

(Translation)

Minutes of Meeting of Traffic and Transport Committee

Date : 21 May 2018 (Monday)
Time : 2:00 p.m.
Venue : Islands District Council Conference Room,
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong.

Present

Chairman

Mr WONG Man-hon

Vice-Chairman

Mr CHEUNG Fu

Members

Mr CHOW Yuk-tong, SBS
Mr YU Hon-kwan, Randy, JP
Mr CHAN Lin-wai
Mr WONG Hon-kuen, Ken
Mr FAN Chi-ping
Mr LOU Cheuk-wing
Ms YU Lai-fan
Mr TANG Ka-piu, Bill, JP
Ms YUNG Wing-sheung, Amy
Mr KWONG Koon-wan
Mr CHOW Ho-ding, Holden
Ms TSANG Sau-ho, Josephine
Mr KWOK Ping, Eric
Ms FU Hiu-lam, Sammi
Mr WONG Ma-tim
Mr HO Siu-kei
Mr WAN Tung-yat
Mr YUEN King-hang
Mr WONG Fuk-kan
Mr LEE Ka-ho

Attendance by Invitation

Mr YIM Kai-lung, Felix	Chief Transport Officer/Boundary/Projects, Transport Department
Mr WONG Pui-chung, William	Senior Transport Officer/Boundary/Projects, Transport Department
Ms TSANG Chin-wai, Ivy	Senior Executive Officer/Cross Boundary, Transport Department
Ms NG Ka-wai, Annisa	Senior Engineer/Strategic Studies 2, Transport Department

Miss WONG Ying, Samantha	Engineer/Strategic Studies 4, Transport Department
Mr WONG Kwok-leung	Senior Engineer 4/Transport Planning, Transport Department
Mr WONG Chak-kwan, Peter	Engineer 9/Transport Planning, Transport Department
Ms YUEN Miu-chun, Christine	Senior Transport Officer/Planning/Ferry 1, Transport Department
Mr HONG Wing, Horace	Senior Engineer 8/Special Duties, Highways Department
Mr YAM Wing-kin, Xavier	Engineer 3/ Special Duties, Highways Department
Mr TSANG Hin-man	Senior Engineer/CWY2, Highways Department
Mr LAU Kai-cheung	PC/NT2-3, Highways Department
Mr WONG Tat-ming	Administrative Assistant/Lands, Lands Department
Mr Mason HUNG	General Manager, Event & Product Development, Hong Kong Tourism Board
Mr Kent CHUNG	Manager, Event Management, Hong Kong Tourism Board
Ms LAU Wai-chi	LLA Consultancy Ltd.
Mr Jeff POON	Manager (Traffic Operations), Long Win Bus Company Limited
Ms Penny CHUNG	Senior Public Affairs Officer, Citybus Limited/New World First Bus Services Limited

In Attendance

Mr AU Sheung-man, Benjamin	Assistant District Officer (Islands)1, Islands District Office
Miss CHOI Siu-man, Sherman	Senior Transport Officer/Islands, Transport Department
Ms YUEN Kit-fung	Engineer/Islands 2, Transport Department
Ms LEUNG Chiu-mei	District Engineer/Islands, Highways Department
Mr AU Hok-lang	Engineer/22 (Lantau), Civil Engineering and Development Department
Mr YEUNG Yiu-chung	District Operations Officer (Lantau), Hong Kong Police Force
Ms LEUNG Yuen-shan	OC (Lamma & Peng Chau Post)(Cheung Chau Div), Hong Kong Police Force
Mr WONG Wah	Administrative Consultant, New Lantau Bus Co. (1973) Limited
Mr CHAN Tin-lung	Deputy General Manager, New Lantau Bus Co. (1973) Limited
Mr Peter TSANG	Senior Manager-Transportation, Discovery Bay Transit Services Limited
Ms CHAU Shuk-man, Anthea	Corporate Communications Manager, New World First Ferry Services Limited

Secretary

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

Ms LEE Kwai-chun	
Mr LAU Chin-pang	
Miss KWOK Sze-wan, Cynthia	Engineer/Islands 1, Transport Department
Mr CHAN Kam-hung	Chairman, Lantau Taxi Association

Welcoming Remarks

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

- (a) Mr YEUNG Yiu-chung, District Operations Officer (Lantau) of the Hong Kong Police Force (HKPF) who succeeded Mr LO Tim-fat;
- (b) Ms LEUNG Yuen-shan, OC (Lamma & Peng Chau Post) (Cheung Chau Div) of HKPF who stood in for Mr TAI Cheuk-yin; and
- (c) Mr Peter TSANG, Senior Manager-Transportation of Discovery Bay Transit Services Limited (DBTSL) who stood in for Mr Vincent CHUA of HKR International Limited.

2. The Chairman, on behalf of the Committee, welcomed Mr LEE Ka-ho to join the meeting as a co-opted member. Members noted that Ms LEE Kwai-chun, Mr LAU Chin-pang, Miss Cynthia KWOK and Mr CHAN Kam-hung were unable to attend the meeting due to other commitments.

I. Confirmation of the Minutes of Meeting held on 19 March 2018

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

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

II. Transport Services and Traffic Management Arrangements for the Hong Kong-Zhuhai-Macao Bridge and the Hong Kong Port (Paper T&TC 32/2018)

5. The Chairman welcomed Mr YIM Kai-lung, Felix, Chief Transport Officer/Boundary/Projects, Mr WONG Pui-chung, William, Senior Transport Officer/Boundary/Projects, Ms TSANG Chin-wai, Ivy, Senior Executive Officer /Cross Boundary, Ms NG Ka-wai, Annisa, Senior Engineer/Strategic Studies 2 and Miss WONG Ying, Samantha, Engineer/Strategic Studies 4 of the Transport Department (TD); and Mr HONG Wing, Horace, Senior Engineer 8/ Special Duties and Mr YAM Wing-kin, Xavier, Engineer 3/ Special Duties of the Highways Department (HyD) to the meeting to present the paper.

