

(Translation)

**Minutes of Meeting of Traffic and Transport Committee**

Date : 20 May 2019 (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 HO Siu-kei

**Members**

Mr YU Hon-kwan, Randy, JP  
Mr CHAN Lin-wai  
Mr HO Chun-fai  
Ms WONG Chau-ping  
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 Ma-tim  
Mr WONG Fuk-kan  
Mr YIP Pui-kei  
Mr YUEN King-hang  
Mr LAU Chin-pang  
Mr LEE Ka-ho  
Mr TSANG Chun-hon  
Mr TSE King-tin

**Attendance by Invitation**

Mr TAM Wai-man	Senior Assistant Shipping Master/South, Marine Department
Ms YIU Yi-lun, Iris	Marine Officer/Licensing & Port Formalities (3), Marine Department
Miss HO Kit-ying, Florence	Senior Transport Officer/Planning/Ferry 2, Transport Department

Mr IP Cheuk-yan	Senior Land Executive/Tenancy (District Lands Office, Islands), Lands Department
Mr CHUI Chi-keung	Acting Senior Land Executive/Lantau Island (District Lands Office, Islands), Lands Department
Mr Brian CK LAM	Assistant Operations Manager, Citybus Limited
Mr Mason HUNG	General Manager, Event & Product Development, Hong Kong Tourism Board
Mr Kent CHUNG	Manager, Event Management, Hong Kong Tourism Board
Ms Gigi LAU	Associate, LLA Consultancy Limited
Mr Rayson LAW	Planning and Support Officer I, Long Win Bus Company Limited

### **In Attendance**

Mr AU Sheung-man, Benjamin	Assistant District Officer (Islands)1, Islands District Office
Miss WONG Fong-yu, Kammy	Executive Officer (District Council)3, Islands District Office
Mr SHUE Chi-yuen	Assistant District Commander (Administration)(Lantau), Hong Kong Police Force
Mr YU Siu-bun	Assistant District Operations Officer (Lantau), Hong Kong Police Force
Mr CHAN Wing-kin	Task Force Sub-unit, Cheung Chau Division, Hong Kong Police Force
Mr WAN Chi-kin	District Engineer/Islands, Highways Department
Miss CHOI Siu-man, Sherman	Senior Transport Officer/Islands 1, Transport Department
Miss SIN Kai-wai, Marie	Senior Transport Officer/Islands2, Transport Department
Mr WAN King-ming, Alex	Engineer/Islands 1, Transport Department
Ms YUEN Kit-fung	Engineer/Islands 2, Transport Department
Mr AU Hok-lang	Engineer/22 (Lantau), Civil Engineering and Development Department
Mr WONG Wah	Administrative Consultant, New Lantau Bus Co.(1973) Limited
Mr Peter CHU	Manager, Administration Department, New Lantau Bus Co.(1973) Limited
Mr Peter TSANG	Senior Manager-Transportation, Discovery Bay Transit Services Limited
Mr CHAN Kam-hung	Chairman, Lantau Taxi Association
Ms CHAU Shuk-man, Anthea	Corporate Communications Manager, New World First Ferry Services Limited
Ms LAM Wai-ling, April	General Manager, Hong Kong & Kowloon Ferry Holdings Limited

### **Secretary**

Ms CHAN Ka-ying, Florence	Executive Officer I (District Council), Islands District Office
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### **Absent with Apology**

Mr CHOW Yuk-tong, SBS
Mr WONG Hon-kuen, Ken
Mr TANG Ka-piu, Bill, JP
Ms TSANG Sau-ho, Josephine

### Welcoming remarks

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

- (a) Mr WAN King-ming, Alex, Engineer/Islands 1 of Transport Department (TD);
- (b) Mr SHUE Chi-yuen, Assistant District Commander (Administration)(Lantau) and YU Siu-bun, Assistant District Operations Officer (Lantau) of Hong Kong Police Force (HKPF or the Police);
- (c) Mr CHAN Wing-kin, Task Force Sub-unit, Cheung Chau Division of HKPF who attended the meeting in place of Mr TAI Cheuk-yin; and
- (d) Mr Peter TSANG, Senior Manager-Transportation of Discovery Bay Transit Services Limited (DBTSL) who attended the meeting in place of Mr Vincent CHUA of HKR International Limited.

2. The Chairman welcomed Mr TSANG Chun-hon, Mr TSE King-tin and Mr WONG Ma-tim on behalf of the Traffic and Transport Committee (T&TC) to join as Co-opted Members. Members noted that Mr CHOW Yuk-tong, Mr Ken WONG, Mr Bill TANG and Ms Josephine TSANG were unable to attend the meeting due to other commitments.

### I. Confirmation of the Minutes of Meeting held on 18 March 2019

3. The Chairman said that the draft of the above minutes had incorporated the proposed amendments from government departments, guests and Members. It had been distributed to Members for perusal before the meeting.

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

5. The Chairman said that the Secretariat had drafted a checklist of follow up items as at 17 May 2019, which had been distributed to Members for perusal before the meeting. The document was also tabled at the meeting. During the discussion on outlying island ferry service at the previous meeting, some questions raised were not replied immediately. As Members hoped that TD would provide further information, the Secretariat followed up with TD after the meeting and invited its representatives to attend the meeting and report the latest situation. The Chairman welcomed Miss HO Kit-ying, Florence, Senior Transport Officer/Planning/Ferry 2 of TD to the meeting to report the situation. The written reply provided by TD after the previous meeting was tabled at the meeting for Members' perusal.

6. Miss Florence HO said that the Government was conducting a review on whether provision of Special Helping Measures (SHM) was the most desirable long-term operation model for maintaining the financial viability of outlying island ferry services. Its aims were to ensure the service quality, as well as maintain the financial viability and ferry fare at a reasonable level. The review would cover, inter alia, a detailed study on the feasibility of providing full subsidy to ferry operators for replacement of vessels. TD welcomed all sectors of the community including Islands District Council (IDC) to provide comments on the review and would gauge the public opinions during the study. The results of review would be provided to the Panel on Transport of the Legislative Council (LegCo) and IDC.

7. Mr KWONG Koon-wan expressed his views as follows:

- (a) The ferry service licence period from 2017 to 2020 would expire on 30 June 2020, and the Government could extend the licence period of the “Central-Cheung Chau” route for only one year to 2021. He therefore suggested that the Government should promptly conduct the tendering exercise for the next licence period prior to mid-2019. Otherwise, the interested ferry operators might not have enough time to make preparations.
- (b) He raised concerns over the Government’s procrastination in taking forward a public consultation on the proposal of owning a ferry fleet. As the tender conditions required that a tenderer had to own a fleet, failure to procure or build vessels within a short period of time would lead to disqualification of tenders. As a result, the current ferry operator, namely, New World First Ferry Services Limited (NWFF), might easily be awarded the ferry service licence for operating the “Central-Cheung Chau” route in the new round of tendering exercise. Residents on Cheung Chau and outlying islands would then continue to pay high fare for another ten years to come. In his opinion, if the Government did not have its own ferry fleet, it would be unable to negotiate with ferry operators under favourable condition.
- (c) He pointed out that it had been three to four years since Members proposed to the Government to own a ferry fleet. However, the department concerned did not take Members’ advice by examining the proposal in the mid-term review. To prevent NWFF from being awarded the ferry service licence for operating the “Central-Cheung Chau” route without any competitors in the tendering exercise, he requested the Government to conduct the tendering exercise and launch a study on owning its ferry fleet in an expeditious manner.

8. Miss Florence HO said that TD noted Mr KWONG Koon-wan’s views. The review of the long-term operation model of the outlying island ferry services was underway and the results would be provided once they were available.

9. Mr Randy YU enquired of TD whether the review would cover the study on the Government owning a ferry fleet, and pointed out that TD had never given any response to the question.

10. Miss Florence HO said that TD would explore different options, including the feasibility of providing full subsidy to ferry operators for replacement of vessels, and that the views of all sectors would be taken into consideration in the review.

11. Mr Holden CHOW remarked that Members had recommended the Government repeatedly to own a ferry fleet at the T&TC meetings. However, as stated by TD's representative a moment ago, the proposal would not be included in the review which he considered inappropriate.

12. Mr Randy YU expressed his views as follows:

- (a) As announced in the last Policy Address of the former Chief Executive (CE) LEUNG Chun-ying in 2017, the Government would study the advantages and disadvantages of owning its ferry fleet and outsourcing its operation to ferry operators for providing ferry service to residents on outlying islands and solving the inadequacy of road transport infrastructure in the district. He enquired whether the department conducted a study and, if not, why; and whether it would follow up on this in future.
- (b) The representative of TD had just said that it would explore the feasibility of funding ferry operators the full cost of procuring new vessels. However, he thought that it was another concept. He was also concerned about the proper arrangement of vessels after procurement, such as their ownership. He enquired whether the Government planned to seize the opportunity to build up its own fleet. Assuming that the Government provided funding for a ferry operator to replace two vessels each time, he estimated that it would take 20 years to build a fleet. He requested TD to further elucidate the option to respond to Members' enquiries specifically.

13. Mr KWONG Koon-wan expressed his views as follows:

- (a) As clearly stated in the Policy Address in 2017, the Government would study the advantages and disadvantages of owning a ferry fleet and outsourcing the operation to ferry operators. Nevertheless, the Government had not fulfilled the promise which would have a negative impact on its credibility.
- (b) He said that Members had repeatedly requested the Government at the T&TC meetings to build its own ferry fleet, but the department turned a deaf ear. He therefore suggested that the Secretariat should write to the incumbent CE and Transport and Housing Bureau (THB) for a positive response.

14. Ms LEE Kwai-chun said that local personalities had been proposing various options in respect of the ferry service which included the owning of a ferry fleet by the Government, but no specific progress was made after more than 20 years. She recommended to TD to formulate a comprehensive plan as soon as possible without delay.

15. Ms YU Lai-fan expressed her views as follows:

- (a) According to TD's written reply, the scope of the review included the feasibility of funding ferry operators the full cost of replacing the fleet with new vessels. However, it was regretful that matters such as ferry service licence period, operation of pier and vessel types were not under review.
- (b) She enquired of TD about the contents of the mid-term review and relevant policies, and hoped that TD would review and improve the existing fare mechanism to avoid further fare increases which would aggravate the travel burden on residents and lessen people's desire of visiting the Islands District.
- (c) She hoped that TD would take into consideration and respond to Members' comments during the review.

16. Mr Eric KWOK enquired about the amount of SHM for subsidising the service of the six major outlying island ferry routes in the previous licence period, and requested TD to provide the relevant information in writing after the meeting.

(Post-meeting note: TD provided the relevant information in writing to the IDC Secretariat on 31 May 2019 for distribution to Members and the Secretariat had distributed the information to Members.)

17. Miss Florence HO said that TD noted Members' comments. When TD conducted the mid-term review, it would review whether the provision of SHM was the most desirable long-term operation model for maintaining the financial viability of outlying island ferry services, including a study on the feasibility of providing full subsidy to ferry operators for replacement of vessels. The results would be provided to IDC when they were available.

18. Mr Randy YU criticised that the responses of TD's representative were irrelevant. If the representative of TD was unable to answer the questions, senior officials should attend the meeting for giving a concrete answer. According to what the representative of TD had just stated, the mid-term review did not include a study on the proposal of the Government owning a ferry fleet and outsourcing the operation of the fleet to ferry operators. However, Members wanted to find out whether the proposal was feasible. If TD clearly stated that the Government would not conduct the study, Members would reflect their aspirations to officials at various levels through other channels.

19. Mr KWONG Koon-wan requested the Secretariat to write to CE and Secretary for Transport and Housing in respect of the ferry fleet of the Government, and hoped that a reply would be given and the proposal would be followed up.

(Post-meeting note: T&TC had written to CE regarding the matter of the Government owning a ferry fleet.)

20. The Chairman remarked that Members were disappointed with the response given by the representative of TD, and hoped that TD could promptly give a definite reply since the policy in relation to ferry service had been discussed for some time but no conclusion was reached.

## II. 2019 Hong Kong Cyclothon (Paper T&TC 34/2019)

21. The Chairman welcomed Mr Mason HUNG, General Manager, Event & Product Development and Mr Kent CHUNG, Manager, Event Management of Hong Kong Tourism Board (HKTb) as well as Ms Gigi LAU, Associate of LLA Consultancy Limited to the meeting to present the paper.

22. Mr Mason HUNG thanked IDC for its support to Hong Kong Cyclothon (Cyclothon) in the past four years on behalf of HKTb. The event would be held on 13 October (Sunday) this year. As before, HKTb would organise the Cyclothon with great care and coordinate with various government departments to reduce the traffic impacts in the area.

23. Mr Kent CHUNG presented the paper with the aid of PowerPoint presentation.

24. Mr Eric KWOK considered the Cyclothon a very meaningful event, and thanked HKTb for being the organiser. According to the paper, the event had attracted a lot of visitors to Tsim Sha Tsui to watch the exciting cycling competitions last year. He thought that with the commissioning of Hong Kong-Zhuhai-Macao Bridge (HZMB), more mainland visitors (especially residents in Guangdong-Hong Kong-Macao Greater Bay Area (Greater Bay Area)) would be attracted to Hong Kong to watch the races this year, and this might have negative impact on the traffic in urban areas. He enquired whether TD would discuss with concerned mainland authorities countermeasures against traffic problems that might arise with a view to reducing the traffic impacts in urban areas. Moreover, as global warming had caused rising temperature worldwide, the Hong Kong Observatory forecasted very hot weather this year. Therefore, he worried that some cyclists might suffer discomfort during competition in the hot weather, and enquired whether HKTb would provide appropriate medical service or first-aid facilities.

25. Mr LEE Ka-ho said that as he understood, many cyclists had lodged complaints about gravel on the racing course, which had caused injury to some cyclists

in the past few events. As running was relatively slower than cycling, gravel on the racing course would not significantly affect marathon participants. However, gravel might cause loss of control and accident to bicycles in races at high speed. He therefore hoped that HKTb could take the necessary measures to ensure a safe racing course.

26. Mr Kent CHUNG made a consolidated response as follows:

- (a) Some cyclists in the Greater Bay Area participated in the event at the invitation of HKTb last year. They visited Hong Kong via Shenzhen Bay by tours and stayed in the hotels in Hung Hom. After the event, they left Hong Kong via various control points under the arrangement of HKTb. After the opening of HZMB this year, HKTb would liaise with concerned contractors of tour service on the traffic arrangement of cyclists visiting Hong Kong.
- (b) On emergency medical service during the races, the Auxiliary Medical Service would provide emergency rescue service as in the past. HKTb would also supply adequate drinking water and ice particles in first aid posts for use by persons in need and the injured.
- (c) Regarding the problem of gravel on the racing course, with the experience gained last year, HKTb would provide for its staff adequate brooms, dust pans and garbage bags, and make arrangement for clearing refuse and gravel on the racing course between 4:00 a.m. and 5:00 a.m. to ensure proper road condition for the events.

27. Ms Amy YUNG said that it might take much time to completely remove the gravel on the racing course with simple tools such as brooms and dust pans only. She therefore proposed HKTb consider using cleaning vehicles or other machines for clean up.

28. Mr Kent CHUNG said that HKTb had liaised with the Highways Department (HyD) for the event. HyD indicated that it would carry out a large-scale cleansing operation at the racing course with street washing vehicles and other equipment prior to the races. Staff of HKTb would be responsible for cleaning up areas where street washing vehicles could not access.

29. Mr Holden CHOW said that there was a significant growth in the number of mainland visitors after the commissioning of the HZMB. The Cyclothon would also attract a lot of visitors to Hong Kong to watch the races, and many roads would be temporarily closed for the event. He enquired whether HKTb had coordinated with concerned departments for implementing appropriate traffic measures and reducing the impact of increasing visitors on the lives of residents in Tung Chung.

30. Mr Kent CHUNG said that quota of participants in the events of 50 km Ride and 30 km Ride had been laid down. HKTb might estimate which immigration control points would be used by the participants and the user distribution of control



points in the light of the participant lists of various categories of event. Last year, the event had attracted over 60 000 visitors and citizens to watch the cycling races. The visitors came from all over the world, and half of them were mainland visitors. In general, visitors arrived in Hong Kong before the holding of the event, and not many arrived on the event day. The number of coaches carrying visitors to visit the HZMB would usually reach the peak after 11:00 a.m. for that day, thereby estimating that there would be a small number of vehicles only during road closure. HKTb would make proper arrangement to avoid undue impact of visitors' activities on local traffic and living of the public.

