for lending a shorter double-deck bus for trial run. He hoped that the trial run could be conducted soonest after tree pruning.

33. Mr Bill TANG was dissatisfied with the response from Citybus about special trips. At present, route E32 buses made a detour to Kwai Fong first before heading for Tung Chung North and the airport, and some of the passengers were going to the airport, so the route could not be compared with the special trips departing from Yat Tung Estate. Currently, the patronage of the special trips departing from Yat Tung Estate already reached 50 to 70 percent. Since TD had agreed that all route E32 buses would detour Tung Chung North before going to the airport, he hoped the Department would consider the situation of Yat Tung Estate according to the same principle as the passengers in Yat Tung Estate should be more than those in Tung Chung North and the future Ying Tung Estate. Among the options of train and bus, he believed residents of Yat Tung Estate would prefer taking a bus to the urban areas. He suggested buses operating the new special trips stop near Chung Yan Road instead of using the Yat Tung Estate bus terminus.

34. Ms NG Kam-han said regarding the provision of new bus stop, TD would explore if there was any suitable location near Chung Yan Road to set up a bus stop.

35. Mr Haywood LEE said TD had been in liaison with NLB regarding Members' proposal of using double-deck buses in South Lantau. Road safety was one of the main considerations of TD as many roads in South Lantau were built along the hilly terrain with steep gradients and sharp bends. The Department would continue to explore the feasibility of using double-deck buses to serve South Lantau with NLB.

36. Mr LAM Po-keung hoped TD would improve the roads such that they are suitable for the operation of double-deck buses instead of requesting the bus company to purchase buses suitable for existing roads. He said even if the roadside trees in Tai O were pruned, double-deck buses could not make turns and could only operate around Mui Wo. Since there are many tourists going to Tai O, residents in Tong Fuk and Shui Hau often complained that it is difficult to get on to the buses. He hoped TD would improve road planning and ancillary facilities and explore constructing a coastal road connecting Tung Chung and Tai O.

37. Mr Holden CHOW enquired whether route E21A would detour Ying Tung Estate before heading to the urban areas in the future like routes E31 and E32.

38. Mr Randy YU noted that TD would consider introducing double-deck buses to operate in South Lantau. He believed that double-deck buses could only operate in Tong Fuk, Shui Hau and Mui Wo. Just as Mr LAM Po-keung said, the crux of the

problem rested with the road network and road standards. If more large buses were deployed on roads in South Lantau, he worried that road damage would be more serious.

39. Mr Mistral SIN said in order to complement the development of roads in Tung Chung North, TD would set up a new bus stop and Citybus might consider route E21A using that bus stop.

40. Mr Gary TO said the Department understood Members' concern about bus services in Tung Chung North. Representatives from TD and HyD and several Members conducted a site visit to Tung Chung North, including Ying Hei Road heading west to the Caribbean Coast and the footbridge connecting to The Visionary, etc. Members proposed setting up a new bus stop beneath the footbridge. Relevant works were now in progress and expected to be completed in late March or early April this year for buses to pick-up and drop-off passengers.

41. The Chairman hoped TD would consider the views of Members.

(Mr Mistral SIN and Mr Calvin WONG left the meeting after the discussion.)

### III. Local Public Transport Arrangements at the Hong Kong Boundary Crossing Facilities of Hong Kong-Zhuhai-Macao Bridge (Paper T&TC 9/2016)

42. The Chairman welcomed Ms KWOK Wai-ying, Candy, Chief Transport Officer/Boundary/Projects and Mr WONG Pui-chung, William, Senior Transport Officer/Boundary/Projects of TD to the meeting to present the paper.

43. Ms Candy KWOK briefly presented the paper.

44. Members raised opinions and questions as follows:

- (a) Mr Eric KWOK enquired the reason that the new green minibus (GMB) route only travelled between MTR Tung Chung Station and the Hong Kong Boundary Crossing Facilities (HKBCF) of the HZMB without operating via Yat Tung Estate. He hoped that the GMB would operate via Yat Tung Estate to carry the residents to Tung Chung Town Centre and other areas.
- (b) Mr Bill TANG did not oppose the introduction of new GMB service plying between MTR Tung Chung Station and the HKBCF, but hoped TD would consider introducing other routes to operate via Yat Tung Estate, Tung Chung North, the HKBCF and AsiaWorld-Expo. He said Legislative Council (LegCo) Members of different political parties had reservations about the proposal of airport buses ("A" routes) observing a stop first at the HKBCF before heading to the airport, and were worried that it would cause inconvenience to passengers travelling to

the airport and affect the daily operation of the airport. He asked whether TD had consulted AAHK and the transport sector. He believed that the proposal of diverting “A” route buses, if implemented, would bring profits to the franchised bus companies, and he hoped the franchised bus companies would make reference to the practice of MTR Corporation Limited (MTRCL) to provide the public with monthly pass.

- (c) Mr Holden CHOW declared that he was the legal adviser of New World Development Company Limited. The MTR Tung Chung Line and Airport Express Line were currently sharing the same track. He repeatedly suggested extending the Tung Chung Line to connect Tung Chung, the airport and the HKBCF at DC meetings and during the public consultation on the plan for topside development at the HKBCF (topside development). He said passenger volume would increase upon the completion of the HKBCF and it would be inconvenient for passengers to travel only by bus. He welcomed the authority to consider introducing GMB service to link the HKBCF, AsiaWorld-Expo, the airport and the Tung Chung Town Centre.
- (d) Mr FAN Chi-ping worried that the transport services were not adequate to cope with the population growth in Tung Chung. Currently, the roundabout and other areas outside Exit A of MTR Tung Chung Station were often congested. He suggested TD consider building an overhead rail system linking Tung Chung and the HKBCF.
- (e) Mr Randy YU enquired whether the Transport and Housing Bureau (THB) had communicated with other policy bureaux. The Development Bureau and the Lantau Development Advisory Committee discussed from time to time the future development of Lantau, but only 650 parking spaces for private cars were provided at the HKBCF, whereas around 10 000 parking spaces were provided at Hengqin, Zhuhai across the border. He wondered if THB only expected Hong Kong people to travel to Macao and Zhuhai, and did not want to attract visitors from the Pearl River Delta to Hong Kong. He questioned whether this could tie in with the development of Lantau Island. In addition, regarding TD’s proposal of introducing a franchised bus route plying between the HKBCF and Sunny Bay, he suggested that the franchised bus route operate via the Hong Kong Disneyland (Disneyland) as many tourists would plan to visit the Disneyland besides taking the Tung Chung Line to the urban areas.
- (f) Mr LAM Po-keung said that the Yat Tung Estate bus terminus had no room for new vehicles and enquired how TD would arrange locations for pick-up and drop-off if the GMB operated via Yat Tung Estate. In addition, he opined that many travellers to the HKBCF would take the railway to Tung Chung and then transferred to the HKBCF, and a 16-seated GMB could hardly cope with the demand.