6. Representatives of TD briefly presented the paper with the aid of PowerPoint presentation.

7. Mr Bill TANG gave opinions as follows:

- (a) It had been more than 10 years from the discussion on the Hong Kong-Zhuhai-Macao Bridge (HZMB) to its construction, spanning several terms of the District Council (DC). The public had longed for the early opening of the bridge. He opined that the Government should make good use of HZMB boundary crossing facilities to develop “bridgehead economy”. However, the authorities only focused on the transport issues up till then and rarely discussed how to promote the “bridgehead economy” to stimulate the development of economy and diversified industries in Hong Kong.
- (b) As “E” route bus service did not cover the whole territory, some airport staff needed to take “A” route buses to go to work. The existing 9 “A” routes would be extended to the Hong Kong Port (HKP). He opined that the arrangement was only for satisfying the transport needs of travellers and also for bus companies to earn more profits. He enquired of the department about the ratio of travellers and airport staff in the passengers of “A” route buses, and whether the department had assessed the impact of extension of bus routes on airport staff.
- (c) He was very concerned of the high wind management measures at Lantau Link (especially Tsing Ma Bridge) and proposed that the department should conduct a review on relevant measures to ensure the safety of the bridge and avoid traffic confusion. As far as he understood it, when the mean wind speed at Tsing Ma Bridge reached or exceeded 65 kph, vehicles had to use the lower deck. HZMB was more than 50 kilometres long and basically a single-deck design. He enquired that under what conditions and wind speed the department would close the bridge.

8. Mr Randy YU gave opinions as follows:

- (a) Over the past several DC terms, he had been very concerned of the progress of HZMB project and expected that the opening of the bridge would promote the development of “bridgehead economy”. However, the discussion up till then only focused on matters of vehicular flow and monitoring. Members had been following up on the issue of HZMB over the years, but discussion on the benefits brought about by the bridge to economies of Lantau, Islands District and Hong Kong was unable to be made so far.
- (b) Paragraph 16 of the paper mentioned the HZMB Macao Port Park-and-Ride Scheme (Park-and-Ride Scheme), under which owners of Hong Kong private cars had to first apply for licenses issued by the governments of Hong Kong and Macao and reserve parking spaces in the car park of Macao before they could use the Macao car park. He opined that if the authorities were to develop the “bridgehead economy” of the three places across the Strait, exchanges across the places should be increased. However, he could not see how the Park-and-Ride Scheme could provide facilitation and hoped that departments concerned would provide supplementary information.

- (c) Members including himself were very concerned of the traffic conditions of North Lantau Highway (NLH) and hoped that departments concerned would provide figures of vehicular flow of the highway including the vehicular flow at peak times. It was understood that when designing the airport bound of NLH, it was estimated that the population of Tung Chung New Town would be about 250 000 to 300 000. At present, the population of Tung Chung was about 100 000, one third of the original estimation. However, traffic accidents already occurred frequently. Reclamation works of Tung Chung East Station had been completed and it was estimated that there would be a population of around 147 000 in the district. In addition, there would be 20 000 to 30 000 people moving to Tung Chung West. The total population of Tung Chung would be increased to about 270 000 to 280 000 by then. He was concerned that the NLH would not be able to cope with the transport demand of new residents and the new vehicular flow brought about by HZMB. He enquired how the Government would mitigate and resolve the relevant issues.
- (d) He enquired whether the department had formulated emergency response mechanism for HZMB, including increasing the frequency of trains on MTR Tung Chung Line, or using water-borne transport when necessary. If departments concerned could not respond immediately to individual questions at the meeting, they were requested to provide supplementary information after the meeting.

9. Mr KWONG Koon-wan said that the “Traffic signs and driving rules” section of the paper mentioned the promotion of driving guidelines on “right-driving” to Mainland drivers. He pointed out that there were Mainland left-hand-drive vehicles driving in an opposite direction of the traffic or going the wrong way around roundabouts in Hong Kong from time to time. He proposed making reference to the practice of the European Union to require the posting of relevant traffic signs and driving rules on the windshield of vehicles, so as to remind drivers of left-hand-drive vehicles of the correct direction of entering roundabouts.

10. Mr Eric KWOK gave opinions as follows:

- (a) HZMB connects to the Pearl River Delta (PRD) Region. According to the information provided by the department earlier, there would be 9 000 to 14 000 vehicle trips during the initial period after the commissioning of the bridge. He opined that the paper only briefly explained the relevant transport services and traffic management arrangements, reflecting that the departments concerned had not taken the issue seriously but treated HZMB as an ordinary bridge and installed only basic traffic signs and facilities.
- (b) The paper did not mention the arrangements of transport linking Tung Chung West (including Yat Tung Estate and Mun Tung Estate which was about to take in residents) and HKP. There was even no “A” route airport bus going through Tung Chung West. He had proposed time and again at meetings that the department should arrange green minibuses (GMBs) to travel via Yat

Tung Estate but there had yet been any response. He hoped that the department would re-consider the proposal.

- (c) As the service targets of GMBs were mainly travellers but not the general public, he opined that luggage racks should be provided.
- (d) The paper mentioned that there were about 10 000 quotas for Hong Kong dual-plate cross-boundary private cars. As Hong Kong was a small place with a dense population and narrow roads, he enquired whether the department maintained close liaison with relevant Mainland departments and conducted publicity and education for Mainland drivers with cross-boundary private car driving licences in order to reduce the risk of traffic accidents.
- (e) HZMB linked up Hong Kong, Macao and the PRD, but there were only about 650 parking spaces in HKP. The number was even less than that of Macao and half of them were set aside for reservation. Members had pointed out many times at past meetings that parking spaces were inadequate and he hoped that the department could make improvement.
- (f) After the commissioning of HZMB, there would be a vast number of Mainland vehicles entering Hong Kong. Even if most vehicles would go to the city or Tuen Mun, if 10% (around 900 vehicle trips) would go to Tung Chung Town Centre, the traffic network of Tung Chung would be paralysed. However, the paper did not mention how to improve the traffic network and the ancillary facilities of Tung Chung Town Centre. In addition, since many tourists would go to Tung Chung for touring and shopping, he was concerned that the daily lives of residents of Tung Chung might be affected.