31. Mr Eric KWOK thought that more mainland visitors would come to watch the events in Hong Kong this year because the HZMB had been opened to traffic. He recommended coordination of HKTb and TD with concerned mainland authorities to be kept informed of information such as the number of mainland tour groups and visitors for the event this year, thereby implementing appropriate traffic measures and arrangements lest the traffic in urban areas should be adversely affected due to excessive pedestrian flow and vehicular flow.

32. Mr Holden CHOW expressed his views as follows:

- (a) As stated by the representative of HKTb a moment ago, visitors would generally arrive at Hong Kong prior to the event and would seldom come on the day of the event. To divert the visitor flow, he proposed HKTb to coordinate with concerned mainland authorities to avoid many tour groups visiting and leaving Hong Kong on the same day and at the same timeslot.
- (b) He proposed that HKTb should estimate the peak period of visitors staying in Hong Kong in the light of past experience. If it was anticipated that the peak period would last for three to four days, HKTb could make reference to the arrangements of Lunar New Year and Labour Day Golden Week, coordinate with the departments concerned such as TD and the Police to formulate traffic measures early, and deploy adequate manpower in areas such as Tung Chung during the anticipated peak period to help ease traffic flow and maintain order.

33. Mr KWONG Koon-wan supported the event. He understood that tricycles or multicycles of four wheels might be used in the 1.5-metre activity (Family Fun Ride), and that TD had granted exemption from complying with Section 27 of Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374A of Laws of Hong Kong) and Section 51 of Road Traffic (Traffic Control) Regulations (Cap. 374G of Laws of Hong Kong) for the purpose of provision of extra seating capacity for passengers and carrying of other persons on bicycles. He therefore enquired whether Commissioner for Transport was authorised to grant such exemptions. He also enquired whether exemption was allowed in respect of other provisions for the event. Furthermore, he enquired whether TD would grant exemption in respect of the contents, vehicles, drivers or passengers in specific activities.

34. Mr Mason HUNG said that HKTb would coordinate with the Tourism Administration of the Guangzhou Municipality to be kept informed of relevant information such as the number of mainland tour groups visiting Hong Kong. HKTb anticipated that the duration of visitors staying in the territory during the Cyclothon would be 3.1 days on an average. Besides, HKTb would estimate the additional visitor flow created by the Cyclothon before and after the event. Moreover, having made reference to the traffic arrangements during Lunar New Year and Labour Day Golden Week, HKTb would coordinate with concerned government departments to minimise the impact of additional visitor flow on the traffic in urban areas.

35. Mr Alex WAN said that TD noted Mr KWONG Koon-wan's enquiry, and would provide the relevant information after the meeting.

36. Mr KWONG Koon-wan said that, in addition to the enquiries raised a while ago, he also wanted to ask under what specific circumstances or conditions the event could be exempt from compliance with the relevant legislations.

37. The Chairman concluded that T&TC supported HKTb to organise the Cyclothon.

(Ms Sammi FU joined the meeting at around 2:30 p.m.)

### III. Question on suspected illegal parking on Tung Chung Waterfront Road (Paper T&TC 35/2019)

38. The Chairman welcomed Mr SHUE Chi-yuen, Assistant District Commander (Administration) (Lantau) of HKPF and Ms YUEN Kit-fung, Engineer/Islands 2 of TD to the meeting to respond to the question.

39. Mr Holden CHOW briefly presented the question.

40. Mr SHUE Chi-yuen made a consolidated response as follows:

- (a) Pursuant to Road Traffic (Parking) Regulations (Cap. 374C of Laws of Hong Kong), unless motorists had a reasonable excuse such as vehicle breakdown, urgent repair or granting of exemption, they were prohibited from parking vehicles on Tung Chung Waterfront Road near Tat Tung Road Garden.
- (b) Many professional drivers (including motorists driving private cars, coaches and goods vehicles) park their vehicles on non-busy road sections illegally due to the area was near Hong Kong International Airport (airport) and its facilities such as Passenger Terminal as well as the commissioning of HZMB.). The Police would continuously enforce the law at the location concerned and the vicinities to combat illegal parking and obstruction to traffic.

- (c) A total of 35 fixed penalty tickets (FPTs) had been issued by the Police for illegal parking on Tung Chung Waterfront Road in 2018, a majority of the vehicles involved were commercial vehicles. When seeing police officers on patrol, the drivers would immediately drive away. The Lantau District of HKPF would continue to take targeted enforcement actions at the location and the surrounding areas, and step up enforcement where resources permitted.

41. Mr Holden CHOW learnt that the Police had been taking law enforcement at the location and the surrounding areas on Tung Chung Waterfront Road near Tat Tung Road Garden. Many residents reflected to him that the location was very close to the exit of North Lantau Highway. When vehicles entered Tung Chung Waterfront Road from North Lantau Highway, motorists had to cut lane within a very short time and distance to prevent from hitting the illegally parked vehicles, and this would likely result in traffic accidents. Besides, many professional drivers had got used to illegally parked vehicles at the location. He therefore urged the Police to keep on strengthening patrol at the location concerned and the vicinities and instituting prosecutions by way of summons against offending motorist to tackle the offences.

42. The Chairman said that he always found some illegally parked vehicles at the location when he passed by. He suggested that the department provide road markings on the road such as yellow lines to remind motorists about traffic accident.

43. Mr CHAN Kam-hung expressed his views as follows:

- (a) There were cars cruising around in Tung Chung touting for hire or for carriage of passengers for reward in contravention of the regulation. The metered parking spaces in Fu Tung Estate were frequently occupied by these vehicles, and other vehicles could not use them.
- (b) Vehicles illegally touting for hire or carriage of passengers for reward often cruised around near the access of Tung Chung Development Pier (Tuen Mun Ferry Pier bound) and parked at the taxi stand. Many taxi drivers had attempted to lodge a complaint to the police station in Tung Chung but no one answered the calls, making them feel that there was no avenue for lodging complaints. The Police issued summons to offending drivers for illegal occupation of taxi stands in the past, but now they only drove them away, causing such vehicles to change to gather at various locations and illegally occupy parking facilities in Tung Chung and Mui Wo. Tung Chung was adjacent to tourism facilities such as the airport, Ngong Ping 360 cable car terminus and Hong Kong Disneyland Resort, thus a lot of vehicles illegally touting for hire or for carriage of passengers for reward clustered in the area. He urged the Police and departments concerned to step up efforts to combat illegally parked vehicles illegally touting for hire or for carriage of passengers for reward in Tung Chung.

44. Ms Sammi FU said that illegal parking did not only occur on Tung Chung Waterfront Road but also on Man Tung Road from time to time. As some people indicated that dozens of vehicles were illegally parked at the roundabout on Man Tung Road near Man Tung Road Park for a long time, she hoped that the Police could step up patrol and law enforcement.

45. The Vice Chairman Mr HO Siu-kei opined that the problem of illegal occupation of parking spaces by vehicles illegally used for hire or for carriage of passengers for reward in Tung Chung was very serious, making the residents and visitors difficult to find parking spaces. He requested the Police to severely penalise drivers for illegal parking.

46. Mr SHUE Chi-yuen made a consolidated response as follows:

- (a) The Police had opened files specifically for following up complaints about the black spots of illegal parking mentioned by Members, and would step up patrols and enforcement actions at the locations concerned. Nevertheless, when the offending drivers saw police officers on patrol, they would immediately drive away from the scene. The Police would continue to take targeted enforcement action and enhance law enforcements at such locations and the vicinity.
- (b) On vehicles illegally used for hire or for carriage of passengers for reward in the district, the Police had always taken enforcement actions to combat activities relating to vehicles illegally used for hire or for carriage of passengers for reward in recent years. In March this year, the Police successfully arrested a driver for illegally renting out vehicle and carrying passengers for reward. To facilitate evidence gathering, the Police hoped that Members would provide relevant information such as vehicle registration marks and vehicle models in the hope to crack down on relevant offences.

47. Ms YUEN Kit-fung said that the painting of yellow lines meant designation of a restricted zone for motorists to park their vehicles at the location concerned for waiting or for picking up/setting down activities only outside the specified periods to ensure smooth traffic flow. As just stated by the representative of the Police, it was an offence for on-street parking at the road section concerned. She therefore considered it unnecessary to designate a restricted zone to prevent illegal parking of vehicles. TD would continue to closely monitor the traffic condition in Tung Chung and conduct timely review of the need for designating a restricted zone.

IV. Question on New World First Ferry Services Limited purchasing an old vessel and stepping up publicity on enhancing hygiene on ferries  
(Paper T&TC 38/2019)

48. The Chairman welcomed Ms CHAU Shuk-man, Anthea, Corporate Communications Manager of New World First Ferry Services Limited (NWFF),

Mr TAM Wai-man, Senior Assistant Shipping Master/South and Ms YIU Yi-lun, Iris, Marine Officer/Licensing & Port Formalities (3) of the Marine Department (MD) as well as Miss HO Kit-ying, Florence, Senior Transport Officer/Planning/Ferry 2 of TD to the meeting to respond to the question. The written replies of NWFF and the Environmental Protection Department had been distributed to Members for perusal before the meeting.

49. Mr KWONG Koon-wan briefly presented the question and expressed his views on the written reply of NWFF as follows:

- (a) As stated in the written reply, four issues would be NWFF's priority considerations in the purchase of vessels. He thought that NWFF should also include the carrying capacity of vessel as a factor of consideration. To meet the passenger demand for ferry service plying from Cheung Chau to Central and Mui Wo, he proposed that NWFF should purchase a vessel having a carrying capacity of about 500 passengers. Moreover, it was necessary to take into consideration the amount of pollutant emissions of vessel for the purchase. According to the information provided by MD, he considered that the regulation of vessels in respect of the amount of pollutant emission was relatively lenient, and that there was no regulation of other pollutants such as carbon dioxide. As electrical vessels were already used in many Eastern and Western European countries, he enquired whether ferry operators would follow the example of other countries by using electrical vessels.
- (b) As stated in the written reply of NWFF, should an operating licence be granted only if alteration was made to new vessels after purchase, NWFF would bear the cost involved. Although he believed that NWFF would use its resources to repair the newly purchased vessel without applying for the Government's vessel maintenance subsidy, he was concerned whether NWFF would apply for the Government's maintenance subsidy for carrying out a large-scale maintenance for the vessel. He wanted TD to explain whether the existing mechanism of vessel maintenance subsidy was capped and provide the balance of the subsidy as at 31 March 2019.
- (c) He pointed out that, as mentioned in NWFF's written reply, the age of the triple-decked ferry was about some 30 years while that of the fast ferry was less than 20 years. He enquired about the average age and maximum age of the fleet owned by NWFF. As the age of fast ferries was below 20, he had more confidence in this kind of vessels where emissions and reliability were concerned.
- (d) On stepping up publicity on enhancing hygiene on ferries, he thanked NWFF for designating some areas in the pier for displaying large promotional banners in the first stage of the scheme. He hoped that NWFF would put up warnings or promotional stickers at the back of

seats on ferries against littering and noise nuisance to reduce conflicts arising therefrom and the increased workload of front-line staff for mediation. He also believed that if publicity on hygiene on board had been enhanced, passengers might refrain from littering or causing noise nuisance on ferries due to social pressure and the public warning. He suggested that NWFF should post warning statements or stickers on the back of seats in stages without waiting for seats replaced. To lower NWFF's publicity cost, he proposed to engage volunteers to put up promotional stickers on the back of seats and NWFF only needed to tear them off after use and remove the stains left. Since the total expenditure might just amount to several tens of thousands of dollars, he hoped that NWFF would agree and promptly implement the proposal.

50. Ms Anthea CHAU briefly presented the written reply and made a consolidated response as follows:

- (a) Regarding age of vessels, the oldest triple-decked ferry aged 37, whereas the youngest 32. The fast ferry was less than 20 years old.
- (b) Regarding purchase of vessels, NWFF noted the considerations suggested by Members. At present, when NWFF implemented the purchase of vessel, it would only consider vessel having a carrying capacity of more than 400 passengers and would not take small vessel into consideration. As to the purchase of vessel having a carrying capacity of more than 500 passengers, it would depend on the availability of specific vessel type in the market and the relevant statutory requirements, for example, whether additional qualifications for crew might be required if the number of seats on vessel exceeded the number specified. NWFF would be careful about which type of vessel was to be bought and would, as far as possible, avoid purchasing the type which required the crew to obtain additional certifications for operation, so as not to delay the service commencement of the new vessel.
- (c) Regarding the amount of pollutant emission of vessel, as NWFF had not purchased any vessel, no relevant data was available for the time being. Nevertheless, NWFF would pay attention to and keep the pollutant emissions of vessel to a minimum.
- (d) Regarding the proposal of using electrical vessels, NWFF had all along been exploring the more environmentally friendly new vessel types. As noted, application of electrical vessels was currently limited to vessels of small capacity. It might have difficulty in finding electrical vessels of large carrying capacity and capable to operate 40 or more sailings each day.
- (e) Regarding the strengthening of publicity on hygiene on ferries, she thanked Mr KWONG Koon-wan for showing understanding for

frontline staff and stated that NWFF adopted an open attitude towards stepping up publicity on enhancement of hygiene and law and order on ferries through different channels. However, if what Mr KWONG stated about littering was a habit for some passengers was true, no matter what publicity measures were taken, they might carry little effect. Regarding printing of stickers on seats, the cost of each sticker produced by NWFF was about \$7 on average at present. According to an estimation of 400 seats or so, the cost involved in just putting up stickers on about 200 seats was not small. Nonetheless, NWFF would continue to carry out the publicity campaign and take follow-up action to reduce littering and noise nuisance on ferries.

51. Mr TAM Wai-man said that regarding the restriction imposed on the import of vessels, the owner of a vessel which had been used in places outside Hong Kong had to provide the related registration documents, including the certificate of registry, licence or documents of similar nature to prove the legitimate source of the vessel prior to importation. In addition to the above documents, the vessel owner was also required to produce a confirmation issued by a relevant authority in that place that the certificate, licence or document had been cancelled. The certificate of ownership and operating licence would be obtained after approval of plans, survey and the issue of a certificate of survey. Furthermore, examination by TD was also required before the operating of the vessel.

52. Miss Florence HO responded as follows:

- (a) Ferry operators might apply to TD for adjustment of their fleets or enhancement of fleet facilities having regard to the operational needs such as passenger demand and financial status. When processing the application, TD would play the gatekeeping role and request the ferry operator concerned to provide detailed proposals and justifications, and would take into consideration all the related factors, including the operational condition of the existing ferry fleet, passenger demand, and whether the vessel proposed for introduction or the proposed enhancement item would comply with the requirements of the ferry licence (for example, whether the navigable speed and carrying capacity were in compliance with Hong Kong maritime law). TD would also consider the impact of the proposal on the financial viability of the ferry route. TD noted that NWFF preliminarily planned to introduce a second-hand vessel to cope with the daily operational need with a view to enhance the ferry services. TD requested NWFF to submit detailed proposals and justifications and will process the application according to the above mechanism.
- (b) Regarding the application for reimbursement of vessel maintenance cost under the SHM, ferry operators were required to obtain prior approval by TD for introducing the vessel to provide ferry services. Commitments were set for SHM items. To obtain the approval of the application for reimbursing the vessel maintenance cost, the operator

had to provide the reports prepared by independent accountants for each reimbursement in addition to the certified invoices/receipts to prove that the amount applied tallied with the operator's financial statements. The operator would be required to submit the annual audited financial statement to TD at the end of each financial year for the actual expenditure incurred. TD would carefully review each item applied under SHM, and reimburse the actual expenses of designated items on accountable basis according to the established mechanism. As at 31 March 2019, the remaining balance of the commitment for reimbursement of the vessel maintenance cost under SHM as applied by the ferry operators of the six major outlying island ferry routes and approved by the Government was about \$140 million.

- (c) To enhance the services of ferry routes, NWFF was replacing the passenger seats/seat covers for its ordinary and fast ferries in a progressive manner and the replacement was anticipated to be substantially completed in 2019 and fully completed in the second quarter of 2020. TD would continue to monitor the progress of replacement works and would follow up with the NWFF on strengthening publicity on enhancing hygiene and maintaining a tranquil environment on ferries through publicity at seat back or other effective methods.

53. Mr KWONG Koon-wan expressed his views as follows:

- (a) If NWFF had not purchased the vessel at this stage, he hoped that TD or MD would, after receiving relevant information or notification about the purchase of vessel in future, provide him with information related to the purchase including price of vessel, anticipated maintenance items and expenses and age of vessel, as well as relevant photos (such as its outlook, cabins, engine room, wheelhouse and structure).
- (b) He enquired whether MD had yet received any application for importation of vessel from ferry operators (including NWFF).
- (c) He enquired TD whether the reimbursement payment from the balance of the subsidy in the amount of \$140 million would cease upon the expiry of contract period on 30 June 2020. As applications for maintenance of the existing vessels under the mechanism might be received during the remaining year of the contractual period, he hoped that relevant information could be provided.
- (d) According to what NWFF had just told, the cost of a seat sticker was \$7. He said that stickers of better quality were easier to tear off and would not leave marks on the back of seat but were more expensive. He hoped that Members would help identify designers charging lower rate or launch a sticker design competition for designing stickers for



NWFF at lower cost. He recommended to conduct the publicity campaign during the summer vacation.