45. Mr William WONG gave a consolidated response as follows:

- (a) The proposed GMB service would link MTR Tung Chung Station and the HKBCF to provide convenient services for the residents in Tung Chung and the passengers to the HKBCF. After reaching MTR Tung Chung Station by GMBs, residents or passengers could interchange with other public transports to travel to different parts of Lantau Island. Therefore, the Department suggested that GMBs only travel to MTR Tung Chung Station.
- (b) With regard to the consultation with AAHK or other relevant bodies, TD had maintained communication with relevant stakeholders (including AAHK) to heed their views.
- (c) TD would relay the proposal of providing concessionary fares to the franchised bus companies.
- (d) As for the proposal of extending the MTR Tung Chung Line to the HKBCF, the authority was conducting study on the topside development at the HKBCF of the HZMB, including assessing the impact on the existing traffic and transport, and proposing mitigation measures and solutions to create synergy between the HKBCF topside development and the neighbouring areas, with a view to promoting the bridgehead economy.

46. Mr Eric KWOK said that as the GMB was intended to serve the residents in Tung Chung, Yat Tung Estate residents who were also Tung Chung residents should be given equal treatment. Regarding private car parking spaces at the HKBCF, according to an earlier estimate by the THB, about 9 000 to 14 000 vehicles would use the HZMB each year, and he believed that 650 private car parking spaces were not enough. He opined that TD, the Planning Department (PlanD) and other government departments should not work on their own. With the large-scale development in Tung Chung East and Tung Chung West in the future, TD should not just consider using franchised buses to address the transport need in the district. He opined that building an overhead rail system was the only solution. In the 2003 Policy Address, the Chief Executive stated that the Government would develop a transport system with railways as the backbone to ease road congestion and reduce exhaust emissions, but TD's current proposal of linking the HKBCF using franchised buses ran contrary to the above guiding principle.

47. Mr Randy YU concurred with Mr Eric KWOK and considered that THB had not communicated with other policy bureaux. The overall layout of Tung Chung was designed for residents to work locally, but the currently proposed traffic routes and means of transport were simply point-to-point services and only catered for the present situation without taking into consideration the future development. Even if the routes were overlapped, they could help ease the traffic and provide users with more options. In addition, in the event that a large number of family visitors

travelled to Disneyland via the HKBCF, TD should consider providing them with a direct round-trip route. They might wish to take the railway to Central or other places as part of their travel experience. He opined that TD should communicate with the Labour and Welfare Bureau to learn about the travel habits of the unemployed or unengaged population and residents in Yat Tung Estate. In addition, GMBs would play a crucial role in the future as only 1 route travelling from Tung Chung to the HKBCF would be available, but TD planned to mainly rely on franchised bus services whereas GMBs would serve only as a supplementary means of transport. It was expected that many vehicles would use the bridge during the initial period after the opening of the HZMB, coupled with traffic from the Tuen Mun-Chek Lap Kok Link, he opined that TD should immediately consider offering light rail service or extending the railway system instead of making a decision only after the completion of topside development study.

48. Mr Holden CHOW concurred with Mr Randy YU that it could be expected that a large volume of people would use the HKBCF even without conducting the study. The authority should implement the rail link development project as soon as possible to reduce the impact on the residents and visitors. He enquired about the timetable for topside development.

49. Ms Candy KWOK gave a consolidated response as follows:

- (a) There would be no railway connection at the time of the opening of the HKBCF. TD would arrange comprehensive public transport modes, including providing franchised bus, GMB, taxi and non-franchised bus services, etc. The topside development study was carried out by the Civil Engineering and Development Department (CEDD) and the PlanD. The relevant departments would study the additional traffic demand created by the topside development and take into account the transport network covering the HKBCF, the airport and North Lantau to provide suitable means of transportation. TD might relay Members' opinions to CEDD and the PlanD for consideration.
- (b) Regarding the estimated number of 9 000 to 14 000 vehicles using the HZMB mentioned by Members, it was the estimated number of cross-boundary vehicles using the bridge, including those travelling between Hong Kong and Macao and between Guangdong and Hong Kong, but not the estimated number of vehicles using the HKBCF. TD encouraged the public to use public transport services and therefore would set up a comprehensive local public transport network for travelling to and from the HKBCF. The authority had also considered the needs of drivers and would provide a car park for private vehicles. As the topside development might increase the demand for the driving of private cars and other public transport services, the topside development study would also examine whether there was a need for more public transport services, facilities and parking spaces.

- (c) As for the proposal of offering GMB services between Tung Chung Station and the HKBCF, the Department would like to provide point-to-point service with operational efficiency. The Department would actively consider Members' proposal of arranging the GMB to operate via other areas (such as Yat Tung Estate), but had to also take into account the operational efficiency of the route, and examine whether it was necessary to increase the number of vehicles and fare and whether the service would be overlapped with the existing service, etc.

50. Members raised their opinions or questions as follows:

- (a) Mr LAM Po-keung questioned whether a GMB could cope with the passenger demand if it routed through too many places as it had only 16 seats. With insufficient parking spaces and congested roads, it was difficult for Tung Chung Town Centre to accommodate additional minibuses. He suggested using double-decker buses on the route concerned.
- (b) Mr Daniel CHAN said traffic was currently very busy at the section of Tat Tung Road from Tung Chung Fire Station to Tung Chung Swimming Pool and outside the MTR Tung Chung Station. He enquired where the additional GMB stops would be set up.
- (c) Mr LOU Cheuk-wing said TD estimated that about 10 000 vehicles would use the HZMB. He enquired whether these outside vehicles would have to return after reaching the HKBCF as they were not allowed to park at the HKBCF. In addition, 400 parking spaces would be needed in Tai O and the HKBCF offered only 650 parking spaces for private cars, which was not enough to meet the demand. The HZMB would be opened soon, but TD had yet developed a long-term transportation plan. He urged TD to consider the proposal of building a railway.
- (d) Mr Ken WONG asked if TD expected that only vehicles in Hong Kong would go to Zhuhai and Macao using the HZMB and vehicles from the Mainland and Macao would not come to Hong Kong. He enquired whether other vehicles were not allowed to park at the HKBCF as only 650 parking spaces for private cars would be built. He also asked why TD required passengers to first take a bus to MTR Sunny Bay Station and interchange with MTR heading to Disneyland. He hoped the Department would consider providing services from the perspective of passengers.
- (e) Mr Randy YU considered that THB had not taken into account the development opportunities brought about by major infrastructure projects such as the HKBCF and hoped THB would propose

forward-looking suggestions to address and improve the traffic in the district.

51. Ms Candy KWOK responded as follows:

- (a) The estimated number of 9 000 to 14 000 vehicles using the HZMB included all the cross-boundary vehicles, such as cross-boundary private cars, cross-boundary coaches, HKBCF shuttle buses and cross-boundary goods vehicles, etc.
- (b) Whether using local public transport or driving their own cars, members of the public would have to get off at HKBCF's public transport interchange or car park for private cars, and interchange for a shuttle bus to Zhuhai Port or Macao Port. The arrangement on cross-boundary private cars using the HZMB was still under discussion by the 3 Governments and had yet been finalised.
- (c) In designing the new GMB route, TD mainly focused on providing point-to-point services to and from the HKBCF for Tung Chung residents. The Department expected that a lot of people taking the railway would get off at MTR Sunny Bay Station and interchange for the new franchised bus service to the HKBCF. The proposed GMB route would only operate between MTR Tung Chung Station and the HKBCF with frequent services to provide convenience to the residents.
- (d) TD would pass on Members' opinions on the railway to relevant departments for reference.