11. Ms Sammi FU said that the paper mentioned that no prior application by non-franchised buses (NFBs) was required for dropping off passengers at the HKP public transport interchange. She enquired whether the department had formulated measures to prevent too many NFBs dropping off passengers at the same point, in order to avoid affecting Tung Chung residents.

12. Mr FAN Chi-ping enquired about the handling of emergencies, for example, when a major traffic incident occurred in the Mainland part of HZMB and the injured would like to return to Hong Kong for medical treatment, how the department would handle such case.

13. Mr William WONG made a consolidated response in respect of “A” route bus service, the new GMB route and control of NFBs as follows:

- (a) In response to the new passengers brought by HZMB, the franchised bus companies would increase the number of vehicles and frequency of “A” route airport bus service to cater for the transport needs of airport staff. TD would study carefully with the franchised bus companies the arrangement of “A” route bus schedules to tie in with the transport needs of airport staff who had a fixed travelling time and cross-boundary visitors who travelled irregularly.

- (b) While the department had made preliminary assessment of the travelling pattern, time and peak periods of visitors travelling between the Mainland and Hong Kong, and between Hong Kong and Macao after the opening of HKP, the real situation could be confirmed only after the opening of the bridge. Nevertheless, the department had requested the 3 franchised bus companies to arrange back up vehicles at main mid-route stops and HKP in order to provide special trips to ease the passenger flow at peak times during the initial period after the bridge was commissioned. After the HKP had been opened for some time and when the travelling pattern of visitors had become stable, the department and the franchised bus companies would adjust the bus frequency in response to the actual situation to better meet the travelling needs of the visitors and airport staff.
- (c) The GMB route would travel to and from HKP via Tung Chung North, the Catering Services Area and AsiaWorld-Expo. With regard to the proposal of the GMB route travelling via Yat Tung Estate and North Lantau Hospital, the department opined that while the addition of mid-route stops could serve residents of various areas, the GMB routeing would become longer and the overall journey time of passengers would be lengthened. In fact, residents of Yat Tung Estate could take the newly launched franchised bus route no. B6 at Yu Tung Road bus stop to travel to and from HKP conveniently.
- (d) Regarding the control of local NFB pick up/drop off area, not all local NFBs were allowed to enter the HKP artificial island to pick up and drop off passengers. The department would impose strict control to allow only local NFBs with specific service endorsement to enter HKP. For example, local NFBs with A06 resident service endorsement would not be eligible to enter HKP to pick up and drop off passengers.

14. Ms Ivy TSANG responded to the Park-and-Ride Scheme as follows:

- (a) The Park-and-Ride Scheme allowed eligible owners of non-commercial private cars without a regular quota to drive to Macao and park the car for a short period of time at the Macao car park. After parking their vehicles at the car park in Macao and completing the clearance procedures, drivers and passengers of private cars could take public transport to other areas in Macao. Applicants should obtain beforehand the licences required by Hong Kong and Macao (and complete the reporting procedures), and make online reservation of parking spaces in the Macao car park.
- (b) Before making reservation for parking spaces in the car park of Macao for the first time, applicants might submit applications through TD's one-stop service website for Hong Kong's "closed road permit" and Macao's "identification label for parking at the East Car Park of the Macao Port". After obtaining the required licenses of both places, applicants could make reservation for parking spaces in the car park of Macao at any time during the validity period of the licenses. The aim of the scheme was to provide facilitation for private car drivers to make a short stay or trip to Macao and allow them to enjoy the

pleasure of self-drive tour.

15. Miss Samantha WONG made a consolidated response as follows:

- (a) The high wind management measures of the HZMB Hong Kong Link Road (HKLR) were similar to those of other major bridges in Hong Kong. TD would take different measures according to different wind speeds. When the wind speed exceeded 40 kph, the vehicle speed on the bridge would be limited to 50 kph. When the wind speed exceeded 65 kph, such as during the hoisting of typhoon signal no. 8 or 10, the department would activate the mechanism to close the HKLR and notify the governments of the two places of taking corresponding and co-operative measures.
- (b) The department had all along maintained close liaison with various public transport organisations. When major incidents occurred at NLH or Lantau Link, MTR Corporation Limited (MTRCL) and the ferry companies would strengthen public transport services to facilitate members of the public travelling to various destinations.
- (c) With regard to the right-driving arrangement, consideration had been given during the design of HKP. Vehicles departing from the vehicle clearance plaza could proceed to the desired carriageway via the dual viaduct without having to select the lane again. Since the HKLR was a dual carriageway, the drivers only needed to keep in mind that the left lane was the fast lane and the right lane was the slow lane and needed not bother about left-hand or right-hand driving.
- (d) The department had maintained close liaison and studied with various government departments on the number of parking spaces, including exploring with the Development Bureau the provision of more parking spaces during the topside development of HKP.
- (e) The department noted Members' concern of the rescue work when accidents occurred at HZMB and asked the Secretariat to relay Members' opinions to the departments concerned.

16. Mr Bill TANG gave opinions as follows:

- (a) He enquired of the department about the commissioning date of HZMB.
- (b) He enquired of the department whether the bus companies had purchased new vehicles and recruited additional drivers to cater for the new traffic and passenger needs after the commissioning of the bridge. He worried that airport staff's commutation would be affected by the extension of "A" route buses to HKP and they might even fail to board the bus and thus be late for work. He enquired again whether the department and bus companies had formulated measures to ensure that the extension of "A" routes would not affect airport staff.