54. Mr TAM Wai-man enquired of Mr KWONG Koon-wan whether he wanted to obtain information on importation of an old vessel by the ferry operator concerned. He indicated that although the required information was not available at hand, he would report to Members such information after checking.

(Post-meeting note: According to the record, as at June 2019, MD granted approval in principle of an application by a ferry operator for the issuance of certificate of ownership and operating licence in respect of a mainland registered high speed craft. Plan approval of the vessel was underway.)

55. Miss Florence HO said that the current licence period of NWFF would expire in mid-2020. During the period, TD would reimburse the actual expenses as applied by NWFF for the SHM items on an accountable basis.

56. Ms Anthea CHAU thanked Mr KWONG Koon-wan for his proposals for stepping up publicity on enhancing hygiene on ferries. She remarked that the promotional stickers were designed by the company itself and therefore the production cost did not include the design cost. The stickers were expensive because the seats on ferries were made of plastic which was different from bus seats. NWFF had used cheaper stickers on trial, but they fell off in just five days. So, it was necessary to use the more expensive stickers. Apart from posting promotional stickers, NWFF would study other promotional methods. It would consider promoting the relevant message through televisions installed on ferries, the ferries' broadcasting system and notices displayed on board. NWFF would continue to review the promotional materials currently used, and would explore other ways to step up publicity on enhancing hygiene on ferries.

57. Mr KWONG Koon-wan said that, as shown in MD's promotional leaflet "No Excessive Dark Smoke Emission From Vessels", a vessel shown in a photo printed with Shade 3 on a Ringelmann Chart looked like an ordinary ferry of NWFF. According to his observations over the years, although dark smoke emission was more serious during departing or berthing and such situation did not last for more than three minutes, he hoped that the department or ferry operator concerned would monitor the situation. Noting that many ferries were very old and some were even above 30 years old, he hoped that the department or ferry operator concerned could improve and address the situation.

58. Ms Anthea CHAU thanked Mr KWONG Koon-wan for the information provided. According to the previous records, MD had notified NWFF in 2014 that a triple-decked ferry of the operator had contravened the dark smoke emission provisions. As the leaflet of MD was published in 2014, the photo contained therein might be related to the above case. From 2014 onwards, NWFF had upgraded the engine and increased the maintenance frequency, dark smoke emission had been reduced. NWFF would continue to closely monitor the situation to minimise dark smoke emissions.

59. Mr KWONG Koon-wan suggested that MD should remove or change the photos in the leaflet to avoid public misunderstanding.

V. Question on provision of zebra crossing for pedestrians outside Po Yat House, Yat Tung Estate  
(Paper T&TC 36/2019)

60. The Chairman welcomed Ms YUEN Kit-fung, Engineer/Islands 2 of TD and Mr SHUE Chi-yuen, Assistant District Commander (Administration) (Lantau) of HKPF to the meeting to respond to the question.

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

62. Ms YUEN Kit-fung responded as follows:

- (a) Regarding the traffic accidents occurring at the junction of Yat Tung Street and the road leading to Yat Tung (2) Estate, there were a total of two traffic accidents causing slight injury to persons other than pedestrians in 2016, three traffic accidents causing slight injury to persons in 2017, one of which involving pedestrians and three traffic accidents causing slight injury to persons in 2018, also with one case involving pedestrians, and one case causing slight injury to persons as at April this year with pedestrians involved.
- (b) Regarding the proposed provision of zebra crossing outside Po Yat House in Yat Tung Estate, TD had all along been closely monitoring the pedestrian and vehicular flow at that location. According to observation, the pedestrian flow and vehicular flow were smooth in general. There was adequate space at the pavement along the carriageway to accommodate pedestrians crossing the road, indicating the normal operation of the pedestrian crossing at present. After the commissioning of the bus bay in Yat Tung Street, buses could pull into the bus bays for parking, without obstructing the sightline of pedestrians at the crossing.

63. Mr SHUE Chi-yuen said that the Police always supported the plans that could promote the safety of pedestrians and vehicular traffic. According to what the representative of TD had stated just now, Yat Tung Street would undergo substantial changes. Upon the commissioning of the bus bays in Yat Tung Street, the Police would cooperate with various concerned departments and study on the proposals of providing crossing or zebra crossing at the location.

64. Mr LAU Chin-pang expressed his views as follows:

- (a) TD said that buses would enter the bus bays for parking after the commissioning of the bus bay in Yat Tung Street. The line of sight of

pedestrians at the crossing would thus be improved. However, during discussion at the meetings of the Traffic and Transport Committee Working Group (Working Group), Members understood that it would take at least three years to complete the works of bus bays. In the case of unexpected situation of inclement weather, the construction period could last as long as more than four years. When a double-decker bus stopped at the bus stop off Kui Yat House, pedestrians could see the approaching vehicles only when they got to the second lane. As the sightline of motorists of oncoming traffic would also be obstructed, such motorists could not see the pedestrians crossing the road on the first lane. Should motorists and pedestrians fail to react in time, traffic accidents might occur.

- (b) As the data revealed, traffic accidents occurred at the crossing every year in recent years, showing that there was a need to provide pedestrian crossing facilities. However, TD insisted on taking into account the pedestrian and vehicular flows as the standard of providing pedestrian crossing facilities. As a matter of fact, Yat Tung Estate was divided by Yat Tung Street, with two primary schools on one side, and one secondary school and one primary school on the other side. Many students, parents and elderly persons would cross the road at the pedestrian crossing.
- (c) According to the Hong Kong Planning Standards and Guidelines (HKPSG), the standard of provision of an indoor swimming pool in Tung Chung would be one per 287000 population. Tung Chung only had a population of 80 000 in the early years, and without any public swimming pool in the area, there were cases of drowning when students went to swim in Wong Lung Hang. For this reason, although Tung Chung did not meet the planning standard in terms of population at that time, the Government decided to build a public swimming pool in the area. As such, he opined that even if the pedestrian and vehicular flows at the pedestrian crossing outside Po Yat House in Yat Tung Estate had not met the standard for provision of zebra crossing, the Government could consider the proposal taking into account the actual circumstances.
- (d) He did not understand why TD did not provide a zebra crossing at the location when traffic accidents occurred every year. Last October, a young toddler was knocked down by a car at that location. At the T&TC meeting in November of the same year, some Members proposed to provide a zebra crossing at the location to ensure pedestrian safety. However, TD rejected the proposal after a site visit. Despite a lower pedestrian rate on Tung Chung Road than that outside Po Yat House, road safety measures were already implemented on the road. In his opinion, while it would not involve too much resources in providing pedestrian crossing facilities and the works were not complicated, the safety of motorists and pedestrians could be ensured.

65. Ms YUEN Kit-fung said that after the commissioning of the bus bay in Yat Tung Street, buses would enter the bus bays for parking. In the long run, the situation at the pedestrian crossing would be significantly improved. TD had provided the related traffic signs and road markings in the rear of the bus stop to remind motorists of slowing down and stay alert to pedestrians crossing in front of the vehicles. In the short term, TD and the bus company concerned would explore the possibility of relocating the bus stop at Kui Yat House backward. Observations revealed that pedestrian and vehicular flows were generally smooth at the crossing, and TD considered the design of the crossing appropriate.

66. Mr LAU Chin-pang expressed his views as follows:

- (a) He was disappointed with TD's refusal again to provide a zebra crossing at the crossing outside Po Yat House. He hoped that when TD took HKPSG into consideration, it should consider the genuine need of the community. He requested TD to conduct site inspection with him during morning peak hours (such as the time students going to school) to know about the utilisation of the crossing and people's need.
- (b) He thought that the road markings provided by TD were ineffective. He queried whether TD would shoulder the consequence if traffic accidents occurred even after road markings had been provided. Since the legislation did not require motorists to give way to pedestrians waiting for crossing the road, the motorists and residents might hesitate whether they should continue moving forward on the crossing. He held that the problem could be effectively solved by providing a zebra crossing at the crossing.

67. Mr LEE Ka-ho said that despite the recurrence of traffic accidents at the crossing in recent years, the representative of TD maintained that the operation thereat was normal and safe. He enquired of TD how to determine the safety standard and under what circumstances it would consider providing additional safe crossing facilities.

68. The Chairman said that TD had adopted Members' suggestions to provide additional safe road crossing facilities on the roads in North Lantau. He hoped that TD would strike a balance between the need to comply with HKPSG and community needs to implement measures to ensure the safety of road users.

69. Ms YUEN Kit-fung said that the crossing outside Po Yat House was not a traffic accident black spot (TABS) according to TD's standard. As to Members' proposal of conducting a site visit to the crossing during morning peak hours, she would follow up with Members after the meeting.

(Post-meeting note: TD and Mr LAU Chin-pang conducted a site visit during morning peak hours on 12 June 2019.)

VI. Question on safety measures and prohibited zone arrangement on Tung Chung Road  
(Paper T&TC 39/2019)

70. The Chairman welcomed Ms YUEN Kit-fung, Engineer/Islands 2 and Miss SIN Kai-wai Marie, Senior Transport Officer/Islands2 of TD to the meeting to respond to the question.

71. Ms WONG Chau-ping briefly presented the question.

72. Ms YUEN Kit-fung said that TD noted Members' concern over road safety on Tung Chung Road and conducted a site inspection with the Members concerned, HKPF and HyD on 4 April 2019. At present, the suggestions made by Members during the site inspection was being considered. Moreover, maintenance works would be carried out at the crossing near the access off Shek Lau Po Village. TD would provide the "Slow" markings at suitable locations. TD would continue to maintain close liaison with Members and seek their views.

73. Ms WONG Chau-ping said that some village representatives discussed with Members the effectiveness of TD's proposal during a site visit by TD and the departments concerned earlier. Some Members previously pointed out that, although TD would provide additional traffic signs or instructions at the location concerned, no concrete date for enforcement could be provided. Village representatives and Members had proposed to install a speed enforcement camera (commonly known as "pigeon cage") but TD gave no response to the proposal. Same as the matter at Yat Tung Estate, the issue of Tung Chung Road remained unresolved. She wanted TD to give a reply.

74. Ms YUEN Kit-fung said that TD and HyD had been maintaining close liaison for working on the "Slow" markings. HyD had undertaken to commence works expeditiously. Senior Transport Officer would provide supplementary information about the closed area and temporary closed road permit (temporary permit).

75. Miss Marie SIN said that having considered the planning principle of nature conservation in South Lantau, all roads in South Lantau and a Tung Chung Road south of Shek Mun Kap Road had been designated as closed roads. Geographical factors had been taken into account upon the delineation of closed roads at south of Shek Mun Kap Road. The road section south of Shek Mun Kap Road was relatively flat. A roundabout has been provided at the junction of Shek Mun Kap Road and Tung Chung Road to cater for vehicles without Lantau Closed Road Permits ("permits") to turn around. TD encouraged villagers to take public transport to go to the cemetery in Tung Chung Area 18 for sweeping the graves of their ancestors. Currently, most of the land-based public transport routes going to South Lantau (including New Lantao Bus Company (1973) Limited (NLB) route nos. 3M, 11 and 23) provided stops for boarding and alighting at the cemetery in Area 18. NLB also provided special service route no. 34S plying between Tung Chung town centre and the cemetery at Area 18 during the Ching Ming and Chung Yeung Festivals for people to sweep graves. Furthermore, TD issued temporary permits to villagers for grave sweeping during the

Ching Ming and Chung Yeung Festivals, as well as holding funerals and weddings subject to their needs.

76. Mr CHAN Lin-wai said that Lantau Island was divided into four areas, and the indigenous villages were classified as rural and urban villages according to town development. Prior to designation of closed areas, the villagers of the four areas could visit each other freely. After designation, residents in Tai O could not travel to South Lantau and Mui Wo directly, and so did residents in Tung Chung. In contrast, temporary permits were issued to people in the closed areas in the New Territories (such as the frontier closed areas of Sha Tau Kok). He enquired whether TD's arrangement for issue of temporary permits to the New Territories could be applied to the Islands District as the exceptional measures implemented under exceptional circumstances. He hoped that TD would liaise with the rural committees to facilitate the flow of villagers.

77. Mr Randy YU expressed his views as follows:

- (a) He welcomed TD's introduction of the "Slow" markings at appropriate locations on Tung Chung Road, but opined that the measure alone did not suffice. Various stakeholders, including District Council members, community executive of Yat Tung Estate, Chairman of Tung Chung Rural Committee, village head, local personalities and he himself pointed out during the site inspection that the road section concerned was very dangerous. They also witnessed some elderly persons crossing the road to the arable land for farming, and were concerned that the move to provide additional traffic signs and road markings at the location did not suffice. He did not want TD to adopt remedial measures only after casualties had been caused. According to the previous road traffic accident statistics, accidents did not occur every week but there was heavy traffic during busy hours (when people were going to work and getting off work) and accidents would easily take place when vehicles travelled at high speed. He thought that TD understood the need to provide safety measures on Tung Chung Road, and asked why it did not consider installing speed enforcement cameras (SECs). The stakeholders requested to install SECs because speed restriction had been implemented at Pui O under the constituency of Lantau Island (Constituency Code T01) with the speed reduced from 35 kilometre (km)/hour (hr) to 30 km/hr. With the speed limit capped at 30 km/hr in Pui O, residents felt safe when crossing roads. The stakeholders had repeatedly requested TD to restrict the vehicle speed to 30 km/hr in Tong Fuk, Shui Hau, Tai O and Mui Wo, and motorists generally had no objection to spend a little more journey time. He did not understand why TD dodged the issue every time it was raised. He thought the request for installation of SECs due to safety concerns was not unduly demanding, and hoped that TD would respond in addition to installing the "Slow" traffic signs and road markings.

- (b) He remarked that the traffic problem at the cemetery in Tung Chung Area 18 had been in existence for a long time. At the meetings of the current and previous term of T&TC, Members had repeatedly requested TD to solve the traffic problem in the area. He wanted TD to understand that the problems did not only occur during the Ching Ming and Chung Yeung Festivals and the funerals. In fact, many technical problems, including parking of vehicles, placing of as well as picking up/setting down coffins and so on, needed to be addressed. Members had conducted site inspection and recommended the provision of a roundabout on the old and new sections of Tung Chung near Pak Kung Au. On that day, TD shared the concerns about inherent problems relating to road gradient and buses negotiating the bends. Some Members suggested a two-way traffic such that vehicles going downhill could take the original route and there would be two lanes uphill for safe driving and the parking of vehicles. In case traffic accidents occurred when people were travelling to Pak Kung Au, there would be lanes available for parking of ambulances. Members also proposed to provide more lanes to allow vehicles to turn and leave if traffic accidents took place or during the Ching Ming and Chung Yeung Festivals. If TD considered using the old route for downhill traffic, it could further conducted a feasibility study. However, the discussion did not come to fruition that day, and TD did not follow up appropriately. As a result, the problem remained unresolved. It seemed that if Members did not take the initiative to follow up with TD, it would not proactively implement the measures. As Members revisited the issue at the T&TC meeting, he hoped that TD would look into it squarely and address the problems relating to the cemetery in Tung Chung Area 18 as well as the driving safety and parking of ambulances in Pak Kung Au.

78. Mr Holden CHOW said that according to the T&TC's checklist of matters arising from the minutes of the previous meeting, Members had raised questions on the traffic accidents on Tung Chung Road and requested TD to follow up. Noting that Members had discussed the installation of traffic signs or SECs at T&TC meetings several times, he enquired why TD did not consider installing SECs. It was unnecessary to implement road diversions or provide zebra crossings for installation of SECs. As he understood, it would be more complicated and time-consuming to carry out road diversion, provide zebra crossings or road junction works. It was relatively simple to install "pigeon cages" and had no impacts on other road designs. It was also unconvincing for the Government to refuse to implement the works on grounds of under allocation as IDC could consider allocating additional resources for implementing the works. He wondered why TD did not, in order of priority, tackle the traffic problem on the road which had been under discussion many times. He opined that TD should deal with the problem promptly and not dismiss their views.