52. Members raised their opinions or questions as follows:

- (a) Mr WONG Fuk-kan said one of the proposed new franchised bus services was a circular route, which would serve only the airport and not travel to Tung Chung. Another route would only travel to Sunny Bay public transport interchange. The Department had not considered diverting the route first to Disneyland and then to Sunny Bay public transport interchange and passengers would have to make several transfers before reaching Disneyland. In addition, he welcomed the introduction of GMB services, but each minibus only had 16 seats, which were insufficient to serve passengers travelling to MTR Tung Chung Station via the HKBCF. Moreover, as Exit A of MTR Tung Chung Station and Tat Tung Road could not accommodate additional traffic flow, traffic bottlenecks and congestion would be caused. Given that railway was the most ideal mass transport system, and the use of light rail was very environmentally friendly, he wondered why TD only considered using franchised buses to provide feeder service. In addition, the provision of only 650 private car parking spaces at the HKBCF was certainly insufficient.

- (b) Mr Ken WONG said that the Guangdong, Hong Kong, Macao Governments were now exploring ways to handle the cross-boundary vehicles at the HKBCF. The Guangdong and Macao Governments already provided a large number of parking spaces while only 650 parking spaces were available at the HKBCF.
- (c) Mr LAM Po-keung enquired that in case the parking spaces at the HKBCF were fully occupied, whether subsequent vehicles would be restricted from crossing the boundary and passengers would have to take shuttle bus to Zhuhai and Macao.
- (d) Mr Eric KWOK enquired whether passengers were allowed take the GMBs with bulky luggage and whether vehicles from Macao and the Mainland could be parked in the HKBCF car park.
- (e) The Vice-Chairman Mr CHEUNG Fu asked whether the funding of over \$19 billion approved earlier by the LegCo covered the cost of constructing 650 parking spaces for private cars, and whether more parking spaces could be provided.

53. Ms Candy KWOK gave a consolidated response as follows:

- (a) The Department had earlier responded to enquiries about the number of private car parking spaces and the proposed new franchised bus route not operating via Disneyland. TD noted Members' opinions and would take into account the views received before finalising the details of the franchised bus and GMB routes.
- (b) As submission of funding application for the HKBCF to the LegCo Finance Committee was handled by HyD, TD did not have the information about whether the funding covered the construction of private car parking spaces. The Department would refer Members' views to HyD.
- (c) Due to the limited space of the HKBCF, HyD could only plan for 650 private car parking spaces according to the existing design. It was believed that the department had made the best use of the limited land. When conducting the topside development study, the relevant departments would take into account the additional flow of people and examine whether it was necessary to provide more public transport facilities, such as parking spaces.
- (d) The 650 private car parking spaces at the HKBCF were intended only for local vehicles but not cross-boundary vehicles. After parking the private cars at the car park, the passengers could take the shuttle bus to Macao Port or Zhuhai Port. TD would relay to HyD the view of Members about the shortage of private car parking spaces. The



arrangements for cross-boundary private cars were still under discussion by the 3 Governments and had yet been finalised.

54. Members raised their opinions or questions as follows:

- (a) The Vice-Chairman Mr CHEUNG Fu enquired why TD had not set aside land for the parking of cross-boundary vehicles and if the vehicles would be asked to return immediately upon entry.
- (b) Mr Eric KWOK said TD had not responded to the enquiry about whether vehicles from the Mainland could enter Hong Kong, and whether the department had considered the issue of left-hand-drive and right-hand-drive of the Mainland and Hong Kong vehicles.
- (c) Mr WONG Fuk-kan hoped TD would consult the 4 Rural Committees in Lantau, Lantau Taxi Association and NLB on this issue.
- (d) Mr Ken WONG enquired whether the estimation of 9 000 vehicles made by the authority would change if vehicles from the other 2 places were not allowed to use the HZMB. If the 3 Governments agreed that cross-boundary passengers could park their vehicles at the HKBCF and then travel to the urban areas by means of other public transport, how would the authority address the situation as the HKBCF only offered 650 private car parking spaces?
- (e) Mr FAN Chi-ping said there was a lot of space next to the artificial island, and TD could use part of the land for the construction of parking facilities.
- (f) Ms Amy YUNG considered TD lacked a comprehensive plan. TD had expressed the hope that Hong Kong would adopt a railway-based mass transit system, but now suggested the use of franchised buses, GMBs and private cars. She suggested setting up a working group for further discussion.
- (g) Ms LEE Kwai-chun expressed reservations on the proposal of providing 650 parking spaces for private cars.

55. The Chairman agreed to continue discussing the matters at the meeting of the working group under the T&TC, and asked Members to comment.

56. The Vice-Chairman Mr CHEUNG Fu said Members had raised many opinions on the issue, and he hoped TD would put forward other proposals, identify suitable sites for more private car parking spaces, and seek advice as appropriate. Regarding the views of Members about GMB and franchised bus services, he hoped TD would consider and improve the relevant proposals.

57. The Chairman hoped TD would understand Members' concern over the transport plan of the HKBCF and report to the Committee in due course.

(Ms KWOK Wai-ying, Mr WONG Pui-chung, Ms NG Kam-han, and Mr Coleman CHEUNG left the meeting after the discussion.)

IV. Tuen Mun-Chek Lap Kok Link - Southern Connection Viaduct Section (HyD Contract No. HY/2012/07) Temporary Traffic Arrangements for Viaduct B Precast Bridge Segment Erection Works  
(Paper T&TC 16/2016)

58. The Chairman welcomed Mr Joseph WONG, Senior Engineer 20/HZMB of HyD, Mr K F TAM, Contracts Manager of Gammon Construction Limited, Mr Daniel IP, Chief Resident Engineer and Mr Albert YU, Senior Resident Engineer (Civil) of AECOM to the meeting to present the paper.

59. Mr Albert YU presented the paper.

60. Mr Eric KWOK said that as North Lantau Highway was directly connected to the airport, temporary traffic arrangements might affect air passengers. He enquired if HyD had discussed with AAHK about the arrangements, and hoped HyD would work closely with TD on implementing temporary traffic arrangements to ensure road safety.

61. Mr Albert YU gave a consolidated response as follows:

- (a) HyD had been maintaining close liaison with AAHK through meetings of the Traffic Management Committee and notified AAHK of the temporary traffic arrangements.
- (b) During the works period, 2 traffic lanes would be closed at around 11:30 p.m. every night and related diversion arrangement would be made. This arrangement was based on the experience of the 2 pilot lane closures in August and November last year, where traffic was heavy in August.
- (c) As more flights would arrive in Hong Kong later at night when air traffic control was implemented in the Mainland, the roads to and from the airport would experience a heavier traffic. Under the notification mechanism between AAHK and the Mainland, the Mainland would inform AAHK of its air traffic control measures, and HyD would then discuss with the contractors whether lane closure should be postponed or the works should be suspended on that night depending on the impact of air traffic control on the traffic, so as to avoid affecting the passengers and residents going to work in the morning.

- (d) HyD and TD would work closely and announce temporary traffic arrangements to motorists and the public through traffic notices, radio broadcasts, websites and the media. HyD would issue a notice about a week before the road closure. In addition to posting notices at bus stops, the Department hoped Members would post the notice on the notice boards of their offices, in order to help disseminate the message. HyD welcomed Members to suggest ways of further improving the notification of temporary traffic arrangements at any time to the Department.

62. The Vice-Chairman Mr CHEUNG Fu said that motorists might not notice that the speed limit on Cheung Tung Road would be lowered to 50 km/h during the construction period, and therefore he suggested HyD set up large and conspicuous traffic signs to remind motorists to slow down.