- (c) He enquired about the increase in vehicular and passenger flow on NLH after the opening of HZMB, and whether the increase would aggravate the traffic problem at NLH and Lantau Link.

17. Mr Randy YU said that he had raised 4 questions but the department only responded to the Park-and-Ride Scheme enquiry and gave a general response or did not respond to the rest of the enquiries. He gave opinions as follows:

- (a) With regard to the question of “bridgehead economy” development, he believed that representatives of TD and HyD would not be able to respond at the present meeting. He hoped that the departments would relay Members’ opinions and enquiries to the Commerce and Economic Development Bureau, including the development of “bridgehead economy” after the opening of HZMB.
- (b) He enquired about the existing traffic flow of NLH. The population of Tung Chung would be increased to more than 200 000 and there would be additional vehicular flow after the opening of Tuen Mun-Chek Lap Kok Link (TM-CLKL), thus NLH would be getting busier. In the event that a traffic accident occurred on the highway or when the wind speed at Tsing Ma Bridge exceeded 40 kph that restriction of speed limit had to be implemented, or the middle lane or the whole bridge had to be closed, he worried that NLH could not bear the traffic load. He requested the department to conduct assessment and submit report after the meeting.
- (c) He requested the department to inform in detail the arrangements of emergency mechanism, rather than replying in general that it would enhance communication with MTRCL, increase the train frequency of MTR Tung Chung Line and call upon members of the public to take MTR instead of driving to NLH or the highways concerned, or use water-borne transport. He hoped that the department would provide supplementary information in writing after the meeting.

18. Mr Eric KWOK gave opinions as follows:

- (a) He said that the purpose of public transport was to serve and provide convenience to the residents. However, the department just then refused to arrange the GMBs to operate via Yat Tung Estate for reason of lengthened route and journey time. Such practice was putting the cart in front of the horse and was unfair to the residents of Yat Tung Estate. He proposed introducing a circular bus route plying between HKP and Yat Tung Estate to provide convenience to residents.
- (b) The department had not responded to the question of how it would improve the transport ancillary facilities of Tung Chung Town Centre after the opening of HZMB.

19. Mr FAN Chi-ping enquired again about the handling and co-ordination arrangement of emergencies. He enquired, in case accidents occurred in the bridge area under the Mainland jurisdiction, whether the injured could request to return to Hong Kong for medical treatment and how the department would handle the matter.

20. Ms Amy YUNG indicated that the HZMB project involved the three places across the Strait as well as issues such as traffic arrangements, handling of emergencies, new vehicular flow, transport network, driving pattern and driving attitudes, etc. Since there might be numerous emergencies after the bridge was opened, she enquired whether the department had formulated mechanism to maintain liaison with the Islands District Council (IDC) and exchange information immediately when incidents occurred at the bridge for taking corresponding measures.

21. Mr Holden CHOW gave opinions as follows:

- (a) He enquired whether the department had conducted assessment on the vehicular flow of NLH after the opening of HZMB. If the department was unable to provide relevant information at the meeting, he requested that a written reply be provided after the meeting.
- (b) At present, Lantau Link or NLH were closed from time to time due to traffic congestion or various reasons. If after the opening of HZMB, an accident occurred within the bridge area or at Lantau Link and TM-CLKL had not been opened yet, vehicles travelling to Tung Chung would be unable to turn around and the traffic of the entire Tung Chung would be paralysed. He enquired what contingency measures the department would adopt in such case. He had proposed that the SkyPier near the airport be used in emergencies for members of the public to leave by sea. He enquired whether the department would take the proposal into consideration and what the detailed arrangements were. In addition, he had requested the department to conduct a review on high wind management measures and hope that it would continue to follow up.
- (c) He had pointed out at different meetings that parking spaces at HKP were inadequate. However, the paper indicated that there were only about 650 parking spaces at HKP. If local drivers could not find parking spaces at HKP or Macao Port, they would very likely park their vehicles at Tung Chung, leading to parking spaces in Tung Chung being fully occupied. As such, he reiterated his demand for significantly increasing the parking spaces at HKP.
- (d) He enquired of the department whether the new GMB route no. 901 had set aside adequate space for passengers to put their luggages.

22. Mr LEE Ka-ho gave opinions as follows:

- (a) The new franchised bus and GMB routes would travel via Lantau, Sunny Bay or the airport, so that passengers could interchange for MTR Tung Chung Line or other means of transport to the city. He opined that the loading capacity

of Tung Chung Line was approaching saturation with little room for enhancement. He enquired whether the department had conducted assessment on the impact of the new routes on Tung Chung Line and the increase of passengers thus brought about.

- (b) If TD was currently unable to provide the estimated future vehicular flow of NLH, he requested the department to provide the existing vehicular flow to Members for reference.
- (c) The paper mentioned that the governments of the three places altogether issued about 20 000 cross-boundary vehicle licenses. He enquired when the department would review the above measure. If more licenses were issued in the short term, there might be serious impact on the traffic as TM-CLKL had not been opened.

23. Ms YU Lai-fan said that the paper mentioned that the HZMB Main Bridge and the ports of the three places would be open 24 hours daily. The ports of HZMB would adopt the “separate locations” mode of clearance. The governments of the three sides were responsible for operating their own ports, which were located within their respective boundaries. She enquired, in case there were accidents or congestion at the bridge, which side would be responsible for managing and directing the traffic in order to restore smooth traffic as soon as possible.