79. Mr Eric KWOK indicated that, as mentioned at a T&TC meeting last year, upon completion of the four buildings in Mun Tung Estate, residents of the old villages in Tung Chung (such as Wong Ka Wai Village and Ha Ling Pei Village) might cross

Tung Chung Road to the supermarket, shops and market in Mun Tung Estate. Therefore, the Government should carry out alteration, improvement and enhancement works or provide additional facilities in the light of environmental changes. TD's engineers had a duty to grasp the changes and development in the surrounding and implement minor improvement works such as installation of "pigeon cages". As he understood, there were many children of South Asian ethnicities residing near Tung Chung Road and villagers of the old villages would also cross the road. However, TD did not understand the urgency of installing "pigeon cages" on Tung Chung Road. The works did not require substantial manpower or financial resources or police manpower for setting up roadblock. Even the Police had remarked that such installation might reduce traffic hazards. The Government might consider conducting a trial on "pigeon cages" by installing fake ones as the case of cardboard cops. If TD rejected, the issue could be referred to the Working Group for follow-up.

80. Ms WONG Chau-ping was disappointed with TD's response, and expressed her views as follows:

- (a) TD stated that provision of relevant traffic signs and road markings would enhance road safety on Tung Chung Road, but she did not consider such measures as effective.
- (b) She thought that the installation of "pigeon cages" would be more useful, and agreed to refer the issue to the Working Group for follow-up. As regards TD's information that the location was not a TABS, she thought it might be because no fatal accidents happened there. Many traffic accidents had taken place on Tung Chung Road, a road bend near Mun Tung Estate and some of the accidents were believed to be caused by speeding. She hoped that representatives of TD attending T&TC meetings could respond to Members' questions instead of simply attending a meeting. She also queried whether follow up actions would be taken after the meeting, or TD merely sent representatives to attend the meetings perfunctorily. Although TD had actively liaised with stakeholders for site inspection, the response it made was identical every time, and she thought that it was a waste of resources by TD.
- (c) Regarding the proposed re-delineation of the closed road to above the cemetery in Tung Chung Area 18, she attended a funeral a few months ago, and elderly persons going to the cemetery were brought there by vehicles. However, upon their arrival, some patrolling police officers took summons action because no temporary permits were brought with them. She stressed that the cemetery at Area 18 was a public cemetery of indigenous villagers, where funerals of indigenous villagers were held. If residents drove to the cemetery when necessary but were obstructed due to lack of temporary permits, she asked whether TD would care about their feelings. If TD had taken into consideration various factors (such as environmental conservation) in designating the closed roads in Tung Chung and had one designated at the cemetery at



Area 18, she suggested that TD should conduct site inspection with the stakeholders and explore the feasibility of issuing more temporary permits. She understood that vehicles would not be permitted to enter closed roads without temporary permits, but found it perplexing that vehicles carrying people to pay homage to their ancestors or handle the funeral matters were prohibited from entering the closed area.

- (d) She requested TD to issue 10 more temporary permits for use by villagers in case of emergency. If TD considered it inappropriate for the temporary permits to be held by Tung Chung Rural Committee, TD might keep them in safe custody and upon request give them to villagers for use prior to funerals. If TD was concerned about misuse of temporary permits, it might consider specifying on the permits that holders were permitted to access the cemetery in Tung Chung Area 18 only. She hoped that TD would seriously consider re-delineating the closed area on Tung Chung Road to above the cemetery in Tung Chung Area 18.

81. Mr WONG Fuk-kan expressed his views as follows:

- (a) Regarding the road safety on Tung Chung Road, a few Members conducted a site inspection at Wong Ka Wai, Tung Chung with the representatives of TD, HyD and Police on 4 April 2019. Members pointed out the road condition thereat and the road safety concerns with vehicles entering Shek Lau Po and Tung Chung Road. Members recommended installation of SECs on Tung Chung Road, but TD gave no response and did not provide the works schedule for installation of traffic signs.
- (b) During site inspection, Members had raised several suggestions and demands, including the construction of a roundabout at Pak Kung Au for connecting the old and new sections of Tung Chung Road to maintain road safety, and reflected the impact on Mui Wo and Tai O residents of too many visitors being picked or set down in Pak Kung Au. However, representatives of the departments concerned did not take down Members' suggestions and demands and took no follow-up action after the site inspection.
- (c) Regarding the re-delineation of the closed area on Tung Chung Road to above the cemetery in Tung Chung Area 18, as South Lantau was a conservation area, the area south of Shek Mun Kap Road and South Lantau Road were closed roads. To visit the cemetery at Area 18 for paying homage to ancestors during the Ching Ming and Chung Yeung Festivals, villagers were required to submit applications to TD for Lantau Closed Road Permits. So, he suggested TD to re-delineate the closed area to above the cemetery in Tung Chung Area 18 for the benefit of villagers. He said that he had attended the funeral mentioned by Ms WONG Chau-ping just now. Despite their

explanation to the police officers in charge, the Police summonsed the owners of all vehicles involved, which were about 12 in total. As regards the arrangement for a funeral, villagers had to undergo many complicated formalities with the Food and Environmental Hygiene Department (FEHD) for the issue of a “Certificate of Order Authorizing Burial/Cremation of Body”. If the villagers were further required to apply for the temporary permits, they would become more discontented with the Administration. He hoped that TD would consider introducing additional safety measures on Tung Chung Road and re-delineating the closed area on Tung Chung Road to above the cemetery in Area 18. On illegal parking in Mui Wo, he indicated that residents in Mui Wo gave support for Police actions against illegal parking, but hoped that the departments concerned would take flexible approach. Noting that the issue of road safety could not be addressed overnight, he expected that the law enforcement departments would listen to the residents’ aspirations and take the advice of Members.

- (d) As traffic accidents frequently occurred on Tung Chung Road, he hoped that more safety measures could be introduced and that HyD would review the road design after the meeting to prevent accidents caused by design flaws.

82. Mr Randy YU expressed his views as follows:

- (a) He agreed to leave the issue to the Working Group for discussion so that members would have more time to discuss and follow up on matters including the proposed speed restriction to 30 km/hr on Tung Chung Road and village roads on Lantau Island, installation of “pigeon cage” as well as speed reduction in and re-delineation of the closed area. The items would have to be carried over to the next term of District Council for follow-up and discussion if they could not be dealt with before the expiry of the current term.
- (b) During site inspection, Members also discussed the construction of a roundabout on the road concerned. He opined that the matter should be followed up by the Working Group which would discuss if further site inspection would be conducted in the next few months.

83. Mr CHAN Kam-hung said that the design of Tung Chung Road did not meet the specifications, and proposed to provide a roundabout at Pak Kung Au for buses to make a U-turn. He proposed to follow the design on Mount Parker Road by constructing a large roundabout in Pak Kung Au. A collision occurred at Shek Lau Po not long ago, causing serious damage to a Lantau taxi and a passenger seriously injured. The motorist did not notice that vehicles should stop before entering Shek Lau Po. Besides, there was a road bend but inadequate information was provided. He suggested that TD should allocate resources for improvements. Moreover, as there was no turnaround facility in Pak Kung Au, taxis could turn about only at the

roundabout at San Shek Wan after setting down passengers in Pak Kung Au. Taxi drivers had no objection to re-delineate the closed area to Pak Kung Au.

84. Mr WONG Wah said that NLB supported the provision of a roundabout at Pak Kung Au. Currently, NLB buses could turn around only at the roundabout at San Shek Wan and pick up passengers. He hoped that the problem could be addressed as soon as possible.

85. Ms YUEN Kit-fung indicated that after discussion between TD and HyD on the commencement date of the road marking works, she would provide Members with the relevant information. Regarding the installation of fixed SECs, the proposal together with Members' strong request was passed onto the relevant section for consideration, and a written reply would be given to Members in due course.

86. The Chairman hoped that TD would deal with the problem promptly. As the section of Tung Chung Road near Mui Wo Police Station was a downhill sloping road, the installation of a "pigeon cage" at the location would be of little use. He recommended TD to relocate the "pigeon cage".

87. Ms WONG Chau-ping said, during site inspection, TD indicated that installation of "pigeon cages" would have impacts on Government resources. She agreed to the Chairman's proposal of using the "pigeon cage" installed near Mui Wo Police Station as a substitute. She again requested TD to consider issuing additional temporary permits.

88. Miss Marie SIN said that TD would issue temporary permits for use during the Ching Ming and Chung Yeung Festivals or funerals upon receipt of applications, and would speed up the processing of applications under special circumstances. Noting the needs of villagers for carrying out activities in the district, TD would review the existing arrangements and explore measures to facilitate villagers accessing to South Lantau for memorial ceremonies.

89. Mr Randy YU remarked that the issue of issuing temporary permits deserved careful reconsideration. He thought that villagers might sometimes want to pay homage to their ancestors at the cemetery in Area 18. In the case of funerals, villagers might not have much time to apply to TD for temporary permits. He suggested that TD should issue 10 temporary permits to be kept by the Tung Chung Rural Committee for villagers' use.

90. The Chairman supported the proposal of issuing temporary permits, and he had discussed the matter with TD time and again. As a matter of fact, other villages such as San Tau Village and Sam Heung besides Tung Chung area faced the same situation. He agreed to refer the issue to the Working Group for follow-up.

91. Ms WONG Chau-ping said that TD might consider issuing five temporary permits if it could not issue ten more at this stage.

92. The Chairman hoped that a reply would be given at the next meeting if there was no better option available.

93. Mr WONG Fuk-kan proposed to invite representatives of TD to the Working Group meeting to address the issue of road safety on Tung Chung Road promptly.

94. Mr WAN Chi-kin stated that subsequent to the site inspection, HyD had liaised with the Survey Section for survey and relevant data was obtained for the study on improvements to the road bend. HyD would report to Members when further information was available.

95. Mr WONG Wah said that regarding the road bend, NLB had alerted bus drivers to slow down and watch out when negotiating the above road bend. As drivers received messages via mobile phones in modern society of today, NLB would continue to disseminate information via mobile phones.

96. Mr WONG Fuk-kan indicated that he would contact the representative of HyD with a view to improving the road safety on the road section concerned.

97. The Chairman reflected that many residents had complained about a NLB bus driver of foreign origin driving a double-decker plying from Tai O to Po Lin Monastery for overtaking and dangerous driving. He enquired whether the driver was an employee of NLB and hoped that TD would pay attention and address the matter with the bus company to prevent accident.

(Post-meeting note: The Working Group held a meeting on 3 July 2019 to follow up on the issue of road safety on Tung Chung Road and the issuance of temporary permits.)

(Mr CHAN Lin-wai, Ms YU Lai-fan and Mr WONG Ma-tim left the meeting at around 3:55 p.m.)

VII. Question on improvement of traffic safety and footpath design for peripheral areas of Mun Tung Estate  
(Paper T&TC 40/2019)

98. The Chairman welcomed Ms YUEN Kit-fung, Engineer/Islands 2 and Miss CHOI Siu-man, Sherman, Senior Transport Officer/Islands1 of TD as well as Mr WAN Chi-kin, District Engineer/Islands of HyD to the meeting to respond to the question.

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

100. Mr WAN Chi-kin responded to Question 1 as follows:

- (a) HyD had previously conducted site inspection at the point of leakage at the connection of the covers of a pedestrian footbridge on Yu Tung Road and a pedestrian walkway. It was identified that drain holes were blocked by fallen leaves, causing overflow of stagnant water and hence leakage. HyD had arranged removal of the fallen leaves by its contractor in late April this year, and would install weir plates at the cover of the footbridge by the end of June this year to prevent overflow of stagnant water due to failure in discharging water in time. HyD would conduct regular inspections and repair the pedestrian footbridge as appropriate.

101. Miss Sherman CHOI responded to Questions 2 and 3 as follows:

- (a) Various stakeholders expressed their concern to TD recently over the vehicular and pedestrian safety on Chung Yat Street. The department was reviewing bus operation at the roundabout on Chung Yat Street and the traffic condition there, and would study improvement proposals including widening of the roundabout and relocation of the bus stop thereat. The department would maintain communication with the stakeholders, hoping to expeditiously implement feasible proposals to improve the current situation.

102. Ms YUEN Kit-fung responded to Question 4 as follows:

- (a) The roundabout on Chung Yat Street was connecting to the emergency vehicular access in Mun Tung Estate and Caritas Charles Vath College. Owing to the constraints imposed by the boundaries of Mun Tung Estate and the school, there was no space at the location for constructing a road connecting Chung Yat Street and Tung Chung Road. To tie in with the Tung Chung New Town Extension (TCNTE) project, the Civil Engineering and Development Department (CEDD) would construct a road connecting Tung Chung Road and Chung Mun Road. The project was at the detailed design stage and CEDD would submit the funding application to LegCo and commence the works as appropriate.

103. Mr Eric KWOK said that he discovered serious leakage from the covers of a pedestrian footbridge on Yu Tung Road and a walkway when he attended an Easter activity during heavy rain this April. Therefore, he wrote to reflect the situation to HyD which immediately carried out repair works. Although the representative of HyD had indicated that weir plates would be provided at the cover of the footbridge, he was concerned that the problems of overflow of stagnant water due to failure in discharging water in time could not be fully resolved. In this connection, he recommended HyD to examine the capacity of the outlet pipes on both sides of the footbridge and, where necessary, widen the two outlet pipes for enhanced water discharge capacity.

104. Mr Randy YU said that regarding the problem of increased traffic pressure of Tung Chung Road after the gradual opening up and occupation of the monthly

parking spaces at Joysmark in Mun Tung Estate, road construction was infeasible due to the constraints imposed by the boundaries of Mun Tung Estate and the school concerned according to the representative of TD, so technical problems should be addressed in priority. He believed that the school was willing to give up a portion of its land for road construction in the interest of the residents. As regards the route connecting Chung Yat Street and Tung Chung Road, he requested TD to prepare the sketch design so that the stakeholders could learn about the area of the school to be occupied and other details of the project, which would facilitate their coordination with the school. TD might also consider following the item up at Working Group meetings. He supplemented that, as pointed out by Mr LAU Chin-pang, Mr Eric KWOK, Ms WONG Chau-ping, the Chairman of T&TC and him, the proposal of the road section concerned which had been discussed for some time should not be shelved due to technical problems and follow-up actions should be taken.

105. Mr LAU Chin-pang expressed his views as follows:

- (a) He had made a preliminary liaison with the school which adopted an open attitude towards releasing a portion of land for road construction.
- (b) Connecting Chung Yat Street and Tung Chung Road would not only help divert traffic and avoid traffic gridlock on Tung Chung Road, but could also enhance bus routing. After entering the roundabout on Chung Yat Street, a bus could not return by the same route unless a three-point turn was performed. Since widening of the roundabout was infeasible at present, the problem might be resolved by connecting Chung Yat Street and Tung Chung Road. He therefore hoped that TD would liaise with the school to explore the feasibility of the proposal. In case consensus could not be reached, he requested provision of further information to facilitate him in persuading the school.

106. Mr WONG Wah said that, as reflected by some NLB bus drivers when the two schools near Chung Yat Street started operation more than ten years ago, a bus could not return by the same route after entering the roundabout on Chung Yat Street unless a three-point turn was performed. Subsequently, NLB had reflected the problem to TD and the departments concerned. Since Mun Tung Estate was yet to complete and there were no other public facilities in the vicinity of Chung Yat Street at that time, sufficient space was available for road construction to connect Chung Yat Street and Tung Chung Road. Unfortunately, no action was taken by the departments concerned.

107. Ms YUEN Kit-fung said that regarding the proposed connection of Chung Yat Street and Tung Chung Road, the records revealed that there was no space available for construction of a footpath and a carriageway because the boundaries of the school and Mun Tung Estate were closely adjacent to each other. TD had not liaised with the school concerned on the proposed road construction. But in general, complicated procedures were involved in land resumption from a school for road construction and the works would affect the operation of the school. TD had all along reflected to CEDD the demand of Members and the residents for connecting Chung Yat Street and

Tung Chung Road. CEDD would construct a road connecting Tung Chung Road and Chung Mun Road to tie in with the TCNTE project. Detailed design of the project was underway, while the funding application would be submitted to LegCo and the works would commence as appropriate.

108. Mr CHAN Kam-hung said that there was a taxi pick-up/drop-off point near the bus stop on Chung Yat Street. The corner in front of the location was painted with hatched markings, and the function of a hatched area was the same as that of double white lines which vehicles should not cross. As the hatched markings obstructed temporary parking of buses, he had submitted an application to the department concerned for removal but failed. He also considered the existing taxi pick-up/drop-off point on Chung Yat Street unsatisfactory and had recommended relocation of the facility to the vacant land near YMCA of Hong Kong Christian College in Tung Chung.

VIII. Question on traffic at roundabout in Tung Chung Town Centre  
(Paper T&TC 41/2019)

109. The Chairman welcomed Ms YUEN Kit-fung, Engineer/Islands 2 of TD, Mr WAN Chi-kin, District Engineer/Islands of HyD, and Mr SHUE Chi-yuen, Assistant District Commander (Administration) (Lantau) of HKPF to the meeting to respond to the question.