63. Mr Albert YU said that the contractor would restrict the traffic to a single lane on North Lantau Highway using the channelising island arrangement so that the vehicles could drive into the bend from North Lantau Highway to enter Cheung Tung Road under safe conditions. The Department would also set up electronic speed limit signs on the road sections concerned, and explore other ways with TD and the Police to remind motorists to slow down. The Department would report to the Committee on the arrangements at the next meeting.

(Mr LOU Cheuk-wing left the meeting during the discussion.)

(Mr Joseph WONG, Mr K F TAM, Mr Daniel IP and Mr Albert YU left the meeting after the discussion of this agenda item.)

V. Question on proposing a zebra crossing on Chung Yan Road  
(Paper T&TC 4/2016)

64. The Chairman welcomed Mr LEE Ka-hei, Haywood, Engineer/HK 2-3 of HyD to the meeting to respond to the question.

65. Mr Holden CHOW presented the question.

66. Mr Haywood LEE said after receiving the question, TD arranged staff to count the number of people and vehicles on Chung Yan Road, and the result showed that the traffic volume did not reach the criteria for setting up a zebra crossing or pedestrian traffic lights. Upon the completion of lift retrofitting works at the footbridge at the junction between Chung Yan Road and Yu Tung Road, the public could access the North Lantau Hospital safely and quickly.

67. Mr Holden CHOW opined that TD should not decide whether to set up a zebra crossing on Chung Yan Road merely based on statistics. Instead, the Department should consider the needs of residents, especially the elderly and the disabled, to cross the road and seek medical consultation from North Lantau Hospital every day. This issue had been under discussion for some time and many residents

considered it dangerous to cross the road there, so he hoped TD would accept the proposal.

68. Ms Amy YUNG said she raised the same question to TD at the meeting on 20 January 2014, and the Department responded in the same way as it did just now. She concurred with Mr Holden CHOW that the Department should not follow its usual practice to determine the provision of a zebra crossing on Chung Yan Road depending on the traffic volume, but be aware that the patients were mostly elderly. She hoped TD would implement special measures under special circumstances to set up a zebra crossing on Chung Yan Road as soon as possible. The lift retrofitting works at the footbridge had been in discussion for a long time and should not be delayed anymore.

69. Mr Bill TANG supported the improvement of pedestrian crossing facilities on Chung Yan Road. However, as buses of route 38 and route 64 would pass through there, he opined that TD should consult the bus company to assess whether it would affect bus operation or extend the journey time. Taking route 38 as an example, the travel time from MTR Tung Chung Station to Yat Tung Estate Bus Terminus was approximately 7 to 8 minutes at present. He was concerned whether the provision of zebra crossing and traffic lights would increase the travel time, and if so, how much longer the journey would be expected to take? He asked TD to draw reference from the traffic management experience of other areas when conducting the study, including the impact on the journey time of feeder buses and the number of traffic lights to be provided, etc. In addition, he asked TD to provide the number of pedestrians required for an additional zebra crossing, and requested TD and the Police to provide figures on traffic accidents on Chung Yan Road over the past 12 months.

70. Mr Haywood LEE said the previous term DC had discussed the provision of a zebra crossing and other improvement measures on Chung Yan Road. TD subsequently set up warning traffic signs near the pedestrian crossings to remind motorists to drive carefully and slowly, and installed “SLOW” road markings on the road. One of the requirements for providing a zebra crossing was that the average traffic volume on the road section reached 800 vehicles during the busiest 6 hours, but Chung Yan Road did not meet the above requirement at present. He agreed to explore other measures to enhance road safety on Chung Yan Road and carefully consider Members’ opinions.

71. Mr Holden CHOW said that Members repeatedly requested TD to provide a zebra crossing on Chung Yan Road to ensure the safety of pedestrians. If a zebra crossing could only be provided when meeting the above requirement, it remained unknown when the requirement could be met. Therefore, he raised the example of North Lantau Hospital and hoped the Department would implement special measures under special circumstances to respond to Members’ request.

72. Mr Bill TANG said the small roundabout works near Chung Yan Road was scheduled to be completed by the end of 2015 but was still in progress now. He hoped TD would report the progress and indicate whether the works could help remind vehicles to slow down and ensure the safety of pedestrians.

73. Mr CHAN Chiu-fai said that he would provide Members with the figures on traffic accidents on Chung Yan Road over the past 12 months after the meeting.

74. Mr Haywood LEE said regarding the progress of the small roundabout works near Chung Yan Road, HyD would report to Members when submitting report on the minor traffic improvement projects and the construction schedules later. The roundabout works were located about 70 metres from the pedestrian crossing on Chung Yan Road, and there was no evidence at this stage that they would affect each other.

(Post-meeting note: HyD carried out advance works for the small roundabout in 2015 and informed TD the site inspection results. After noting the results, TD considered it necessary to enhance the design of the small roundabout and subsequently submitted the improvement plan to HyD. As the design enhancement would affect no less than 5 trees and required the relocation of underground pipeline facilities, the works were expected to commence only in mid-2017 and be completed by the end of 2017.)

75. Mr WONG Wah said that the provision of a zebra crossing would have a significant impact on the travel time.

76. The Chairman said that the issue of pedestrian safety on Chung Yan Road had been in discussion for a long time, and the provision of a zebra crossing could ensure pedestrian safety without affecting the daily lives of the local residents. He hoped TD would follow up as soon as possible.

77. Mr Haywood LEE said he would follow up on Members' request.

78. Mr Eric KWOK criticised TD for only providing data as a response. He said that in this year's Policy Address, the Chief Executive mentioned the initiative to construct elderly-friendly community facilities, and TD could apply to the Government for provision of facilities such as footbridge and lift on Chung Yan Road. He believed the construction cost would be much lower than the cost of over \$80 billion for the high-speed rail. At present, the residents were in need of safe road crossing facilities to go to the hospital. While provision of zebra crossings might have impact on buses and other vehicles, the safety of pedestrians mattered more.

79. Mr Haywood LEE said a footbridge was already available near the crossing on Chung Yan Road and the lift retrofitting works were in the pipeline.

80. The Vice-Chairman Mr CHEUNG Fu said since a number of public housing buildings would be completed in North Lantau, TD should improve the pedestrian crossing facilities to cater for the population growth and the demand for medical services in North Lantau Hospital. If a zebra crossing would be set up only when the

number of pedestrians reached 800, he wondered who should be held responsible in the event of traffic accidents.

81. Mr LAM Po-keung suggested TD put up a banner near the crossing on Chung Yan Road to remind motorists to pay attention to traffic safety.

82. Mr Daniel CHAN suggested TD install at the crossing a device allowing pedestrians to press a button and wait for the traffic light signals to change before crossing the road, which could ensure the safety of pedestrians and also shorten the waiting time of vehicles for the change of traffic light signals.

83. Mr Haywood LEE said he would consider the opinions of Members carefully.

84. The Chairman hoped TD would consider the opinions of Members.

(Mr Ken WONG left the meeting during the discussion.)

VI. Question on failure on the Tung Chung Line of MTRCL on 24 January 2016  
(Paper T&TC 5/2016)

85. The Chairman welcomed Ms Ava HO, Assistant Public Relations Manager - External Affairs of MTRCL to the meeting to respond to the question.