24. Mr William WONG made a consolidated response as follows:

- (a) Citybus Limited (Citybus), Long Win Bus Company Limited (Long Win) and New Lantau Bus Co. (1973) Limited (NLB) had purchased new buses. Vehicles purchased by Citybus and Long Win met the “A” route bus specification and the bus companies would not purchase “E” route specification buses to provide “A” route service.
- (b) With regard to the proposal of introducing GMB service to travel via Yat Tung Estate, the franchised bus route no. B6 to be launched by the department would travel between HKP and Mun Tung Estate of Tung Chung via Yu Tung Road (the periphery of Yat Tung Estate), which could take care of the needs of residents of Yat Tung Estate and Mun Tung Estate travelling to and from HKP. The franchised bus company would appropriately adjust the service to tie in with the needs of residents. Since the operating of too many new routes would increase the traffic load of Tung Chung Town Centre and the addition of GMB route travelling between Yat Tung Estate and HKP would overlap with the service area of franchised bus route no. B6, the department would need to strike a balance between introducing new routes and making good use of the roads and bus resources.
- (c) Luggage rack would be provided in the compartment of the new GMBs. While the rack was smaller than that of the franchised buses, it could suit the needs of travellers going to Zhuhai or Macao who normally carried light luggage.

- (d) The department had all along maintained communication with MTRCL and the latter was aware that the opening of HKP would increase the passenger flow of Tung Chung Line. The department and MTRCL would closely monitor the situation and make corresponding adjustments to train service according to actual needs in the future.

25. Mr Horace HONG said that HZMB involved the governments of the three places and required the co-ordination among the three sides on the software and hardware. The commissioning date of the HZMB was not known yet and the three sides were stepping up efforts to improve the conditions at the boundary crossings and would report to the Central Government. The commissioning date of the bridge would be made public once confirmed.

26. Ms Ivy TSANG said that the number of quotas for cross-boundary private cars were determined by the three governments upon negotiations and there was a mechanism in place to review the quotas and traffic conditions. The current number of quotas was a provisional figure and was subject to suitable adjustment according to traffic conditions in the future.

27. Miss Samantha WONG made a consolidated response as follows:

- (a) At present, the traffic volume/capacity (v/c) ratio of NLH and Tsing Ma Bridge at morning peak hours was about 0.8. When the v/c ratio reached 1.0, it indicated the onset of mild congestion. The congestion was manageable if the v/c ratio was between 1.0 and 1.2. A v/c ratio above 1.2 meant the congestion was becoming serious. As such, the existing v/c ratio of 0.8 was at an acceptable level. However, when there were major incidents such as the case of Kap Shui Mun Bridge being struck by a vessel in a recent year, or the breakdown of Airport Express and Tung Chung Line, traffic congestion was inevitable. The Government had formulated a series of measures, including liaising with public transport service providers (including the ferry companies and MTRCL) to strengthen service if and when necessary.
- (b) The department was conducting a review on the high wind management measures of Tsing Ma Bridge, but the high wind management measures of HKLR were different than those of Tsing Ma Bridge. When the wind speed reached a certain level, HKLR would be partially or even wholly closed. The department had all along maintained close liaison with the three governments in respect of high wind management measures. In case of emergencies, the three governments would expeditiously adopt contingency measures to ease the traffic of the bridge.
- (c) It was not appropriate for TD and HyD to respond to enquiries of the economic benefits and responsibility for rescue. She asked the Secretariat to relay relevant opinions to departments concerned.

28. Ms Annisa NG made a consolidated response as follows:

- (a) Apart from HKLR, there was also a set of traffic management measures under

inclement weather for the bridge. A liaison mechanism had been formulated by the three governments that in case one side should adopt traffic management measures, such as speed reduction or closure of vehicular lane, the three governments would inform each other and make co-ordination.

- (b) The department encouraged the public to use public transport to travel to HZMB as far as possible. HKP provided about 650 parking spaces. Members of the public driving to HKP could make online reservation for parking spaces before departure. The department would provide the real-time information of vacant parking spaces in the car park of HKP via its webpage and mobile application, so that members of the public could use other means of public transport when they knew that the car park was full.

29. Mr Felix YIM said that HZMB was just one of the ports of Hong Kong and passengers could make use of other ports to travel to and from the Mainland or Macao. In the event that the bridge had to be closed due to emergencies, the Emergency Transport Co-ordination Centre (ETCC) of TD would liaise with other departments and organisations to urge the public to change their itinerary early or make use of other ports and other means of transport to travel to and from the Mainland or Macao. For instance, they might consider taking ferry at Hong Kong-Macao Ferry Terminal to travel to and from Macao, or making use of Shenzhen Bay Port or Lok Ma Chau Port to travel to and from the Mainland.

30. Mr Randy YU said that according to official figures, the existing population of Tung Chung was below 100 000 (the actual figure could be 100 000 to 110 000). With the future increase in population of Tung Chung East and West, the population of Tung Chung would be increased to 270 000 to 280 000. At present, the v/c ratio of NLH and Tsing Ma Bridge at morning peak hours already reached 0.8. When the v/c ratio was between 1.0 and 1.2, it indicated the onset of congestion. He opined that when the population of Tung Chung was doubled in the future, residents would experience difficulties in taking transport. He enquired whether TD had formulated any long-term plan in response to the commissioning of HZMB and the third airport runway, and studied other transport ancillary facilities other than NLH. If the answer was negative, he hoped that the department and relevant policy bureaux would start the study shortly.

31. Mr Bill TANG enquired again about the commissioning date of HZMB and gave opinions as follows:

- (a) After the recent spate of traffic accidents, residents were very concerned of the congestion issue of NLH. While the department just stated that the v/c ratio at morning peak hours was about 0.8, there were frequent traffic congestions at the highway. He enquired what solution the department had.
- (b) It had been reported recently that the more than 10 000 quotas for Hong Kong cross-boundary private vehicles had been fully subscribed, leading to illegal renting of quotas. He enquired how the department would prevent and tackle illegal renting of quota. He said that renting private vehicles for commercial use (such as Uber) would involve the issue of insurance.