110. Mr Holden CHOW briefly presented the question.

111. Ms YUEN Kit-fung responded as follows:

- (a) TD had already incorporated some suggestions raised by Members into the road improvement measures to the roundabout in Tung Chung town centre, and proposed removal of some facilities such as planters, motorcycle parking spaces and disabled person's parking spaces to vacate space to improve the footpath alignment and ensure road safety. TD would continue to maintain close liaison with the Police and closely monitor the traffic condition during peak hours. The representative of HyD would provide supplementary information on the progress of the short-term improvement proposals of the roundabout in Tung Chung town centre in due course.
- (b) Regarding long-term enhancement proposals, the roundabout was already very busy during morning and evening peak hours. Having considered that the long-term enhancement proposals would involve major improvement projects and the traffic would be adversely affected during the construction period, TD did not plan to commence any long-term projects for the time being. When an opportunity of development was available in future, TD would carefully consider improving the transport facilities at the location concerned.

112. Mr WAN Chi-kin said that regarding the works progress of the short-term traffic improvement proposal of the roundabout, HyD was in discussion with the Leisure and Cultural Services Department (LCSD) on relocation and replanting of trees. The works was expected to commence in the third quarter this year and be completed in the first quarter of 2020.

113. Mr SHUE Chi-yuen said that the Police had stepped up patrol at areas off MTR Tung Chung Station during peak hours to ensure smooth traffic and safety of road users.

114. Mr Holden CHOW expressed his views as follows:

- (a) He thanked HyD for providing the works schedule of the short-term traffic improvement proposals of the roundabout in Tung Chung town centre so that Members were informed of the implementation of the short-term proposals and forthcoming works commencement. He pointed out that as reflected by many residents, vehicle-pedestrian conflicts frequently occurred at the roundabout in Tung Chung town centre during peak hours, causing intermittent honking which adversely affected the daily life of residents nearby (especially those of lower floors). Sudden loud honking might even startle pedestrians crossing the roads. He enquired whether TD and the Police would take measures to step up monitoring and organise educational activities in the community to improve the situation.
- (b) Increase in pedestrian and vehicular flow came alongside the rapid development of Tung Chung in recent years. Consequently, the traffic problem at the roundabout in Tung Chung town centre became increasingly serious and he considered the current measures to maintain traffic order thereat unable to cope with the heavy traffic flow. He was disappointed at the representative of TD's saying that there was no plan to launch any long-term projects for the time being. He had commissioned some engineers to prepare an enhancement proposal for improvement to the roundabout in Tung Chung town centre, which had already been discussed at IDC meetings. He urged the department concerned to reconsider implementation of the long-term enhancement proposals to thoroughly resolve the problem.
- (c) As stated by the representative of TD, the department would carefully consider improving the transport facilities at the location when development opportunities, which probably referred to construction of a public market, arose in future. However, he pointed out that Members and most residents in Tung Chung had reservations about constructing such facility at the roundabout beside the MTR station. Therefore, to improve the traffic facilities at the location concerned, TD needed not wait until an opportunity for constructing a public market arose. Instead, it should formulate long-term plans at present.



115. Mr LEE Ka-ho expressed his views as follows:

- (a) Vehicular flow, queue of taxis at the taxi stand and illegally parked vehicles might cause obstruction at the bend during peak hours, resulting in traffic congestion and persistent honking on the entire road. He urged the department concerned to expeditiously study improvement proposals.
- (b) Tung Chung had been under rapid development in recent years and the traffic and pedestrian flow there was on the increase. With the gradual resident intake and completion of reclamation, the traffic in Tung Chung would become busier. However, the representative of TD indicated that the department would carefully consider improving transport facilities at the location concerned only when an opportunity of development was available in future. He objected to binding the improvement to the roundabout and the development opportunity as the traffic problem would only aggravate in this case, which was extremely unfair to the residents. He urged the department concerned to tackle the traffic problem at the roundabout as soon as possible.

116. Mr YIP Pui-kei expressed his views as follows:

- (a) To his understanding, Members had submitted the enhancement proposal to TD as early as in the year 2014-15, but the short-term proposals could only be implemented next year. He was concerned that the problem would become more serious with every passing day. As mentioned by the representative of TD, the department would carefully consider improving the transport facilities at the location concerned when there was a development opportunity at the roundabout in future. However, in view of the increasingly busy traffic in the town centre due to the rapid development of Tung Chung in recent years, he urged the department concerned to promptly improve the situation to avoid worsening of the problem, not until a development opportunity or a serious traffic problem arose.
- (b) Owing to inappropriate planning of the roundabout, the public might not pay attention to the road condition when crossing the road, causing frequent honking which adversely affected the daily life of residents nearby. He pointed out that honking, apart from hindering the residents, especially those working on shift, from taking a good rest, caused noise nuisance. He hoped that TD would consider the proposal afresh or explore another long-term solution.

117. Ms Sammi FU said that the stop of residents' coach (RC) at Caribbean Coast had been illegally occupied by private cars over a long period of time, resulting in serious traffic congestion at the location and difficulties for RCs to park at the bus stop for drop-off activities. Therefore, some RC drivers would let passengers alight at non-designated locations. As passengers were set down between vehicles

sometimes, she was worried that passengers walking through the gaps between vehicles were prone to traffic accidents. With the gradual resident intake in Tung Chung, the traffic in the area would become busier. She was opposed to TD's practice of improving the traffic situation at the roundabout only when a development opportunity arose.

118. Mr SHUE Chi-yuen said that the Police would continue to take enforcement actions at the roundabout in Tung Chung town centre, and divert vehicles involving pick-up/drop-off activities. He pointed out that it was an offence to honk without a proper cause and motorists doing so might be prosecuted. To resolve the traffic problem at the roundabout and ensure road safety, the Police would study feasible measures such as stepping up education or enforcement action.

119. Ms YUEN Kit-fung made a consolidated response as follows:

- (a) TD and HyD had taken into account various factors when studying the improvement measures which included straightening of the pedestrian footpath at the space vacated upon removal of planter. These measures would allow the residents to walk on the footpath more easily and reduce pedestrian-vehicle conflicts. Moreover, owing to inadequate supply of parking spaces, some motorists were forced to park their vehicles side by side. As such, TD would like to convert part of the vacated land into parking spaces to prevent illegal parking and hence road obstruction. Furthermore, TD would reduce the size of the existing planters to vacate space for widening of carriageway so that even if vehicles were parked at the outer lane, there was still sufficient space for vehicles behind (including taxis) to leave the roundabout. She believed that the traffic condition at Tat Tung Road roundabout would significantly improve.
- (b) On short-term measures, TD was very concerned about the traffic condition at the roundabout on Tat Tung Road. At present, TD would not approve applications for conducting pick-up/drop-off activities at the roundabout but existing arrangements for such activities thereat would be maintained.
- (c) Many infrastructural projects in Tung Chung had been gradually completed in recent years. Given that the roundabout in Tung Chung town centre was the transportation hub of the district, TD would coordinate with the departments concerned and project proponent and review the traffic impact assessment report with a view to ensuring the formulation of appropriate measures by the project proponent which could mitigate the impact on traffic.

120. Mr Holden CHOW hoped that the traffic problem at the roundabout in Tung Chung town centre would be mitigated after implementation of the short-term improvement proposals. As regards the honking of vehicles, he understood that honking was sometimes needed due to safety concerns but it was habitually used as a

means to vent out discontent or negative sentiments by some motorists. He therefore suggested that the Police should step up patrol in the morning to advise or take enforcement action against motorists who honked the horns improperly.

(Mr KWONG Koon-wan left the meeting at around 5 p.m.)

IX. Question on Long Win route no. S65  
(Paper T&TC 37/2019)

121. The Chairman temporarily left the meeting. The Vice Chairman welcomed Miss Sherman CHOI, Senior Transport Officer/Islands1 of TD, and Mr Rayson LAW, Planning and Support Officer I of Long Win Bus Company Limited (Long Win) to the meeting to respond to the question. The written reply of Long Win had been distributed to Members for perusal prior to the meeting.

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

123. Mr Rayson LAW briefly presented the written reply.

124. Miss Sherman CHOI said that according to the “Bus Route Planning Programme 2019-2020 for Islands District” (BRPP), Long Win proposed introduction of route no. S65 in the second quarter of 2019. After consultation and consolidation of the views from various parties, TD would discuss the details with Long Win. The department would also sum up various recommendations set out in BRPP and followed them up with various bus companies. If the planning programme could finally be implemented as proposed, TD would closely monitor the operation of the routes concerned and request Long Win to increase the frequency of service according to the actual passenger demand and established guidelines as appropriate.

125. Mr LAU Chin-pang supported the introduction of route no. S65 by TD and Long Win as substitution for the proposed whole-day service of route no. S64X. However, in the light of past experience, the proposals set out in BRPP could not be implemented as scheduled very often. For example, route no. E31 started operation several months after the expected time. As such, Members and the residents expressed concerns and hoped for the commissioning of route no. S65 as scheduled in the second quarter of 2019. He noted that many procedures were to be processed, but hoped that TD and Long Win would provide a detailed implementation schedule so that they could trace the progress of implementing route no. S65.

126. Mr Eric KWOK said that, as stated in the written reply of Long Win, it was necessary for Long Win and TD to deliberate on the locations for parking and pick-up/drop-off activities of route no. S65 at the bus terminus in Mun Tung Estate. It was also necessary to provide various bus stop facilities in the bus terminus prior to commissioning of the route to facilitate bus operation and for the convenience of bus drivers during rest and meal break. He was concerned that TD and Long Win might fail to reach a consensus on the arrangements and enquired what would be done in this case.

127. Miss Sherman CHOI said that regarding the schedule for implementing route no. S65, TD was currently conducting a district consultation on the proposals set out in BRPP and working out a conclusion, aiming to implement various proposals as quickly as possible. When the proposal for route no. S65 is settled, TD and Long Win would study the detailed arrangements, including the locations for bus stacking and pick-up/drop-off activities in the bus terminus as well as bus stop facilities. TD had received Long Win's application for providing various operation facilities in the bus terminus. It was consulting the departments concerned on the application which would expeditiously be processed to tie in with Long Win's introduction of the route concerned.

128. Mr Rayson LAW said that Long Win and TD were actively following up on the arrangement for introducing route no. S65, but the actual operating date of the route was subject to the results of the consultation on BRPP. Long Win would continue to follow up with TD on the arrangements for parking and pick-up/drop-off locations of the route concerned in the bus terminus as well as bus stop facilities.

129. Mr LAU Chin-pang said that residents in Tung Chung had been longing for the commissioning of route no. S65 and hoped that it could be put into service in the second quarter of 2019 as scheduled. He recommended TD to streamline the procedures, process and confirm the routing of routes without controversy in priority. It should also keep following up on the arrangements for route no. S65, not until the consultation on the entire project and consolidation of the outcomes were completed.

X. Question on request for service enhancement of Citybus route nos. E11A and N11  
(Paper T&TC 42/2019)

130. The Chairman welcomed Miss Sherman CHOI, Senior Transport Officer/Islands1 of TD and Mr Brian CK LAM, Assistant Operations Manager of Citybus Limited (Citybus) to the meeting to respond to the question.

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

132. Mr Brian LAM responded as follows:

- (a) Citybus route no. E11A would provide bus service from Tung Chung to Tin Hau from about 7:35 a.m. to about 12:50 p.m. It would provide service of the opposite bound from about 1:00 p.m. to the evening. As the residents mainly travelled from Tung Chung to Hong Kong Island in the morning and the patronage of the route concerned would significantly decrease near noon, Citybus considered the existing arrangement more appropriate. During other periods when route no. E11A was not in service, residents in Tung Chung might travel to Hong Kong Island with bus-bus interchange (BBI) services. Having taken note of Members' comments, Citybus would closely monitor the

patronage of route no. E11A and conduct timely review of the service arrangement.

- (b) Regarding Citybus route no. N11, since its routing and journey time was already very long, Citybus had no plan to arrange route no. N11 to route via Tung Chung North for the time being.

133. Mr YIP Pui-kei expressed his views as follows:

- (a) He considered the remarks made by the representative of Citybus on low passenger demand of residents in Tung Chung for bus service travelling from Tung Chung to Hong Kong Island in the afternoon as speculation only since Citybus did not provide bus service of the route in the afternoon.
- (b) Both Citybus route nos. E11A and E11 provided bus services plying between Tung Chung and Tin Hau. However, route no. E11A provided service in the morning and routed via Tung Chung North, while route no. E11 provided service in the afternoon and evening without routing via Tung Chung North, except departures bound for the airport. He opined that the routing of route no. E11 costed residents in Tung Chung North additional time for travelling to the town centre to interchange for the bus route. The arrangement did not only increase the traffic load of the town centre, but also lead to waste of resources which was not environmentally-friendly. Moreover, it would be more difficult for the residents to estimate the journey time if they had to travel to Lantau Link Toll Plaza for bus interchange. He suggested Citybus consider arranging route no. E11 to route via Tung Chung North which would slightly increase the journey time only.
- (c) The representative of Citybus said that owing to the long routing and journey time of route no. N11, Citybus had no plan to extend its service to Tung Chung North for the time being. According to Citybus' information, the estimated time of the whole journey of route no. N11 was 75 minutes, shorter than that of other overnight bus routes ("N" routes) which was between 80 and 90 minutes. In addition, route no. N11 would depart for the airport via Tung Chung North. Such being the case, he considered it feasible to provide a bus stop in Tung Chung North.
- (d) With the development of Tung Chung New Town, the population of Tung Chung would be on the increase. However, only Citybus route nos. N11 and N21 provided overnight bus service plying to and from Tung Chung town centre for the time being, while Citybus route no. N21A was the only overnight bus route that routed via Yat Tung and Tung Chung North. In addition, there were only four departures of route no. N21A between midnight and 1:10 a.m. Contrarily, Long Win had introduced route no. N31 to provide overnight bus service

between Tung Chung and the New Territories. He hoped that Citybus could enhance its overnight bus service between Tung Chung and Hong Kong Island as well as Kowloon.

- (e) As there was no public bus directly travelling from Tung Chung to Hong Kong Island, residents travelling to Hong Kong Island would usually go to Tung Chung town centre by bus to interchange for MTR. He proposed that Citybus should enhance the public bus service between Tung Chung and Hong Kong Island to ease the burden of MTR and respond to the demand of residents.

134. Ms Sammi FU said many residents hoped that route no. E11A could provide whole-day service, and some hoped that the first departure time of the bus route, which was 7:35 a.m. at present, could be advanced. Since the journey time of the route was about one and a half hours, the first departure would arrive at Tin Hau at around 9:05 a.m. the earliest even if the traffic was smooth. Some passengers were therefore late for work or school. She proposed advancing the first departure time of route no. E11A to 6:30 a.m. or 7:00 a.m. and provide one to two additional departures to meet passenger demand.

135. Mr Holden CHOW stated that currently there were only a limited number of routes providing overnight public bus service plying between Tung Chung and other districts, among which only a few headed for Hong Kong Island. To tie in with the population growth in Tung Chung North and meet the demand of the residents, he recommended extending the service of Citybus route no. N11 to Tung Chung North. As the traffic condition would generally be smoother in the early hours, he believed that the proposed extension would not pose much negative impact on the journey time.

136. Mr Brian LAM made a consolidated response as follows:

- (a) Regarding the proposal of extending the service of route no. E11 to Tung Chung North which required additional resources, Citybus would prefer allocating the resources to timeslots of higher patronage to meet passenger demand. Additional resources might be wasted if they were allocated to timeslots with lower patronage. He suggested the residents consider using BBI service to travel to Hong Kong Island.
- (b) The estimated time of the whole journey of route no. N11 was 75 minutes, and many en-route stops were provided. If the route further extended service to Tung Chung North, the number of en-route stops, journey time and time for pick-up/drop-off activities would inevitably increase. Therefore, service extension of route no. N11 to Tung Chung North would not be considered for the time being. Citybus noted Members' views and would review the feasibility of bus route enhancement in the light of the development of Tung Chung North and passenger demand in future.

- (c) Citybus noted the passenger demand for advancing the first departure time of route no. E11A, and would closely monitor the changes in travel patterns of passengers, adjust the first departure time and increase the frequency as appropriate.

(Mr LAU Chin-pang left the meeting at around 5:20 p.m.)

XI. Question on service and route enhancement of Citybus route S56  
(Paper T&TC 43/2019)

137. The Chairman welcomed Miss Sherman CHOI, Senior Transport Officer/Islands1 of TD and Mr Brian CK LAM, Assistant Operations Manager of Citybus to the meeting to respond to the question.