86. Mr Holden CHOW presented the question.

87. Ms Ava HO responded as follows:

- (a) The cause of the incident was mainly due to the very low temperature of only 3.5 degree Celsius and the strong winds, causing the cable connected to the insulator to shrink to an excessive extent and break. Investigation result showed that the insulator had no quality problem. In addition, the maintenance department immediately replaced the insulator and took measures to strengthen the insulator and cable, to prevent the recurrence of similar incidents at extremely low temperatures in the future.
- (b) The incident took place at 6:00 a.m. on Sunday, which was outside peak hours. MTRCL made train service arrangements accordingly, which mainly included Tung Chung Line trains heading to Tung Chung not stopped at Lai King Station, and train service between Hong Kong Station and Tung Chung Station maintained at 10-minute intervals. During the course, train passengers heading to Tung Chung who wanted to get off at Lai King Station could interchange for Hong Kong-bound Tung Chung Line trains at Platform 4 of Tsing Yi Station to go to Lai King Station. Passengers at Lai King Station could first take the Hong Kong-bound Tung Chung Line trains to Nam Cheong Station, and

interchange for Tung Chung-bound trains to Tsing Yi, Sunny Bay and Tung Chung Stations. MTRCL also deployed additional staff to Lai King Station to assist the affected passengers.

- (c) In case of service disruption, MTRCL usually arranged free shuttle buses for passengers, and the same arrangement was made on that day. However, as the Tung Chung Line trains were just slightly delayed and it was more convenient for the passengers to take the trains under the above train service arrangements than taking a shuttle bus, coupled with the cold weather (3 degree Celsius) and rain, MTRCL did not arrange the passengers to take shuttle buses outside the station. Shuttle buses were only on standby at the station.
- (d) Upon occurrence of the incident, MTRCL disseminated information to passengers in the stations and who had not yet left home through station broadcasts, station notices, MTRCL website, mobile application and the media, for passengers to plan their journeys.

88. Mr Holden CHOW said that in case similar incidents happened again in the future or during peak hours, MTRCL should make train service arrangements and deploy shuttle buses at the same time to ease the passenger flow. He pointed out that at present MTR Tung Chung Station was very crowded during peak hours, and it took approximately over 3 minutes for passengers to go to the concourse from the platform. He had time and again requested MTRCL to activate the elevator near Exit A to ease the pedestrian flow and hoped the MTRCL would response to this.

89. Ms Ava HO said that whenever an incident occurred, MTRCL would assess the impact on passengers and implement contingency measures, which included shuttle buses and train service arrangements, in order to ease the passenger flow. MTRCL would follow up on the proposal of Members to activate the elevator near Exit A of MTR Tung Chung Station and respond later.

VII. Question on Tung Chung-Nam Cheong Monthly Pass Extra and Tung Chung-Hong Kong Monthly Pass Extra  
(Paper T&TC 14/2016)

90. The Chairman welcomed Ms Ava HO, Assistant Public Relations Manager - External Affairs of MTRCL and Mr Kevin K L LI, Public Affairs Manager of Citybus to the meeting to respond to the question.

91. Ms Amy YUNG presented the question.

92. Ms Ava HO responded as follows:

- (a) MTRCL had been collaborating with the operators of buses and GMBs running along the railway lines to explore the introduction of various interchange concession schemes, which could only be implemented in

collaboration with operators of other means of transportation.

- (b) MTRCL would determine the introduction of free bus interchanges depending on the actual circumstances and passenger capacity. In order to alleviate the overcrowding in morning peak hours and on some road sections, MTRCL currently offered early bird discount to encourage passengers to start their journey early or take the MTR during non-peak hours.
- (c) MTRCL would continue to monitor the situation and put on record Members' suggestions for future reference when reviewing the promotion campaigns.

93. Mr Kevin LI said Citybus would study and discuss with MTRCL the technical and financial feasibility of the proposal.

94. Ms Amy YUNG said at present Tung Chung Line operated with 8-car trains, and the number of cars could be increased only after the update of the signalling system. Due to significant population growth in Yat Tung Estate and Tung Chung, the demand for Tung Chung Line service was strong, but the service could not meet the needs of residents at present. She understood that it took time to update the signalling system, and Citybus and MTRCL had to consider the financial arrangements in the implementation of any scheme. Therefore, she hoped Citybus and MTRCL would consider the proposals concerned.

95. Ms Ava HO said Citybus and MTRCL would follow up on Members' proposals.

(Ms Ava HO left the meeting after discussion.)

VIII. Question on increasing the frequency of bus S64X  
(Paper T&TC 6/2016)

96. The Chairman welcomed Mr TO Chi-keung, Gary, Senior Transport Officer/Islands of TD, Mr Jeff C K POON, Assistant Manager (Traffic Operations) and Mr Rayson Y W LAW, Planning and Support Officer I of Long Win to the meeting to respond to the question.

97. Mr Bill TANG presented the question.

98. Mr Jeff POON said according to the bus route development programme drafted for this year, Long Win would allocate resources to improve S64 bus service and make appropriate adjustments in response to the needs of passengers for route S64X during peak hours in the morning.

99. Mr Bill TANG said many AsiaWorld-Expo workers had to reach AsiaWorld-Expo by 8:00 a.m. They reckoned that only 1 departure of bus S64X at



7:30 a.m. was not enough, and hoped that extra departures at 5:45 a.m. and 7:00 a.m. could be provided. He suggested that the bus company increase the frequency of the bus service on a pilot basis and provide a definite timetable for implementation.

100. Mr Jeff POON said Long Win had submitted an application to TD to adjust the frequency of route S64X and planned to implement the adjustment in early April this year. At present, the patronages of the two departures of S64X at 7:35 a.m. and 7:40 a.m. on public holidays were very low, which might be because the bus schedule did not meet the need of passengers travelling to work. Therefore, the departure time was changed from 7:35 a.m. to 7:00 a.m. according to the comments received. Long Win would consider further improving the service of route S64X based on the feedback from passengers after the adjustment.

101. Mr Bill TANG hoped that Long Win would implement the new bus schedule as soon as possible.

IX. Question on bus service enhancement  
(Paper T&TC 8/2016)

X. Question on bus stop route 38  
(Paper T&TC 12/2016)

102. The Chairman welcomed Mr TO Chi-keung, Gary, Senior Transport Officer/Islands of TD, Mr Kevin K L LI, Public Affairs Manager of Citybus, Mr Jeff C K POON, Assistant Manager (Traffic Operations) and Mr Rayson Y W LAW, Planning and Support Officer I of Long Win, and Mr WONG Wah, Manager of NLB to the meeting to respond to the questions.

103. Mr Bill TANG briefly presented the question (Paper T&TC 8/2016), and Mr Eric KWOK briefly presented the question (Paper T&TC 12/2016).

104. Mr Kevin LI responded as follows:

- (a) At present, the public could obtain real-time bus arrival information of Citybus Cityflyer routes (“A” routes) via the company website and mobile application. Relevant information of all the routes would be made available in 2018.
- (b) Starting from 2018, New World First Bus/Citybus would install by stages electronic display panels at over 100 major bus stops with shelters and electrical installations to display bus arrival time.
- (c) In assessing whether a bus stop was suitable for installing the display panel, the company would consider factors such as the space available, geographical environment, pedestrian flow and number of routes of the bus stop, etc. The company planned to install electronic display panels at some of the bus stops on Lantau Island, including the bus stops at the MTR Tung Chung Station, Car Park No. 1 on Cheong Tat

Road, Tung Chung Skyrail Terminal and Fu Tung Shopping Centre on Tat Tung Road.