32. Mr Holden CHOW gave opinions as follows:

- (a) The department stated that the v/c ratio was about 0.8. While it was at an acceptable level, the value might rise to over 1 when the population of Tung Chung increased in the future and certain pressure would then be exerted on the traffic. In addition, since TM-CLKL had yet been opened, if there was congestion at Lantau Link or NLH, traffic of the entire Tung Chung would be affected.
- (b) With regard to increasing the MTR train frequency to cope with the new transport needs and passenger flow, he hoped that the department would provide details of the arrangement in writing.
- (c) He had proposed at meeting the installation of electronic display panels at strategic routes (including Western Harbour Tunnel and Lung Cheung Road) across the territory to disseminate immediate traffic information so that the public could change their itinerary as early as possible when incidents occurred. While the department said that it would disseminate the most recent information via mobile applications, drivers should not use mobile phones while driving, whereas electronic display panels could let drivers know of the latest traffic situation at the soonest. He hoped that the department would re-consider the proposal of installing electronic display panels at strategic routes across the territory.

33. Mr Eric KWOK gave opinions as follows:

- (a) The opening of HZMB would exert heavy pressure on the traffic of Tung Chung Town Centre. However, the department did not respond to how it would improve the transport ancillary facilities of Tung Chung Town Centre to tie in with the bridge's opening. At present, the traffic of Tung Chung Town Centre during peak hours was very congested. With the subsequent intake of the new housing estates in Tung Chung West and various areas, the population of Tung Chung would be increased by more than 30 000 within a short period of 2 years. However, there was a lack of long-term planning and he was disappointed about it.
- (b) He concurred with Ms YUNG's proposal and opined that a crisis management centre should be set up and drills should be conducted for corresponding measures to be taken in case of emergency.

34. Mr Ken WONG gave opinions as follows:

- (a) In Hong Kong, the speed of monsoon wind during most of the summer time was 70 kph. When the average wind speed at HZMB exceeded 40 kph, the speed limit of the bridge would be reduced to 50 kph. On the other hand, when the average wind speed at Tsing Ma Bridge exceeded 65 kph, the upper deck would be completely closed. Control measures of the two bridges would be adopted under different wind speeds, which might cause congestion

at the area between the two bridges.

- (b) After commissioning, the HZMB would provide a more convenient way of travelling outside Hong Kong and the passenger flow of Hong Kong-Macao Ferry Terminal might decrease. He enquired of the department whether the bridge could cope with the increased vehicular flow, and whether the department had formulated contingency measures to deal with traffic congestion and emergency. He hoped that the department could prepare for the future instead of addressing the problem after it had arisen.

35. Mr YUEN King-hang proposed that before the HZMB was fully opened, TD opened the bridge partially by stages for use by different types of vehicles on a trial basis.

36. Ms Amy YUNG said that most Members were very concerned of the impact on traffic of Tung Chung and other areas in case emergencies occurred at the bridge. Recently when a barge struck a bridge, members of the public had to take ferries at Central to Discovery Bay and then travel to the airport via Cheung Tung Road, causing serious traffic congestion at Discovery Bay. She inspected the situation on spot in person at that time and opined that the existing traffic mitigation measures of the department achieved only limited results. In case there was congestion at Tsing Ma Bridge, the traffic of Discovery Bay would be affected. She enquired of the department whether there was water-borne transport to the airport, such as using the SkyPier.

37. Ms Annisa NG made a consolidated response as follows:

- (a) The Northern Connection of TM-CLKL connected HKP and Tuen Mun and was anticipated to be completed in 2020 the soonest. Upon completion, it could be used as an alternative route to other areas and ease the pressure on NLH. After the commissioning of HZMB, the department would closely monitor the traffic of HKP and nearby roads, and consider gradually increasing the cross-boundary traffic flow so as to maintain normal operation of the transport network of Lantau Island.
- (b) The department had formulated corresponding measures in respect of the rescue in case of traffic accidents and arrangements under strong wind. Drills would be conducted by various departments before the opening of the bridge to ensure smooth operation after commissioning and that traffic could be resumed to normal condition the soonest possible when there were incidents.

38. Ms Ivy TSANG said that owners of Hong Kong private cars had to apply to relevant Mainland authorities for cross-boundary private vehicle quotas, which would be issued after vetting of qualifications. The quota system of the two places prohibited the transfer, renting, buying or selling of quotas. If irregularities were found, the department would refer the cases to Mainland authorities for action.

39. The Chairman proposed that for enquiries which the departments concerned could not provide immediate replies, supplementary information should be provided in writing

after the meeting.

(Mr WAN Tung-yat joined the meeting at around 2:10 p.m.; Mr Holden CHOW joined the meeting at around 2:50 p.m.; Mr Bill TANG left the meeting at around 3:30 p.m.)

III. 2018 Hong Kong Cyclothon
(Paper T&TC 20/2018)

40. The Chairman welcomed Mr Mason HUNG, General Manager, Event & Product Development and Mr Kent CHUNG, Manager, Event Management of the Hong Kong Tourism Board (HKTB); and Ms LAU Wai-chi of LLA Consultancy Ltd. to the meeting to present the paper.

41. Mr Mason HUNG and Mr Kent CHUNG presented the paper with the aid of PowerPoint presentation.

42. Mr Eric KWOK supported HKTB to organise the Hong Kong Cyclothon. Paragraph 2.5 of the paper said that HKTB would like to capitalise on the opening of HZMB to develop the event into an annual mega event in the Greater Bay Area. He enquired whether HKTB would include part of HZMB in the route of Cyclothon in the future.

43. Mr Mason HUNG appreciated IDC's support of the Hong Kong Cyclothon. The holding of major cycling events on HZMB would involve the governments of Hong Kong, Zhuhai and Macao, and the proposal was being studied. HKTB would report to IDC when concrete information was available in the future.

44. The Chairman concluded that the Committee supported HKTB to organise the 2018 Hong Kong Cyclothon.

IV. Provision of additional cycle parking facilities in Tung Chung New Town
(Paper T&TC 21/2018)

45. The Chairman welcomed Mr WONG Kwok-leung, Senior Engineer 4/Transport Planning and Mr WONG Chak-kwan, Peter, Engineer 9/Transport Planning of TD; and Mr TSANG Hin-man, Senior Engineer/CWY2 and Mr LAU Kai-cheung, PC/NT2-3 of HyD to the meeting to present the paper.