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

139. Mr Brian LAM responded as follows:

- (a) The patronage of the first departure of Citybus route no. S56 was about 30% to 40% of the carrying capacity. Citybus deemed the existing arrangement capable of meeting passenger demand but would closely monitor the changes in patronage for timely review.
- (b) Route no. S56 was a circular route whose buses departed from Tung Chung Station, travelled via Tung Chung North and the backup area of the airport, and returned to Tung Chung Station. The journey time might extend due to various factors such as traffic jam and pick-up/drop-off activities. Citybus had provided a timing point at Tung Chung Station for stopover of buses operating the route concerned prior to departure according to the bus schedule. The arrangement would help stabilise the frequency so that passengers boarding at en-route stops could have a better grasp of the bus arrival time. In the case of smooth traffic, buses might be parked for a short while after arriving at Tung Chung Station, or immediately depart after picking up and setting down passengers.
- (c) As road traffic would be busier in daytime, buses generally stopped at the timing point for a shorter period than at night. Since Tung Chung Station was the major boarding/alighting and interchange point for passengers of both bounds, Citybus considered it appropriate to provide a timing point thereat. If buses departing from the airport routed via Tung Chung North before heading for the bus terminus in Tung Chung, additional resources would be required and the journey time would extend. Citybus held that the existing routing could meet the need of most passengers, but would still closely monitor the changes in volume and travel pattern of passengers and review the feasibility of enhancing the routing in a timely manner.

140. Mr YIP Pui-kei expressed his views as follows:

- (a) Some residents reflected that they might not report duty on time even if they had taken the first departure of the route concerned as they had to put on uniform after arriving at the airport. If the traffic was congested, they might be late for work and became illegible for special work allowance. Route no. S56 was one of the major means of public transport plying between Tung Chung and the airport, and passengers affected by its departure time were mainly the grass-roots. He urged Citybus to understand the needs of passengers and advance the first departure time of route no. S56 to 5:40 a.m.
- (b) Regarding designation of timing point, some routes of Citybus provided service between the airport and Tung Chung town centre, such as route no. S1 which had a relatively high frequency. However, buses of route no. S56, the only bus route plying between the airport and Tung Chung North, would stay at the timing point at Tung Chung Station for five to ten minutes and would not continue the journey until the next bus departed. During the stopover, some drivers would get off after switching off the lights and air-conditioning system of the buses, leaving passengers in the bus compartment. He requested Citybus to cancel the timing point arrangement so that buses operating route no. S56 could directly travel to Tung Chung North after picking up/setting down passengers at Tung Chung Station. Otherwise, Citybus should consider relocating the bus terminus of the circular route no. S56 to Ying Tung Estate or Tung Chung North to bring convenience to residents in Tung Chung North.
- (c) He reiterated his request for provision of shelter to the bus stop of route no. S56 in Ying Tung Estate to improve the waiting environment.
- (d) Although route nos. S1 and S56 had different bus terminus, their routings were similar so some passengers travelling to Tung Chung Station would take buses of route no. S56 at the airport. As a result, some passengers going to Tung Chung North failed to get on the fully loaded buses of route no. S56 and had no choice but travel by route no. S1, followed by an interchange at its terminus for buses bound for Tung Chung North. He enquired whether Citybus had recorded the number of passengers of route no. S56 boarding at the airport and alighting at Tung Chung Station, and requested enhancement of the existing diversion measures.

141. Ms Sammi FU recalled her experience of waiting for route no. S56 for travelling to Tung Chung North at the airport at 2:00 p.m. on 19 May 2019, pointing out that two buses of route no. S1 heading for Tung Chung town centre arrived at the bus stop at 2:01 p.m. and at 2:02 p.m. respectively. A bus of route no. S56 arrived at 2:06 p.m., and reached Caribbean Coast Phase 2 in Tung Chung North at 2:30 p.m.



As it took over 20 minutes for buses of route no. S56 to reach Tung Chung North in the afternoon when the traffic was smooth, she opined that the journey time might be over 45 minutes at night when the traffic was busier. Since passengers going to Tung Chung town centre could travel by route no. S1 with a higher frequency, she proposed relocation of the bus terminus of route no. S56 to Tung Chung North so that residents in this area no longer had to travel via Tung Chung Station.

142. Mr YIP Pui-kei said that to his understanding, route no. S56 was a combination of NLB route no. 37M and Citybus route no. S1. Residents in Tung Chung North might take route no. S1 at the airport to Tung Chung town centre and interchange for route no. 37M to Tung Chung North. After the commissioning of the new bus terminus in Tung Chung, the location of the bus stop of route no. S56 remained unchanged and passengers could interchange for this route to Tung Chung North. However, the view of passengers at some alighting points (such as the bus stop of route no. 37M) might be blocked, rendering them unable to see buses of route no. S56 pulling in the bus stop. For this reason, not many passengers at the bus terminus in Tung Chung would interchange for route no. S56. As the patronage of the Tung Chung North bound of route no. S56 was relatively low, he proposed that Citybus should change the operation mode or relocate the en-route stops to increase the number of passengers and make optimal use of resources.

143. Mr Brian LAM made a consolidated response as follows:

- (a) He noted Members' views on provision of cover to the bus stop of route no. S56 at Ying Tung Estate, and would convey them to the section in charge. Owing to the keen demand for bus shelters in various districts, Citybus would assess the urgency of providing cover to the bus stop at the location and assign the priority to districts with such demand. The project schedule would be announced as appropriate.
- (b) He indicated that advancing the first departure time of route no. S56 hastily might affect the frequency arrangement for subsequent departures. Citybus was of the view that the first departure time could already meet passenger demand, but it would closely monitor the changes in patronage for timely adjustment to the first departure time.
- (c) Citybus learnt that passengers of route no. S56 comprised residents and non-residents in Tung Chung North, and therefore it would keep a close watch on the patronage, conduct timely review of the proposals of enhancing the timing point and routing and study whether there was room for adjustment.

144. Mr YIP Pui-kei said that although the bus stop in Ying Tung Estate did not have the highest passenger volume, it was situated near the waterfront and prone to strong wind. To prevent passengers waiting there from being exposed to the sun and rain, he hoped that Citybus would provide the schedule for provision of bus shelter as soon as possible.

XII. Question on ancillary transport facilities in Tung Chung North  
(Paper T&TC 44/2019)

145. The Chairman welcomed Ms YUEN Kit-fung, Engineer/Islands 2 of TD, Mr WAN Chi-kin, District Engineer/Islands of HyD, Mr AU Hok-lang, Engineer/22 (Lantau) of CEDD and Mr IP Cheuk-yan, Senior Land Executive/Tenancy of District Lands Office, Islands (DLO/Is) to the meeting to respond to the question. The written reply of DLO/Is had been distributed to Members for perusal prior to the meeting.

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

147. Mr AU Hok-lang said that the project “Infrastructure works for public housing development at Area 54, Tung Chung” (contract no. NL/2017/01) being implemented by CEDD included construction of footpath, cycle track, bicycle parking area, amenity area and bus bay to the north of Ying Hei Road. Subject to weather condition, the project was anticipated for completion in end June this year, subsequently followed by tree planting works in the above amenity area. The remaining works included construction of the carriageway connecting Tung Chung Area 54 and Ying Hei Road, and connection of sewage disposal facilities in Tung Chung Area 54 to the existing sewage pump house in Tung Chung, which were anticipated for completion in late 2020.

148. Mr WAN Chi-kin said that the works of the proposed pedestrian crossing facilities on Ying Hei Road near the bus stop at Century Link was expected to commence in June and be completed in the fourth quarter this year.

149. Mr IP Cheuk-yan briefly presented the written reply of DLO/Is.

150. Ms YUEN Kit-fung said that the pedestrian crossing near The Visionary on Ying Tung Road was provided with dropped kerb. TD had previously arranged the works division to provide traffic signs and road markings including “Pedestrians on or crossing road ahead” and “Slow” on Ying Tung Road near Ying Tung Estate, reminding motorists to pay attention to the road condition ahead and reduce speed to ensure road safety. The works was completed in February this year. TD would continue to closely monitor the traffic condition of the road section concerned and take appropriate traffic improvement measures in a timely manner.

151. Mr YIP Pui-kei expressed his views as follows:

- (a) Regarding the project “Infrastructure works for public housing development at Area 54, Tung Chung”, part of the works would be completed in end June this year as advised by the representative of CEDD. He enquired whether the footpath and cycle track would be open for public use immediately after completion of the works or after planting of trees.

- (b) Regarding provision of traffic light on Ying Hei Road near the bus stop at Century Link, he said that he had requested TD to provide information on the works in early 2019, and enquired whether the latest design and location were identical to those in the original plan without amendment. He hoped that TD would provide supplementary information after the meeting.
- (c) Regarding the works progress of the car park on Hei Tung Street, he enquired how long it would take for construction or site formation after completion of the tendering exercise, and when the car park was expected to start operation.
- (d) Regarding the provision of facilities such as zebra crossing at the pedestrian crossing on Ying Tung Road near the bend on Ying Hong Street, the representative of TD indicated that the department had already provided additional traffic signs and road markings at the location to ensure road safety. However, he considered the measure incapable of enhancing road safety and queried whether traffic accidents could be prevented in this way. At around 8:00 a.m. on 19 March 2019, a person was knocked down by a bus at the location and was sent to hospital for treatment. He opined that with the increased vehicular flow at the location, pedestrians crossing the road had to pay attention to vehicles coming from more than one direction, including the traffic from Ying Hong Street. After bus service enhancement in the future, more vehicles would pass through the area. Since many parents in the estate had to take care of a few young children when crossing the road, the location would be prone to accidents if crossing facilities such as zebra crossing were not provided. He recommended TD to conduct site inspection at the location for follow-up.

152. Mr Holden CHOW expressed his views as follows:

- (a) Regarding provision of facilities such as zebra crossing at the pedestrian crossing on Ying Tung Road near the bend on Ying Hong Street, he had recommended provision of such facilities at the location since the distance between the junction and the bend was not short. However, the department concerned rejected the proposal on grounds of “having similar facilities in the vicinity”. He opined that with the increase in the vehicular flow, the traffic condition would become busier at the location and pedestrians might have no choice but jaywalk. As such, he requested TD to provide zebra crossing or other pedestrian crossing facilities at the location concerned again to ensure road safety.
- (b) Regarding provision of traffic light on Ying Hei Road near the bus stop at Century Link, he and Mr YIP Pui-kei, together with staff of TD and HyD had conducted site inspection and exchanged views on the project design. He enquired whether there was any difference between the

latest design as well as location of the project and those set out in the proposal discussed.

153. Mr AU Hok-lang said that after completing the footpath and cycle track to the north of Ying Hei Road in end June this year, CEDD would open them for public use subject to the actual circumstances, and carry out tree planting works subsequently in the amenity area.

154. Ms YUEN Kit-fung responded as follows:

- (a) Regarding the proposed pedestrian crossing on Ying Hei Road near the bus stop at Century Link, the works site did not vary greatly from that in the original design. However, due to level difference of the road section near Caribbean Coast, it was necessary to revise the design of the footpath without changing the location of the crossing. TD would provide Members with supplementary information after the meeting.

(Post-meeting note: TD had provided Members with the layout plan of Ying Hei Road after the meeting.)

- (b) Regarding provision of facilities such as zebra crossing at the pedestrian crossing on Ying Tung Road near the junction of Ying Hong Street, the existing pedestrian crossing at the location concerned was considered to be appropriate according to observation. TD noted Mr YIP Pui-kei's views and would discuss the arrangement for site inspection after the meeting.

(Post-meeting note: TD and Mr YIP Pui-kei conducted a site inspection on 13 June 2019.)

155. Mr IP Cheuk-yan said that regarding the estimated date of commission of the car park on Hei Tung Street, at TD's request, DLO/Is would lease the government land for use of temporary public fee-paying car park on Short-Term Tenancy by way of open tender. DLO/Is and the departments concerned were reviewing and handling the views collected during the public consultation, and planned to invite tenders in the third or fourth quarter in 2019. He would provide Mr YIP Pui-kei with supplementary information on the works following the tendering exercise after the meeting.

### XIII. Question on Ying Tung Estate bus terminus (Paper T&TC 45/2019)

156. The Chairman welcomed Ms YUEN Kit-fung, Engineer/Islands 2 and Miss Sherman CHOI, Senior Transport Officer/Islands1 of TD to the meeting to respond to the question.

157. Mr LEE Ka-ho briefly presented the question.

158. Miss Sherman CHOI said that the traffic condition of Ying Tung Road was recently normal in general and bus operation was not affected by traffic congestion on the road. To tie in with the public housing development in the vicinity of Tung Chung North, it was learnt that a public transport interchange (PTI) would be constructed in Tung Chung Area 99 near Ying Tung Road. A number of bus bays and rest rooms for bus drivers would be provided therein.

159. Mr LEE Ka-ho expressed his views as follows:

- (a) As reflected by many residents, many bus routes routed via Ying Tung Road, a dual two-way carriageway where traffic congestion often occurred. Although there were already two bus bays in the bus terminus, many buses would be parked there, leaving insufficient space for other buses if any bus pulling in earlier was not properly parked at the designated location. Whenever other vehicles such as private cars or commercial vehicles passed through Ying Tung Road, the road would become more congested, which might cost ten minutes more for a bus to leave the road.
- (b) Despite the planned construction of a PTI in Tung Chung Area 99, land would be available for public housing development by Hong Kong Housing Authority only after reclamation in the area was completed. He enquired whether TD would consider constructing a large bus terminus to mitigate traffic congestion on Ying Tung Road. He urged TD to provide a solution, holding that the problem should be resolved in the near future.

160. Mr YIP Pui-kei expressed his views as follows:

- (a) To his understanding, the works of the proposed PTI in Tung Chung Area 99 would commence only after completion of reclamation, and the estimated construction period was about four to five years. He enquired of TD whether the traffic problem in the area would only be tackled four to five years later.
- (b) At several T&TC meetings, he enquired whether Ying Tung Road was wide enough for smooth passage of buses. The bus companies also remarked that the road was narrow so buses had to travel slowly along the road, resulting in prolonged journey time. He said that Members had recommended widening of Ying Tung Road, but TD indicated that further discussion and study on the proposal would be carried out only after completion of reclamation. He pointed out that many school coaches would park at the location to pick up/set down students, and this was the main reason for him to propose widening of Ying Tung Road. If a bus lay-by could be provided on the road section for pick-up/set-down activities of school coaches, it would not only help ensure the safety of students but could also improve the ancillary transport

facilities there. He enquired whether TD would consider widening Ying Tung Road and providing a bus lay-by before constructing the PTI.

161. Mr Holden CHOW said that he had put forward the proposal of widening Ying Tung Road at a T&TC meeting and conducted a site inspection at Ying Tung Road with Mr YIP Pui-kei and the representative of THB. Therefore, TD should be familiar with the environment of the road. In addition, he pointed out that another reason for widening the road and providing a lay-by was to avoid vehicles waiting for access to the estate or parking near the entrance of the estate, which would hinder vehicles behind from leaving. However, TD replied that it was unnecessary to widen the road then. The department had previously stated that road traffic of Ying Tung Road might be adversely affected by access of many large vehicles involving in fitting-out works during resident intake of Ying Tung Estate. Although the fitting-out works in the estate had been substantially completed, the traffic condition on Ying Tung Road was yet to improve. He therefore hoped that TD would respond to the residents' demand by widening Ying Tung Road as soon as possible.

162. Ms YUEN Kit-fung said that according to TD's observation, the traffic condition in the vicinity of Ying Tung Road was smooth in general. TD did not receive any complaints lodged by the residents about traffic congestion on the road caused by vehicles parking at the entrance of the estate as the car park of the estate was full. TD would conduct site inspection with the Members concerned as well as discuss and examine the feasibility of road widening.

163. Mr WONG Wah enquired whether TD could invite the bus companies for a joint site inspection.

164. Miss Sherman CHOI welcomed the bus companies to the site inspection to discuss the proposed widening of road.

165. Mr WONG Wah said that the objective of including bus companies in the site inspection was to confirm and implement the proposal, rather than just discussing and studying its feasibility.

166. The Chairman requested TD, together with Members and the bus companies concerned to arrange a site inspection as quickly as possible.

#### XIV. Question on Tung Chung Town Centre bus terminus (Paper T&TC 46/2019)

167. The Chairman welcomed Ms YUEN Kit-fung, Engineer/Islands 2 and Miss Sherman CHOI, Senior Transport Officer/Islands1 of TD to the meeting to respond to the question.