- (d) Regarding electric buses (e-buses), the first batch of 3 BYD single-decker e-buses subsidised by the Government started operation gradually since 27 December 2015. The remaining 3 single-decker e-buses supplied by Great Dragon would also be put into service gradually this year. Citybus would conduct trial run of these 2 e-bus models operating on Hong Kong Island (including routes 11, 12 and 25A) for a period of 2 years, to assess the efficiency and cost-effectiveness of e-buses under local conditions. As the trial run just commenced, Citybus would not consider expanding the e-bus programme pending the trial run results.

105. Mr CHAN Tin-lung responded as follows:

- (a) NLB completed the e-bus tendering procedure in 2015, and 4 e-buses were expected to be delivered progressively by the end of this year. The company was currently following up on the construction of charging stations. Two of the 4 charging stations were located at Yat Tung Estate, Tung Chung, and another 2 at Yuen Long West Rail Station. On the routes to be served, 2 e-buses would run on route 38 and the other 2 on route B2 departing from Yuen Long. The e-bus programme collaborated by the company and EPD would be similar to that of Citybus and The Kowloon Motor Bus Company (1933) Limited (KMB). The e-buses would be put into trial run for a period of 2 years, and the results would be submitted to EPD for reference.
- (b) NLB had been discussing with TD on real-time arrival information and was currently drafting the tender document. The entire tendering process was expected to take about 1 to 2 months. It was believed that the real-time arrival information system could be launched in the first quarter of 2017.
- (c) The company's real-time arrival information system allowed passengers to check the bus arrival time on the website or via mobile application. The company planned to install LCD display panels at bus stops at Ngong Ping, Tung Chung, Tai O, Mui Wo and Yat Tung Estate on Lantau Island to show the bus arrival time for the convenience of passengers.

106. Mr Jeff POON responded as follows:

- (a) Long Win first introduced the real-time bus arrival information system in late 2014. By the end of 2015, the service was extended to all Long Win bus routes (including route E32). Through the company's mobile application and website, passengers could check the arrival time of its solely-operated bus routes. The company would also discuss with

other bus companies to explore the provision of real-time bus arrival information of jointly-operated routes.

- (b) Regarding the proposal of providing display panels at bus stops, Long Win would identify some bus stops with higher usage and with no geographical constraint to install display panels. The company expected that display panels would be installed at 4 bus stops on Lantau Island this year, including the bus stops at Mei Tung Street Skyrail Terminal, Fu Tung Shopping Centre on Tat Tung Road, Cathay Pacific City at the airport (urban areas bound), and Hong Kong Air Cargo Terminals Limited on Chun Wan Road. In addition to North Lantau, Long Win would install display panels progressively at bus stops shared with KMB to provide passengers with bus information.
- (c) On e-buses, Long Win was subsidised by the Government to purchase 4 e-buses. The company had completed the tendering procedure and was currently examining whether the bus manufacturers submissions complied with the requirements, and would later award procurement contracts and install additional facilities at depots to complement the e-bus trial run scheme.

107. Mr Eric KWOK said NLB did not respond to the ways to improve the management of route 38 and Yat Tung Estate bus terminus. In addition, he received complaints that route 38 buses did not show the message of “free of charge” to senior citizens on the Senior Citizens’ Day, and thus many elderly people still paid the fare by Octopus cards. He hoped NLB would give clear instructions on the annual Senior Citizens’ Day to let them know that they could enjoy free rides on that day.

108. Mr WONG Wah responded as follows:

- (a) Regarding free rides on the Senior Citizens’ Day, NLB had informed station supervisors to display notices in advance to inform senior citizens not to pay by Octopus cards. The company would continue to explore improvement measures.
- (b) As for the management of Yat Tung Estate bus terminus, space of the terminus was limited with many buses picking up and dropping off passengers during peak hours in every morning. The company would continue to make improvement.

109. Mr Gary TO supplemented as follows:

- (a) NLB was subsidised by the Government to purchase 4 e-buses, some of which would run on route 38.
- (b) Franchised bus companies would gradually introduce the real-time arrival information system. TD anticipated that the system would cover all bus routes in a few years, and some bus companies would also

provide websites and mobile applications to let the public check the bus arrival time.

- (c) The Government would provide subsidy on a matching basis for franchised bus companies to install electronic display panels at bus stops with shelters and electrical installations. TD estimated that about 500 electronic display panels could be installed in the first 3 years. The cost of over 270 panels would be paid by the bus companies, and the rest would be funded by the Government.

110. Mr Holden CHOW said NLB bus route 37H going to North Lantau Hospital was put into service at the end of 2015. He had earlier raised the opinion that the buses serving this route were not low-floor buses, making it hard for disabled persons to board. He enquired when NLB would introduce new types of buses or provide low-floor buses to respond to public demand.

111. Mr WONG Wah said NLB did try to use low-floor buses on route 37H, but in the trial run conducted with TD, it was found that low-floor buses could hardly approach the bus stop at Exit D of MTR Tung Chung Station. As it was where the Discovery Bay Bus Stop located, if other buses were parked there, low-floor buses could not move in. In the hope of serving the elderly, the disabled or people with impaired mobility with low-floor buses, NLB suggested relocating the bus stop to Tat Tung Road to facilitate access of low-floor buses.

112. Mr Gary TO added that TD hoped that the bus company would use low-floor buses to run on route 37H to provide easy access for wheelchair users or elderly people going to North Lantau Hospital. As Mr WONG Wah just said, a bend of at least 3 metres in width was required for low-floor buses to access Exit D of MTR Tung Chung Station. Therefore, TD suggested using the bus stop at Fu Tung Shopping Centre on Tat Tung Road or the bus stop outside the Citygate, instead of the bus stop at Exit D of MTR Tung Chung Station. He asked Members to raise comments.

113. Mr Holden CHOW said if the bus stop of route 37H was to be relocated to Fu Tung Shopping Centre on Tat Tung Road, TD should allow sufficient time for posting notices to avoid causing misunderstanding to the passengers that the bus stop was cancelled.

114. Ms Amy YUNG said regarding the difficulty of Discovery Bay buses accessing the bus stop at Exit D of MTR Tung Chung Station, she hoped TD would consider reducing the size of the flower beds for buses to make turn. The flower beds had to be altered if double-decker buses were to run between Tung Chung and Discovery Bay. In addition, traffic outside Exit A of MTR Tung Chung Station was busy, and not many taxis used the space outside Exit D. She hoped the authority would make good use of the space to benefit the elderly and disabled.

115. Mr Gary TO responded as follows:

- (a) If low-floor buses were to be introduced to run on route 37H, TD would inform the hospital and keep the passengers informed, such as posting notices inside the buses and at bus stops. The Department would discuss with NLB about the deployment of buses as soon as possible so that low-floor buses could be used on route 37H at the earliest time, and would give adequate notice to the hospital and passengers.
- (b) Engineers from TD would later study the proposal of cutting the size of flower beds. As for the new GMBs to operate between Tung Chung and the HKBCF discussed earlier, they would probably pick up and drop off passengers at Exit D of MTR Tung Chung Station.