46. Mr WONG Kwok-leung presented the paper with the aid of PowerPoint presentation.

47. Mr Holden CHOW gave opinions as follows:

- (a) Many residents parked their bicycles at the railings of roads near Tung Shing House and Heung Tung House. Illegal parking of bicycles had become more serious in Tung Chung, the New Territories and even across Hong Kong after the introduction of shared bicycles. In past meetings, he had time and again

requested the relevant departments to enhance supervision, remind bicycle-sharing operators of their responsibility to clear randomly-parked bicycles and advise users to park the bicycles at prescribed locations.

- (b) After the provision of additional bicycle parking facilities, TD should step up the supervision of the facilities and avoid the abuse of public parking spaces by shared bicycles. TD should not think that the provision of additional parking spaces could completely solve the problem and supervision and handling of the shared bicycle issue was no longer needed.
- (c) He enquired whether the department had set up a communication mechanism with the bicycle-sharing operators to facilitate supervision.

48. Ms Josephine TSANG concurred with Mr Holden CHOW's opinion. She opined that shared bicycles had brought many problems to various districts in Hong Kong. For instance, many shared bicycles randomly parked inside housing estates. After being informed by the staff of Estate Office, staff of the service operators would move the bicycles to the nearest public parking spaces. As such, many shared bicycles were parked outside the public toilets near the side entrance of Citygate. She queried that the provision of additional bicycle parking spaces would benefit users of shared bicycles but not members of the public. She opined that the issue of shared bicycles had to be resolved as soon as possible.

49. Mr Eric KWOK gave opinions as follows:

- (a) Many shared bicycle users lacked self-discipline and randomly parked the bicycles in Yat Tung Estate. He had reflected the issue to the management company. After being informed, the bicycle-sharing operators would move most of the bicycles to the vicinity of North Lantau Hospital and Chung Yan Road. Public bicycle parking spaces were thus occupied and members of the public could not use them. He hoped that TD, HyD and the Police would step up control and law enforcement to avoid the additional bicycle parking spaces being occupied by shared bicycles.
- (b) He supported that the bicycle parking spaces behind Ching Yat House be increased from 70 to 108, but worried that the additional parking spaces would be abused by shared bicycles, forcing residents to park their bicycles at the roadside and footbridges. He requested the departments concerned to step up law enforcement and address the issue of shared bicycles seriously so that members of the public could use the additional parking spaces.

50. Mr LEE Ka-ho said that he found that many bicycle parking spaces were occupied for a long time by shared bicycles or abandoned bicycles. If the departments concerned did not strengthen enforcement and remove the bicycles, bicycle parking spaces would remain inadequate even with the provision of additional spaces. He enquired of TD how many law enforcement exercises were taken each year to clear the bicycles that abused the parking spaces.

51. Mr Ken WONG opined that the crux of the issue was law enforcement. TD had erected notice at the bicycle parking area which indicated that the time limit for bicycle parking was 24 hours. However, many bicycles were parked in excess of the time limit. While the Lands Department (LandsD) had posted clearance notices on the illegally-parked bicycles, the effect was not satisfactory. Peng Chau also faced the same issue of difficulty in law enforcement. While TD had stated clearly that the bicycle parking spaces were for parking of bicycles, they were occupied by abandoned bicycles, wooden carts and hand carts for a long time and no department was empowered to carry out law enforcement. If the difficulties in law enforcement were not resolved beforehand, the additional bicycle parking spaces would be illegally occupied all the same.

52. Mr WONG Kwok-leung said that the department noted Members' opinions, but the amendment of legislation would take a long time. Automated bicycle rental service was operated in the name of "shared bicycles" and the business nature was the same as that of traditional bicycle renting shops except that "shared bicycles" were operated via mobile communications. The department would continue to remove illegally-parked bicycles according to existing legislation. The department would contact and follow up with automated bicycle rental service operators on issues of Citygate and other spots where bicycles were illegally parked and remind them to clear the bicycles the soonest possible. According to the performance pledge of relevant service operators, a response would be provided to the complainant within 24 hours after the receipt of complaint, and arrangement would be made to remove illegally-parked bicycles.

53. The Chairman said that Members agreed with the provision of additional bicycles parking spaces for use by residents but were concerned that they would be abused by shared bicycles. He hoped that the department would provide supplementary information. In addition, there was an urgent need to provide additional bicycle parking spaces in many rural areas. For instance, Mui Wo had about 4 000 bicycles. He enquired of the department about the reason for not providing more bicycle parking spaces in the area.

54. Ms Josephine TSANG gave opinions as follows:

- (a) Mr Ken WONG mentioned the difficulties encountered in handling abandoned bicycles and the issue of law enforcement. However, the department said that the amendment of legislation would take a long time. She proposed that the departments concerned should simplify law enforcement procedures and expedite the clearance of illegally-parked and abandoned bicycles to prevent the abuse of bicycle parking spaces so that they could be used by people with genuine needs.
- (b) Shared bicycles also generated environmental pollution issues. For instance, 6 or 7 shared bicycles were dumped into a river in Ma Wan Chung, Tung Chung and polluted the river.

55. Mr Holden CHOW gave opinions as follows:

- (a) TD had not properly supervised the operators of shared bicycles and required them to manage their bicycles properly. As a result, bicycles were randomly

parked, bicycle baskets were used as rubbish baskets and bicycles were dumped into the river, etc. Apart from the issue of illegal parking, shared bicycles created many hygienic issues in the community. Members had reflected their opinions to TD via the Islands District Office and requested the department to step up supervision but the department just responded that it would maintain close liaison with the shared bicycle operators. He was not satisfied with the response and proposed that the department should conduct on-site inspection to understand the actual situation.