168. Mr LEE Ka-ho briefly presented the question.

169. Miss Sherman CHOI said that TD noted NLB's plan to install real-time bus arrival information display panels (display panels) at the bus terminus in Tung Chung town centre to provide more service information to passengers. NLB had commenced the study on and preparation for the installation which was expected to be completed in the fourth quarter this year.

170. Ms YUEN Kit-fung responded as follows:

- (a) As it had been a short time since the commissioning of the bus terminus, passengers were not familiar with its location and jaywalking was commonly seen. The departments and organisations concerned, including TD, HKPF, the developer of phase 2 of Citygate and bus companies, had immediately reviewed the design of the bus terminus as well as improved and added relevant signs and markings providing information on the location of the bus stops, routes of access and so on.
- (b) During the Golden Week in May this year, the bus companies and Citygate deployed additional staff for maintaining order in the bus terminus. The Police also stepped up patrol at the facility. During the review of the arrangements after the Golden Week, TD considered that the situation in the bus terminus had improved. Most passengers and tourists were informed that they might go to the bus stops of NLB route nos. 37, 37M, 39M, 11 and 3M via the access of the bus terminus on Mei Tung Street. NLB was also arranging provision of additional directional signs and banners therein.
- (c) Regarding pedestrian safety inside the bus terminus, operation of the bus terminus would be affected if pedestrians crossing facilities were provided on the road section connecting the bus terminus at phases 1 and 2 of Citygate respectively. Therefore, TD did not recommend provision of the facilities at this stage. TD would continue to maintain close liaison with the developer and hope for early completion of elevators at the shopping mall, so as to provide the public with comfortable access to the bus terminus.

171. Mr Eric KWOK expressed his views as follows:

- (a) There was a carriageway between the bus stop of NLB route no. 39M and the bus stops of NLB route nos. 37 and 38. At present, many passengers of route no. 39M jaywalked to the MTR station on the opposite side of the road after alighting. To his understanding, the shopping mall, food court and cinema at phase 2 of Citygate would open between June and August this year, and the public might access to different floors of the shopping mall with the escalators on the left. He believed that more people would cross the road between the bus stop of route no. 39M and the those of route nos. 37 and 38 instead of using the crossing facilities on Mei Tung Street. He noted that the department and contractor concerned were discussing response to the situation and

hoped that they could resolve the problem with their professional knowledge and skills as quickly as possible.

- (b) Some residents in Yat Tung Estate reflected that as there were so many passengers waiting for buses of Citybus route no. S1 (airport bound) during peak hours, causing obstruction to the junction and affecting passengers waiting for buses of NLB route no. 38. Some residents proposed swapping the location of the bus stop of Citybus route no. S1 with that of Long Win route no. S64C, and relocating the bus stop of route no. S1 to an inner position. As the two routes travelled in the same direction, swapping the location of their bus stops would not pose negative impact on the passengers. In addition, relatively fewer passengers waited for buses of route no. S64C so the queue would not cause obstruction to the junction. He hoped that the department concerned would study the feasibility of the proposal or draw up other feasible plans to resolve the problem of route no. S1 causing obstruction at the junction during peak hours.
- (c) He had raised the above views during the site inspection with the representative of TD and Members at the new bus terminus at phase 2 of Citygate earlier and subsequently wrote to TD in this regard. He hoped that TD could give a response.

172. Mr YIP Pui-kei expressed his views as follows:

- (a) Regarding the safety of pedestrians, he opined that TD had been encouraging the residents and passengers to cross the road at Mei Tung Street. As he had previously stated during the site inspection at the bus terminus, some buses also routed via Mei Tung Street. Therefore, to passengers of NLB route no. 37M or 39M, especially elderly persons and young children, either jaywalking near the bus stop or crossing the road at Mei Tung Street was dangerous. Learning that TD would close Mei Tung Street after completion of the diversion works on Tat Tung Road, he enquired about the works schedule of the project and requested closure of the access of the bus terminus on Mei Tung Street as quickly as possible so that passengers could cross the road safely.
- (b) Regarding the ventilation system of the bus terminus, many staff of bus terminus and passengers had reflected that it was very sultry inside the bus terminus. He enquired whether the ventilation system had been switched to the maximum intensity. In view of higher temperature in June and July, he enquired whether TD would consider installing additional fans or other ventilation equipment to improve the ventilation within the bus terminus if the situation had not improved.
- (c) To his understanding, many passengers queued for buses of some routes during festivals. For example, on Mother's Day earlier, many passengers travelled to Tai O by NLB route no. 11. The queue of



passengers extended from the waiting area of bus routes serving South Lantau to the waiting area of NLB route nos. 37M and 39M, or even areas outside the bus terminus, causing serious obstruction and impeding boarding activities of residents in Tung Chung North and Mun Tung Estate. He enquired whether the department concerned would study adjusting the queuing arrangement to improve the order and tackle the problem of obstruction.

- (d) Although the new bus terminus was more spacious with a better environment, the ventilation facilities were undesirable and the queueing areas were narrow. As the number of passengers of route nos. 39M and 37M were on the increase, the queue for route no. 39M extended to the waiting area of route no. 37M sometimes which caused confusion. Therefore, some residents had negative comments on the new bus terminus. He suggested that TD should conduct site inspection again and study ways to enhance the design of the bus terminus.

173. Mr LEE Ka-ho expressed his views as follows:

- (a) The representative of TD indicated that NLB had planned to install display panels at the bus terminus in Tung Chung town centre, and expected the installation to be completed in the fourth quarter this year. However, he opined that the installation should have been completed prior to the commissioning of the bus terminus instead of commencing the works half a year after the bus terminus started operation.
- (b) Since bus stops of Citybus routes were provided in the bus terminus, he enquired whether Citybus would install display panels.
- (c) As stated by the representative of TD, the road crossing situation in the bus terminus had improved, especially on the road section between the bus terminus at phases 1 and 2 of Citygate. However, during a site inspection with other Members earlier, he witnessed many passengers jaywalking for direct access to the bus stop of route no. 39M. It was a dangerous act and the situation was obviously different from what TD had described. Moreover, TD's so-called improvement measures simply included provision of water-filled barriers with "No jaywalking" notices on them at the location concerned. Believing the measures would have no practical effect, he hoped that TD would put forward feasible solutions.

174. Mr Holden CHOW expressed his views as follows:

- (a) He opined that it was not difficult to tackle the problem of the ventilation system of the bus terminus. Identical problem had occurred in the old bus terminus, and was subsequently resolved by installing additional fans therein. Given that many passengers had

complained about the poor ventilation inside the new bus terminus, he urged the department concerned to allocate resources for provision of fans to expeditiously resolve the problem.

- (b) He looked forward to early completion of the elevators at the shopping mall, so as to provide the public with comfortable access to the bus terminus and reduce jaywalking.
- (c) As many residents were discontented with the location of the bus stop of NLB route no. 39M, he hoped that TD would adjust the location in response to residents' demand.

175. Ms YUEN Kit-fung made a consolidated response as follows:

- (a) Regarding the road works on Tat Tung Road, the developer expected the project to be completed in mid-July this year. After completion of the works, all bus routes would be re-routed to enter and leave the bus terminus via the access on Tat Tung Road, and the temporary vehicular access on Mei Tung Street would be altered to a footpath at the same time. People going to the bus stops concerned would not need to walk across the temporary vehicular access anymore.
- (b) The traffic flow of the road section between the bus terminus at phases 1 and 2 of Citygate during off-peak hours was not high at present, and therefore some people jaywalked for convenience. However, a lot of buses would pass through the location during peak hours, especially after the closure of the temporary vehicular access on Mei Tung Street in the future when more buses would leave via Tat Tung Road. Since the traffic at the location would be very busy, TD did not suggest the public crossing the road there. It would closely monitor the situation and, where necessary, review the location of bus stops and pedestrian facilities.

176. Miss Sherman CHOI made a consolidated response as follows:

- (a) Since the commissioning of the new bus terminus, TD and the bus companies had been keeping a close watch on its operation and the travel pattern of passengers. It was expected that passengers might take a different route to the bus terminus after the closure of the terminus' access on Mei Tung Street in future. To satisfy passenger demand, TD and the bus companies would review the necessity of adjusting the location of bus stops of various routes, taking into consideration different factors, including space for queueing, traffic and pedestrian safety as well as daily operation of buses, in a comprehensive manner.
- (b) Regarding the ventilation system of the bus terminus, TD would request the developer to enhance the ventilation inside the bus terminus after

the meeting, and observe the effectiveness of the measures. TD would liaise with the department concerned and follow up on the arrangement for installation of fans if necessary.

- (c) Regarding Mr Eric KWOK's proposal of swapping the location of the bus stops of Citybus route no. S1 and Long Win route no. S64C, TD had deployed staff from time to time to observe the queueing condition at the bus stops concerned during peak hours. Based on observation, around 60 to 70 passengers queued for route no. S1, while a considerable number of passengers queued for NLB route no. 38 during peak hours. As both queues might extend to the entrance of the terminus, the one for buses of route no. S1 would still extend to the access after swapping the location of the bus stops of route nos. S1 and S64C, and the situation mentioned by Members would remain unimproved. Nevertheless, TD would liaise with the bus companies concerned after the meeting to request deployment of more staff to maintain order in the bus terminus during peak hours, and to ensure that the access would be free from obstruction by passengers queueing for route nos. 38 and S1.

177. The Chairman urged TD to consider and follow up on Members' views.

(Ms Sammi FU left the meeting at around 6:30 p.m.)

XV. Question on Discovery Bay Plaza bus terminus  
(Paper T&TC 47/2019)

178. The Chairman welcomed Mr Peter TSANG, Senior Manager-Transportation of DBTSL to the meeting to respond to the question. The written reply of HKR had been distributed to Members for perusal prior to the meeting.

179. Ms Amy YUNG briefly presented the question.

180. Mr Peter TSANG said that HKR had provided a written reply to Ms YUNG's question and supplemented as follows:

- (a) The design of the bus terminus in Discovery Bay Plaza and amenities thereat was undertaken by professional architectural and traffic consultants and approval of relevant government departments had been obtained. The bus terminus formally came into operation after the issue of occupation permit by ArchSD and should absolutely satisfy with the relevant standards and requirements. If there were any revisions or changes to the layout of the bus terminus, HKR would be required to submit a fresh design which would be subject to the complicated process of approval of the relevant government departments.

- (b) The bus terminus had just been in use for over a month to date and there was covered waiting area providing waiting passengers shelter from wind, rain and heat. Notwithstanding the deliberated design, the cover might not be able to provide full protection to passengers in the inclement weather, as was the case with other uncovered bus termini.
- (c) HKR had followed up and made modifications within a short time having regard to the opinions of residents on the bus terminus. Regarding the lighting, given the proximity of the bus terminus to resident units and the impacts of bright lights on residents, the lights were initially set at a dimmer level to minimise the impacts on residents while conforming to the requirement on bus stop lighting level. However, after receiving complaints from residents about dim lights and a site visit with lighting consultants, HKR turned the lights to a brighter level. On road areas, reflective paint was used for the safety islands as suggested by residents to make them clearly visible at night time. On lighting facilities, some residents reflected that the numbers on the bus route sign above the cover were not clear enough at night, and HKR installed light fixtures at the areas concerned to provide extra lighting.
- (d) HKR had listened to public opinions attentively. As the operation of the bus terminus was at its initial phase, it needed time for improvement and adjustment. Since the bus terminus commenced operation, HKR had been responding to residents' concerns actively and arranged staff and ambassadors to provide all-time manning at the bus terminus to help residents find the appropriate bus route and collect public feedback on the bus terminus for improvement.

181. Ms Amy YUNG expressed her views as follows:

- (a) At a passenger liaison group meeting a few months ago, residents expressed views regarding the layout of the bus terminus and proposed organising a site visit. HKR however did not follow up on the group's views nor did it take the initiative to explain the layout or organise a site visit promptly. A site visit was arranged less than 7 days before the bus terminus came into operation. During the site visit, residents identified a number of problems, showing HKR did not follow up on the issues. She opined that if HKR had paid heed to the residents' aspirations and the opinions of the liaison group, the professional architectural and traffic consultant team would not have designed a bus terminus failing to meet user needs.
- (b) She had conducted site visit to the bus terminus and found lots of problems. First, its design could not protect people effectively from heat, wind and rain. On very hot days now, the waiting passengers had to endure the scorching heat. When it rained or a typhoon approached, they had to brace for intense wind and heavy downpours.

Second, given bus service was not coordinated with the ferry schedule, passengers would have a long wait after getting off the ferry, but no seat was provided in the bus terminus. As such she requested HKR to promise to alter the cover for providing shelter for passengers and have seats built in the bus terminus for passengers while waiting for the bus or for wheelchair users or parents with babies to take a rest.

- (c) She said the residents had lodged complaints to HKR repeatedly but received no response until she sent TD a copy of the emails recently. As an elected member, she had a duty to reflect residents' views but HKR had all along ignored their views. She had to remind HKR frequently at the meeting of TTC to respond to her letters. Speaking from her own experience of dealing with HKR for 20 years, there would be no reply from HKR unless she copied on the relevant government departments in the emails. She would send copies to the relevant departments in the emails in the future.
- (d) She pointed out that the photos attached to the paper showed that the bus terminus was dimly-lit, while another photo showed two ladies slipping onto the ground, evidence that it was not bright enough. She enquired of HKR again whether it would enhance the cover of bus terminus for protecting passengers from wind, rain and heat and provide seats thereat for people in need, e.g. wheelchair users or parents with babies for taking a rest while waiting for the bus. She urged HKR to listen to public feedback and explore ways to improve the facilities in the bus terminus.

182. Mr LEE Ka-ho said the photos revealed the poor design of the bus shelter which provided shelter for less than one third of the bus terminus only. As stated by the representative of HKR, even a sheltered bus stop could not fully protect passengers in adverse weather. However, he opined that the existing cover could not even shelter passengers thereunder from drizzle. Therefore, he proposed that HKR should re-design the shelter to enhance its practicality.

183. Mr Eric KWOK said that according to Section 4 in Chapter 8 "Internal Transport Facilities" of HKPSG, franchised bus facilities covered a bus terminus which included bus turning, stacking and passenger waiting facilities and accommodated a number of bus routes. He enquired TD whether the standards were also applicable to a bus terminus in a private housing estate, and if yes, why the facilities of the Discovery Bay Plaza bus terminus were so simple as if it was a pick-up/drop-off point.

184. Mr Peter TSANG made a consolidated response as follows:

- (a) As a bus shelter was considered as a structure, any addition to it or reconstruction was subject to prescribed vetting procedures. HKR held that the bus terminus was still functional and had just operated for a short time so observation of its usage should be continued. HKR would listen to the views raised by Members and the residents, and take

improvement measures as appropriate in the light of the actual circumstances.

- (b) After receiving complaints lodged by the residents about inadequate illumination, DBTSL immediately took follow-up actions. To strike a balance among the interests of various stakeholders, the illumination level of street lamps had been appropriately adjusted since over-illuminated street lamps would have negative impact on residents on lower floors of the premises nearby. In response to the difficulty in locating the safety islands at night as reflected by the residents, HKR had covered the edges of the safety islands with reflective paint and the effect of the measure was considered satisfactory after site inspection.
- (c) Noting residents' request for provision of seats in the bus terminus, HKR and the staff in charge were studying installation of appropriate seating facilities. It was expected that seats would be available for use by passengers waiting for buses later this year.
- (d) The temporary bus stop was still in use. Passengers thereat had to access the pier via an open-air walkway. In consideration of the coming rainy season and to prevent passengers from accessing the pier without shelter from rain, HKR decided to open the new bus terminus for public use soon after obtaining the occupation permit even if the works beside the terminus was not yet completed, so as to provide the residents with a safe and appropriate walkway connecting to the pier.

185. Mr Alex WAN said that roads in Discovery Bay were on private lots and were private properties. The building plans of the relevant projects should be prepared by authorised persons and be processed by the Buildings Department which might consult other departments concerned. If the management company had any enquiries on road traffic or safety, TD would be happy to provide advice and assistance.

186. Ms Amy YUNG enquired what role TD was playing in matters related to the standard of bus facilities, on which a question had been raised by Mr Erick KWOK, and whether TD would comment on the design of a bus terminus and its cover.

187. Mr Alex WAN said that if the relevant development project posed impact on the traffic of public roads in the area, TD would give comments to the departments concerned during the vetting process. TD was happy to provide advice and assistance if the management company had any enquiries on road traffic or safety regarding operation of the bus terminus.

188. Mr Eric KWOK said that according to the representative of TD, it seemed like bus termini in private housing estates were not bound by the relevant regulations of HKPSG. Instead, their design was up to the decision of the management company. However, the design of the bus terminus concerned was similar to that of an ordinary pick-up/drop-off point. He enquired why TD formulated relevant standards and guidelines if it did not play any role in this respect.