116. Mr Holden CHOW concurred with Ms Amy YUNG. The GMBs would pick up and drop off passengers at Exit D of MTR Tung Chung Station. Given that a number of minibuses and buses would pick up and drop off passengers there, he hoped TD would explore reducing the size of flower beds to accommodate more vehicles.

117. The Vice-Chairman Mr CHEUNG Fu agreed with the proposal of reducing the flower bed size, and hoped TD would consider it. In addition, a flower bed was situated near the traffic lights at Tung Chung Bus Terminus towards the swimming pool. He suggested reducing the size of the flower bed to provide space for vehicles to make turn. He suggested TD invite Members for site inspection after the meeting.

118. The Chairman concurred with the Vice-Chairman Mr CHEUNG Fu, and suggested TD invite Members for site inspection after the meeting.

XI. Question on the incident in which Kap Shui Mun Bridge was struck by a vessel  
(Paper T&TC 7/2016)

119. The Chairman welcomed Mr YUEN Wing-cheong, Senior Transport Officer/Planning/Ferry 2 of TD to the meeting to respond to the question.

120. Mr LAM Po-keung presented the question on behalf of Mr Bill TANG.

121. Mr YUEN Wing-cheong said that there were currently sufficient road and rail transport services operating between Tung Chung and the urban areas. On waterborne transport, there was a ferry route operating between Tuen Mun and Tung Chung via Tuen Mun, Tung Chung, Sha Lo Wan and Tai O (Tung Chung to Tuen Mun route). TD maintained an open mind on the introduction of new ferry routes plying between Tung Chung and the urban areas. If any ferry operator intended to run a new route, the Department would examine the operational and financial viability, keep in view the development of Tung Chung and review the demand for external transport services from time to time. On emergency response, in the event that the Lantau Link was completely closed due to unexpected incidents, the Department

would discuss with the ferry operators to enhance ferry services for the Tung Chung to Tuen Mun route via Tuen Mun, Tung Chung, Sha Lo Wan and Tai O based on the prevailing passenger demand and the resources which the operators could mobilise. An emergency ferry services agreement was signed between TD and Hong Kong & Kowloon Motor Boats & Tug Boats Association Ltd., under which the latter was required to provide emergency ferry services when necessary to serve the urban areas, the airport, Tung Chung and Tai O, and support the existing ferry services to the outlying islands. In addition, the Government would actively follow up on the Tuen Mun-Chek Lap Kok Link project, so as to provide an additional road linking Lantau Island.

122. Mr Holden CHOW said after the ship collision incident at Kap Shui Mun Bridge, various parties became more concerned that there was only 1 road connecting Lantau Island and Tung Chung. At the previous term DC meeting, Members proposed to provide a ferry route between the urban areas and Macao at Tung Chung New Development Ferry Pier. Although TD would arrange for waterborne transport services for travelling to and from the urban areas in case of emergency and the Tuen Mun-Chek Lap Kok Link was expected to open in 2018, he hoped the Department would explore to increase waterborne transport services in Tung Chung to provide residents with more options. He added that while the Skypier Terminal was fully serviced, it was used only by transit passengers. He suggested the terminal be opened for public use to provide the public with another alternative.

123. Mr Eric KWOK said TD should adopt a “dual-track” approach to transport planning. Relying only on land transport was not secure, and the Tung Chung to Tuen Mun route was only a kaito service but not a standard ferry route. He suggested introducing attractive ferry routes, such as between Tung Chung and Tsing Yi or Tsim Sha Tsui, to attract bids from ferry operators.

124. Mr YUEN Wing-cheong said that TD maintained an open mind on introducing new waterborne transport services between Tung Chung and the urban areas, and would consider the views from operators. In addition, the Tung Chung to Tuen Mun route was a licensed ferry service but not kaito service.

XII. Question on Tung Chung West Extension  
(Paper T&TC 10/2016)

XIII. Question on extension of Tung Chung transport network  
(Paper T&TC 11/2016)

125. The Chairman suggested that Items XII and XIII of the agenda be discussed together as they were related in content. THB was unable to arrange representatives to attend the meeting but had provided a written reply for Members’ perusal.

126. Mr Eric KWOK presented the question and was regretted about THB’s failure to arrange representatives to the meeting. He considered that the Bureau did not take seriously the planning and development of transport in Tung Chung.

127. Ms Amy YUNG supported the proposal of Mr Eric KWOK to set up an overhead Light Rail Transit (LRT) system in Tung Chung. She said that in the previous agenda items, a lot of time was spent on discussing the future traffic links of the HKBCF. Since TD proposed to offer a number of point-to-point bus and minibus services, why not consider building an overhead LRT system which was environmentally friendly and could reduce traffic congestion on roads in Tung Chung? Along with the continuous expansion of Tung Chung, many private housing estates, Home Ownership Scheme housing or public housing would be completed in the future, but the existing road network was limited. She hoped TD would conduct a study on the overhead LRT system although it would involve a large amount of money.

128. Mr Holden CHOW said during the consultation exercise on topside development last year, he suggested setting up a light rail system in Tung Chung. He hoped the authority would consider Mr Eric KWOK's opinion. Whether a light rail or overhead LRT system was to be introduced or the Tung Chung Line was to be extended to the HKBCF, the traffic issue in the district should be addressed by mass transport system, instead of relying on buses or other means of transportation.

129. The Vice-Chairman Mr CHEUNG Fu hoped TD would follow up on the proposals about the rail system.

(Mr Randy YU left the meeting during the discussion.)

XIV. Question on oil price stabilisation fund  
(Paper T&TC 13/2016)

130. The Chairman welcomed Mr YUEN Wing-cheong, Senior Transport Officer/Planning/Ferry 2 of TD to the meeting to respond to the question.

131. Ms Amy YUNG presented the question.

132. Mr YUEN Wing-cheong said, in accordance with the established government policy, public transport services should be provided by the private sector following prudent commercial principles. Given the uniqueness of ferry services, the Government had been providing Special Helping Measures (SHM) to reduce their operating costs, such as allowing them to sublet the piers or let the shops to subsidise the ferry service with a view to enhancing the long-term financial viability and reducing the burden of fare increases on passengers. In its review on ferry services for outlying islands in 2010, TD studied various fuel oil-related mechanisms, such as fuel surcharges and subsidies. The Department considered that it was difficult to predict the fluctuation in oil price, and the Government did not want to transfer the oil price changes directly onto the public. The provision of fuel subsidies would violate the principles of free economy, and would have wide read-across implications. TD understood that fuel costs formed part of the ferry service cost, so the assessment on the financial viability and financial performance of ferry services would take into account factors such as staff and maintenance costs apart from fuel cost. Based on

the above service review, the Government offered SHM for 6 major outlying island ferry routes since 2011 to maintain the financial viability of related ferry services and reduce the burden of fare increases on passengers. TD was currently conducting a mid-term review on the SHM for the 6 major outlying island ferry routes and would report to the LegCo Panel on Transport and the Islands DC in April this year. It would also examine later whether SHM should be provided to other outlying island licensed ferry services.