189. Ms Amy YUNG expressed her views as follows:

- (a) She had reflected the discontent of the residents at the meeting. Having learnt the situation of the bus terminus, other Members agreed with her views and raised many suggestions. She hoped that Mr Peter TSANG would relay the views to the responsible section of DBTSL for follow up.
- (b) At a passenger liaison group meeting a few months ago, the residents commented on the layout plan of the bus terminus and proposed organising a site inspection. However, HKR neither promptly followed up on the group's views nor take the initiative to explain the layout plan, with the excuse that vetting was required all the time. After completion of the bus terminus, many residents were very discontented with its design. She opined that reconstruction of the bus terminus might be necessary for improving the facilities therein, and hoped that HKR could be customer-oriented and respect the residents' views.
- (c) Being users of the bus terminus, the residents hoped that HKR would value and accept their proposals but their demands had not been satisfied. She therefore had no choice but to raise a question at the T&TC meeting, urging HKR to actively listen to the views of about 21 000 residents in future and stop disregarding their requests. Otherwise, the residents' discontent with the management company would increase, so as the number of complaints, which would possibly affect the property price of Discovery Bay and the profit of HKR.

190. Mr Peter TSANG made a consolidated response as follows:

- (a) There were many channels in place for HKR to communicate with the residents, including his regular attendance at T&TC meetings, the regular passenger liaison group meetings held by DBTSL, as well as dedicated telephone hotline and email address for the residents to express their views. The residents could also visit HKR's office in person, and staff of the customer service department would meet them and listen to their views, which would be relayed to the company.
- (b) HKR would keep collecting the residents' views while DBTSL would appropriately follow up on the comments on the operation of buses or other vehicles and respond to the residents' requests. On the works of the bus terminus, staff of the responsible section would collect the residents' views and explore improvement measures. Moreover, HKR would make adjustments to the routing and frequency of bus routes so that the departure time of buses and ferries could tie in with one another.

- (c) Prior to receipt of the occupation permit, the works of the bus terminus were considered incomplete. As such, it was inappropriate to arrange non-engineering staff or outsiders to visit the bus terminus. For this reason, site inspection at the bus terminus by the passenger liaison group could only be arranged in less than seven days before the commissioning of the facility. Having considered the coming rainy season and to prevent passengers from accessing the pier without shelter from rain, HKR decided to open the new bus terminus as quickly as possible after obtaining the occupation permit with a view to providing the residents with a safe and appropriate walkway connecting to the pier.

(Ms Amy YUNG left the meeting at around 6:10 p.m.)

XVI. Question on provision of a standard bus terminus in Mun Tung Estate  
(Paper T&TC 48/2019)

191. The Chairman welcomed Ms YUEN Kit-fung, Engineer/Islands 2 and Miss Sherman CHOI, Senior Transport Officer/Islands 1 of TD as well as Mr CHUI Chi-keung, Acting Senior Land Executive/Lantau Island of DLO/Is to the meeting to respond to the question. The written replies of DLO/Is and the Planning Department (PlanD) had been distributed to Members for perusal prior to the meeting.

192. Mr Eric KWOK briefly presented the question.

193. Miss Sherman CHOI said that a total of five bus bays were provided in the bus terminus in Mun Tung Estate for operation of four bus routes at present. Facilities of the bus terminus could generally tie in with the daily operation of buses. TD noticed that individual bus drivers set down passengers at the rear of the bus terminus (i.e. outside the bus bays which was not beside a footpath), causing inconvenience to passengers. TD had reminded the bus companies to monitor the situation and would continue to explore feasible improvement measures with them. Moreover, TD was studying the feasibility of extending the bus stop in Mun Tung Estate to provide more spaces for pick-up/drop-off activities and tie in with operation of the bus companies and passenger demand.

194. Ms YUEN Kit-fung said that to meet the needs for public bus service in future, TD and the departments concerned were examining and studying the feasibility of widening and extending the roundabout beside Pei Mei Village Refuse Collection Point (RCP).

195. Mr CHUI Chi-keung briefly presented the written reply of DLO/Is.

196. Mr WONG Wah said that NLB supported construction of a bus terminus in Mun Tung Estate. As the land off Mun Tung Estate was an unleased government land, as stated by the representative of DLO/Is, he enquired of TD whether the land could be allocated to NLB for construction of a bus terminus.



197. Mr YIP Pui-kei said that as reflected by many residents, after the commissioning of the new bus terminus, the bus stop of NLB route no. 39M relocated to Citygate had caused inconvenience to residents of Mun Tung Estate. Some district organisations even collected and submitted residents' signatures to TD to reflect the problem. He hoped that TD would be receptive to the advice and relocate the bus stop of route no. 39M back to the original location. With gradual occupation of the new housing estates, the residents' demand for bus service would be on the increase. He suggested TD study the feasibility of constructing a bus terminus in Mun Tung Estate as quickly as possible to meet the needs of the residents and tie in with the commissioning of Tung Chung West Extension in the future.

198. Mr Eric KWOK expressed his views as follows:

- (a) He enquired whether the department concerned would accept his suggestion and construct a standard bus terminus on the vacant land beside the bus pick-up/drop-off point on Yu Tung Road in accordance with HKPSG, rather than widening the roundabout. As stated in the written reply of PlanD, the Housing Department (HD) was required to develop a bus/minibus parking area according to the planning framework of Mun Tung Estate. The representative of DLO/Is had stated that the site off Mun Tung Estate was an unleased government land. Besides, a lot of residents in Mun Tung Estate were discontented with the relocation of the bus stop of NLB route no. 39M to the new bus terminus in Citygate. Under such circumstances, he suggested TD promptly apply for construction of a standard bus terminus at the site concerned and provide a works schedule in due course.
- (b) During the discussion on the question on Long Win route no. S65 under Item 9, the reply of the representative of Long Win reflected that there were insufficient facilities in the bus terminus in Mun Tung Estate to meet the demand at present. In spite of the plans of various bus companies to introduce new bus routes, no space was available in the bus terminus for the new bus routes. Also, although a representative of TD stated that the department was studying the feasibility of widening the bus terminus in Mun Tung Estate, no extra space was available for such purpose since a roundabout was in front of the bus terminus and the area at the back was marked with double yellow lines with obstacles placed thereat.

199. Miss Sherman CHOI said that TD was looking into extension of the rear portion of the bus terminus with a view to providing more spaces for pick-up/drop-off activities within a short time. If all bus bays in the bus terminus were fully utilised by the existing bus routes, TD would discuss and study with various franchised bus companies the improvement measures to prevent hindrance to bus service enhancement due to space constraints of the bus terminus. The measures included shared use of one bus bay by two or more bus routes with low frequency, provision of additional pick-up/drop-off points in the vicinity of the bus terminus, conversion of some routes into

circular ones and identification of a site in the vicinity for construction of another bus terminus. TD adopted an open attitude towards the proposed provision of a standard bus terminus on the vacant land beside the bus pick-up/drop-off point on Yu Tung Road, and would strike a balance among various factors such as impact of the proposal on operation of the bus terminus, passenger demand, cost-effectiveness and construction period required when studying the feasibility of the proposal.

200. Mr Eric KWOK expressed his views as follows:

- (a) He was disappointed at TD's reply, opining that it was neither a desirable nor common practice to extend the rear portion of a bus terminus, and that an excessively long bus terminus would cause inconvenience to passengers. He said that a standard bus terminus was provided at Mui Wo Pier to meet the needs of the residents and visitors in its early stage of development even though the population of Mui Wo was only around 3 000 to 4 000 back then. On the contrary, despite the pressing demand for transport facilities of the 12 000 residents of Mun Tung Estate and those of other housing estates in the vicinity, only a sub-standard bus terminus was shared among these residential premises. The bus terminus could only accommodate three buses operating NLB route nos. B6 and 39M as well as Long Win route no. E31 at most in peak hours, and this was far from enough to satisfy the needs of residents. In this connection, he hoped that TD would seriously study the feasibility of the proposal, and suggested deploying staff for site inspection at the bus terminus in Mun Tung Estate at 5:30 a.m. to understand the utilisation of the terminus.
- (b) Resident intake of Yu Tai Court off Ma Wan New Village in Tung Chung was about to commence, but TD still had not conducted the transport and traffic assessment to ensure that the public transport service could meet the needs of residents in Yu Tai Court in future. He proposed again widening and extension of the roundabout beside Pei Mei Village RCP to provide adequate space for entry and U-turn movement of single-decker buses.

201. Miss Sherman CHOI said that a PTI would be constructed in Tung Chung Area 38A off Mun Tung Estate under the Tung Chung Valley Area Outline Zoning Plan. TD was open-minded about the proposed provision of a standard bus terminus on the vacant land beside the bus pick-up/drop-off point on Yu Tung Road, and would study the impact of the proposal on various aspects including operation of the bus terminus and cost-effectiveness. As regards the enquiry on Area 27, she invited Ms YUEN Kit-fung to provide supplementary information.

202. Ms YUEN Kit-fung said that the HD had conducted a traffic impact assessment on the development of Yu Tai Court. Although widening and extension of the roundabout beside Pei Mei Village RCP was not recommended in the assessment report, TD opined that there was still space for widening the roundabout beside Pei Mei Village RCP after internal review, so as to tie in with the bus service development and

population growth in future. TD, together with the departments concerned such as LandsD and FEHD, would follow up on the proposal and, upon completion of the feasibility study, the engineering matters with the works departments.

203. Mr WONG Wah said that discussion on the item had been lasted for almost ten years, but the government department concerned had been disregarding Members' comments, thus letting slip good opportunities of putting forward improvement measures. It only started carrying out improvement measures recently as resident intake of the new housing estates was about to take place.

204. The Chairman urged TD to follow up on Members' views in an expeditious manner.

(Ms LEE Kwai-chun left the meeting at around 7:00 p.m.)

XVII. Question on enhancing bus service of NLB operating between Mun Tung Estate or Tung Chung Town Centre and HZMB Hong Kong Port  
(Paper T&TC 49/2019)

205. The Chairman welcomed Miss Sherman CHOI, Senior Transport Officer/Islands1 of TD as well as Mr WONG Wah, Administrative Consultant and Mr Peter CHU, Manager, Administration Department of NLB to the meeting to respond to the question.

206. Mr Eric KWOK briefly presented the question.

207. Miss Sherman CHOI responded as follows:

- (a) Regarding frequency increase of NLB route no. 39M, TD had all along been paying close attention to the service level of the route and would conduct site inspections from time to time to monitor the service. Noticing that some departures during morning peak hours were of higher patronage in April this year, TD immediately discussed with NLB on enhancement proposals and requested NLB for improvement. Consequently, NLB had allocated double-decker buses with higher carrying capacity to operate route no. 39M and introduced special trips to meet the demand. To further enhance the service, NLB planned to increase the frequency of route no. 39M in early June this year and would advance the first departure time. Discussion between TD and NLB on the details of implementation was underway.
- (b) Regarding the introduction of route no. N39 plying between Tung Chung MTR Station and Mun Tung Estate, the residents in Mun Tung Estate could take Long Win route no. N31 to travel between Mun Tung Estate and Tung Chung town centre in late hours at present. TD noted Members' views and would take them into consideration in its discussion with NLB on BRPP.

- (c) Regarding the implementation of section fare arrangement for route no. B6, the Government had all along been encouraging public transport operators to set fare at reasonable level and provide concessionary measures, including section fares, as far as possible, taking into account their respective operational and financial conditions, the socio-economic environment and passenger demand, so as to reduce the travelling expenses of residents. However, it was the decision of individual operators as to whether any concessionary fare scheme was to be implemented and, if yes, the details of such concessions. TD had requested NLB to give due consideration to such proposal.

208. Mr Peter CHU said that to tie in with the departure time of the first train from Tung Chung Station, NLB applied to TD in mid-May this year for increasing the frequency of route no. 39M and advancing its first departure time with effect from early June this year. NLB noted the proposal of introducing route no. N39 and implementing section fare arrangement for route no. B6, and would discuss with TD on it. NLB was also considering arranging route no. N38 to route via Mun Tung Estate and Yat Tung Estate in off-peak hours. The proposal would be examined during the discussion on BRPP with TD.

209. Mr Eric KWOK thanked NLB for being receptive to Members' views by increasing the frequency of route no. 39M and advancing the first departure time. He hoped that Members would be provided with further information once available.

210. Mr Holden CHOW said that many residents had reflected the unfairness of implementing a standardised bus fare for route no. B6 because some passengers alighted at en-route stops. He hoped that NLB could promptly implement section fare arrangement.

211. Ms WONG Chau-ping said Members hoped that the departmental representatives attending the meeting could assist in resolving the problems instead of simply jotting them down and replying that the departments had taken note of Members' views. She requested the representatives attending the meeting to give concrete responses and follow up on Members' questions and views.

212. The Chairman hoped that the departmental representatives would carefully consider Members' suggestions and views and follow them up in an expeditious manner.

#### XVIII. Reports by Working Groups T&TC Working Group

213. The Chairman said that the above working group report was tabled at the meeting for Members' perusal.

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

215. The Chairman said that the paper “2019-2020 Islands District Road Safety Publicity Programme” was tabled at the meeting for Members’ perusal.

216. Members unanimously endorsed the above programme and funding proposals.

XIX. Any Other Business

Highways Department’s Minor Traffic Improvement Projects and Works Schedules

217. The Chairman welcomed Mr WAN Chi-kin, District Engineer/Islands of HyD to the meeting to give response. HyD had submitted the Islands District Minor Traffic Improvement Projects and Works Schedules (the Schedules) as at early May this year prior to the meeting. The paper was tabled at the meeting and Members were invited to raise enquiries and opinions.

218. Mr WONG Fuk-kan enquired when CEDD would remove the soil at the bend of Keung Shan Road near Fat Wah Yuen. He remarked that the problem had been discussed for a long time and he had conducted a site inspection at the concerned location with other Members more than two years ago, but the problem remained unresolved. He also enquired when CEDD and HyD would implement improvement project at the bend.

219. Mr WONG Wah also pointed out that the bend was so sharp that some large vehicles might hit the soil when passing by, thus loosening the soil.

220. Mr AU Hok-lang said that the contractor commissioned by the Water Supplies Department (WSD) was implementing water mains improvement works on the lane opposite the bend. Upon completion of the works and reopening of the road, the Geotechnical Engineering Office (GEO) would commence the slope improvement works at the bend. He would reflect Members’ concern to the responsible staff, and report to Members the latest progress of the works after the meeting.

(Post-meeting note: The contractor commissioned by WSD had completed the improvement works of water mains on the lane opposite the bend. In June this year, the lane concerned was reopened after completion of the road resurfacing works. After that, GEO had immediately launched the slope improvement works at the bend which was anticipated for completion by the end of this year. The representative of CEDD had reported to Mr WONG Fuk-kan the progress after the meeting.)

221. Mr WONG Fuk-kan said that according to site observation, the improvement works of water mains on the lane opposite to the bend had been completed before Lunar New Year, but the slope improvement works had not commenced so far. Members had requested removal of soil at the bend about five to six years ago, but the works was still not incorporated into the Schedules. He hoped that the department concerned would expeditiously implement the works.

222. The Chairman also indicated that he had repeatedly requested road resurfacing works with concrete at the location concerned. Although excavation was underway with mills barriers placed and lighting system installed at the location, the resurfacing works had not yet commenced. He enquired why the resurfacing works with concrete could only be carried out two weeks after installation of lighting system, and why mills barriers could only be removed two weeks after completion of the resurfacing works, which would seriously affect motorists and obstructed access of the residents.

223. Mr WONG Wah said that some locations placed with mills barriers had caused obstruction. Motorists should stay vigilant at all times when driving on the one-way road.

224. Mr WONG Fuk-kan did not understand why resurfacing works with concrete on some roads were not implemented two months after completion of the excavation works.

225. The Chairman said that Members of IDC would meet Members of LegCo in due course and would raise relevant questions then.

226. Mr Randy YU was discontented with the failure of departmental representatives to answer Members' questions one by one, indicating that he would raise the problems concerning roads on Lantau Island again at LegCo level.

227. Ms WONG Chau-ping said that although she had attended the Meeting of Islands District Council twice only, she already felt helplessness since representatives of the departments failed to answer Members' questions. Despite Members' efforts and time spent on attending the meetings, many problems in the district remained unresolved. She hoped that the departments concerned could promptly follow the problems up, and requested the departmental representatives reflect the situation to their superiors for deployment of additional manpower to tackle the problems.

XX. Date of next meeting

228. The meeting was adjourned at 7:23 p.m. The next meeting would be held at 2:00 p.m. on 22 July 2019 (Monday).

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