133. Ms Amy YUNG said the reply of TD revealed the crux of the problem. When the previous tendering for ferry services was conducted, the oil price was US\$140 to US\$160 per barrel, and it was now US\$39.44 a barrel, while the ferry fare remained at over \$40. She said that the elderly and disabled persons taking ferries to the outlying islands at \$2 involved subsidy by public money. If the Government had set up an oil price stabilisation fund at that time, the ferry operators would not be able to benefit at present, and the public would not have to pay high fares. She opined that the current subsidies were not used directly on the passengers but were provided to the ferry operators. While the Government remarked that ferry services were commercial dealings between the operators and passengers, it granted subsidies in 2014 and 2015, which was self-contradictory. If the Government provided subsidies, why not use them to set up the oil price stabilisation fund in order to stabilise the oil price for the benefit of residents and visitors. She hoped TD would consider the proposal when performing the mid-term review in April this year. She opined that setting up the oil price stabilisation fund was feasible as it had been practiced in other countries.

134. Mr YUEN Wing-cheong said the views of members would be considered. He stressed that the SHM implemented currently by TD was effective in maintaining the long-term financial viability of ferry services and could help stabilising the fares to some extent.

135. Ms Amy YUNG said TD claimed that the SHM could stabilise the fares, but currently the subsidy applied only to 6 major outlying island routes with the exclusion of the Discovery Bay and Ma Wan routes which had many passengers. The Government should provide subsidy to the 2 ferry routes as well.

136. Mr YUEN Wing-cheong said TD was conducting a mid-term review and would next examine whether it was necessary to provide SHM for the licensed outlying island ferry services other than the 6 routes.

(Mr YUEN Wing-cheong left the meeting after the discussion.)

XV. Question on a traffic accident at the bus terminus in Tung Chung Town Centre  
(Paper T&TC 15/2016)

137. The Chairman welcomed Mr LEE Ka-hei, Haywood, Engineer of HyD and Mr CHAN Chiu-fai, Assistant Division Commander (Operations) (Lantau S) of Hong Kong Police Force to the meeting to respond to the question.



138. Ms Amy YUNG presented the question.

139. Mr CHAN Chiu-fai said the accident occurred at the entrance to Lantau Island Bus Terminus on Tat Tung Road, Tung Chung towards Fu Tung Street at 8:57 a.m. on 24 January 2016 (Sunday). It was raining at that time and the road was wet and slippery with moderate traffic flow and a speed limit of 50 km per hour. When a man got off the bus and passed by the entrance to Lantau Island Bus Terminus on Tat Tung Road, a bus was moving from Tat Tung Road to the terminus. The man was knocked down and died from serious injuries. The bus driver was arrested by the Police for dangerous driving causing death, and thus details of the progress and results of the investigation could not be given. As for the approach to the investigation, the Police would take into consideration the pedestrian flow, driving attitude of the driver and traffic conditions back then. He said the Police organised seminars on road safety and good driving attitude for Lantau bus and taxi drivers on a regular basis, and would organise more such seminars in the future to give more drivers and road users access to road-related knowledge. Traffic officers had immediately stepped up patrols at the scene of the accident to help improve the awareness of road safety among pedestrians and drivers.

140. Mr Haywood LEE said that the existing temporary Lantau Bus Terminus on Tat Tung Road was designed for the public to board the buses along the footpath adjacent to the bus terminus to minimise the need for crossing the road. Alternatively, people travelling to Discovery Bay could walk along the pedestrian crossing outside the entrance of the terminus to the waiting area for boarding. Clear signage of the pedestrian crossing were in place along the road and on the road surface to remind pedestrians to be more attentive.

141. Mr Eric KWOK said the road section concerned was very dangerous. TD and the Police should have known that some road sections outside the public toilet on Tat Tung Road were available for parking by large tourist coaches and other vehicles. He always saw large coaches or goods vehicles being parked there when he drove past. It was very dangerous when drivers got on and off the vehicles. He hoped TD would study whether the road section was suitable for parking of large coaches. In addition, the Police should also keep in view whether private cars and coaches were parked outside of the designated space regardless of the vehicles passing by on the right, which might cause traffic accidents.

142. Mr Holden CHOW said the roundabout in Tung Chung Town Centre near Exit A of MTR Tung Chung Station had experienced increased traffic. At the meeting of the previous term T&TC, Members had repeatedly mentioned that many vehicles (such as vehicles heading to construction sites and school buses) parked and loaded/unloaded passengers there, accidents might happen easily when the vehicles (especially large coaches) started moving. With an increasing population, vehicle flow in Tung Chung would also increase. He hoped TD would review the situation of the roundabout and consider whether it should remain in use.

143. Mr LAM Po-keung said Tat Tung Road was dangerous to a certain extent from a driver's perspective. While part of the space outside the public toilet on Tat Tung Road was designated by TD for tourist coaches and coaches for airport employees to load and unload passengers, it was occupied by private cars or outside coaches and double parking was observed. Many drivers complained that parking spaces were insufficient and they did not know where to park their vehicles. He expected an increase in dump trucks going to the construction site and hoped the Police would strengthen traffic control.

144. Mr CHAN Chiu-fai said that the Police had been combating illegal parking and double parking on Tat Tung Road, and would step up efforts to deal with the situation. In addition, the Police would strengthen law enforcement in response to the traffic conditions outside Exit A of MTR Tung Chung Station.

145. Mr Haywood LEE responded that TD had maintained close liaison with the Police. It would soon discuss with the Police about traffic arrangements outside Exit A of MTR Tung Chung Station and explore measures to ensure a safer and smoother traffic.

#### XVI. Reports by Working Groups

146. Members noted and endorsed the report of the T&TC Working Group.

#### XVII. Any Other Business

##### HyD's Minor Traffic Improvement Projects and Works Schedules

147. The Chairman welcomed Ms LEUNG Chiu-mei, District Engineer/Islands of HyD to the meeting to present the paper. He said that HyD had submitted the Islands District Minor Traffic Improvement Projects and Schedule (the Schedule) as at mid-March this year before the meeting. The Schedule was tabled at the meeting and Members were invited to raise enquiries and opinions.

148. Mr WONG Wah enquired about the width of the bend after the completion of the road improvement project (Bend K4).

149. The Vice-Chairman Mr CHEUNG Fu said residents opposed to the addition of 4 parking spaces at the Chi Ma Wan Road bus stop near Pui O Bus Terminus and hoped TD would suspend the designation of the parking spaces.

150. Mr WONG Wah enquired TD, when installing additional parking meters, whether sufficient space was reserved at the bend for route 3R buses travelling from Tung Chung to Pui O to enter Pui O Bus Terminus.

151. Mr Haywood LEE responded as follows:

- (a) The Bend K4 works involved 2 bends, which would be widened by 2.1 metres and 1.5 metres respectively. Information about the widths of the widened bends was not available at the moment.
- (b) As for the addition of 4 parking spaces near Pui O Bus Terminus, he believed they would not obstruct the access of route 3R or other buses. Site inspection might be arranged when necessary.

152. The Vice-Chairman Mr CHEUNG Fu welcomed the improvement made by TD to allow buses to travel smoothly on the road section. He opined that the designation of 4 parking spaces would have little effect but obstructing buses to make turns. He suggested it be used for parking by buses.

153. Mr WONG Wah said he thought that the improvement works could facilitate the buses from entering the road section smoothly, but the Department actually intended to provide additional parking spaces at the site.

154. Mr Haywood LEE said TD would explore after the meeting whether the design could be further improved.

155. The Chairman said if necessary, TD might invite Members concerned and the bus company to a site visit.

#### XVIII. Date of next meeting

156. The meeting was adjourned at 6:45 p.m. The next meeting would be held at 2:00 p.m. on 23 May 2016 (Monday).

- End -