- (b) He was skeptical that the department tried to shirk off the issue of shared bicycles and evade the responsibility of supervision by providing additional bicycle parking facilities. If that was not the case, he requested the department to explain clearly to Members.

56. Mr FAN Chi-ping gave opinions as follows:

- (a) The notion of shared bicycles was good except that TD had not exercised proper supervision and thus issues arose. In particular, shared bicycles were often abandoned at trenches and river channels in rural villages (such as Ma Wan Chung and Wong Lung Hang). When it rained, the bicycles would be carried to the river mouth resulting in obstruction and rise in water level. The department did not take any action despite numerous complaints lodged and the villagers had to remove the bicycles on their own. In addition, there were always illegally-parked bicycles at the entrances of village houses and the rubbish in bicycle baskets gave out bad smell and affected the villagers. He enquired whether the department had required shared bicycle operators to enhance the management of bicycles and move illegally-parked bicycles to prescribed locations.
- (b) He had witnessed in Shenzhen staff lining up shared bicycles in good order according to their colours, whereas in Hong Kong, there seemed no one to manage the shared bicycles. A deaf ear was turned to villagers' complaints, who had to clear the bicycles on their own. More and more bicycles were abandoned in rivers and trenches. In case the channels were blocked and damage was caused to villagers, he wondered which department should be responsible for damages. The issue of shared bicycles was more serious in rural areas and he hoped that the department would urge the operators to conduct inspection and clear illegally-parked bicycles every 2 to 3 days.

57. Ms YU Lai-fan said that bicycle-sharing operators collected charges for the service but the bicycles were parked on government land randomly or occupied public bicycle parking spaces. The departments concerned had to handle the issue squarely. As there was a lack of parking spaces for bicycles in Tung Chung, she believed that residents would support TD's provision of additional parking spaces but at the same time worried that these spaces would be occupied by shared bicycles.

58. Ms Amy YUNG said that the authorities should step up supervision of shared bicycle service and require the operators to remove illegally-parked bicycles. She opined

that the crux of the problem was the quality of citizens. If Hong Kong people were not as self-disciplined as people of other countries or cities, shared bicycles should not be implemented here in Hong Kong, and the bicycle-sharing operators would also lose money. Under a market-oriented mechanism, if the operators sustained a loss due to the high operating cost, it would be hard to continue operation and the issue of shared bicycles would be resolved.

59. Mr WONG Kwok-leung made a consolidated response as follows:

- (a) The department provided additional bicycle parking spaces to provide convenience to members of the public, not to automated bicycle rental service operators. The automated bicycle rental service operators would not be unregulated after the provision of additional bicycle parking spaces and the department did not rule out the possibility of further stepping up the supervision. With regard to the concern and opinions of Members about bicycles being abandoned at trenches, river channels and other blackspots of illegal parking of bicycles, the department would follow up with the automated bicycle rental service operators and Members after the meeting.
- (b) While the scheme was to provide additional bicycle parking facilities in Tung Chung New Town, the department would consider providing more bicycle parking spaces at different locations in response to the demand of the public.

60. Ms YUEN Kit-fung responded as follows:

- (a) Illegally-parked bicycles were mainly cleared through joint operations of departments. Bicycles illegally occupying unleased government land would be cleared according to Section 6(1) of the Land (Miscellaneous Provision) Ordinance (Cap. 28). The Ordinance required that notices be displayed 24 hours before the clearance operations. However, the notices were often torn away, and thus clearance work could not be carried out. Starting from January 2017, the government departments implemented a pilot scheme to take joint operations at MTR Sheung Shui Station at North District. Sections 4A and 32(1) of the Summary Offences Ordinance (Cap. 228) was invoked to remove illegally-parked bicycles causing obstruction and the situation was improved thereby. In 2018-2019, TD planned to gradually extend the scheme to other New Territories areas where there were illegal parking of bicycles. Clearance operations would be carried out 1 to 2 times every month, subject to manpower availability. The department would also look for locations in Islands District where the Ordinance could be invoked to clear illegally-parked bicycles that caused obstruction.
- (b) Regarding the demand of parking spaces for bicycles in Mui Wo mentioned by the Chairman, she would relay the opinion to the relevant section.

61. Ms YU Lai-fan opined that the department could identify the respective operators by the colour of the shared bicycles and take law enforcement actions according to the evidence gathered. In addition, there was also the issue of inadequate parking spaces on

Lamma Island and residents were forced to park their bicycles at pedestrian passageways. She requested TD to visit Lamma Island to find out the real situation and seriously address the issue of shared bicycles.

62. Mr Fan Chi-ping said that he had seen a number of private bicycles and shared bicycles parked outside a restaurant, but security staff of the Housing Department only posted notices on the private bicycles. He made enquiry to the security staff but to no avail. He enquired of TD whether shared bicycles were privileged.

63. Mr Ken WONG said that since the Ordinance required that notices be posted at least 24 hours beforehand, even TD would invoke the Summary Offences Ordinance to take enforcement action, the notices might have been torn away and thus the illegally-parked bicycles could not be removed. On Peng Chau, parking spaces for bicycles were occupied by miscellaneous articles for a long time. The bicycles of the residents could only be parked outside the parking spaces and were removed. If the department was to invoke the Summary Offences Ordinance to handle illegally-parked bicycles at Peng Chau, residents would become the victims. He proposed that the department should enact new legislations to remove abandoned bicycles and miscellaneous articles occupying bicycle parking spaces, which could then be used by residents.

64. Ms Josephine TSANG said that she was the manager of the security section of Yat Tung Estate management company and she would like to give supplementary information on the situation pointed out by Mr FAN Chi-ping that the security staff posted notices only on private bicycles. She said that upon seeing the notices, the residents would remove the bicycles on their own. However, since the wheels of shared bicycles were locked and could not be moved, the security staff could only push the bicycles to the side and notify the operators to remove them as soon as possible.

65. Mr WONG Kwok-leung said that it would be inappropriate for the department to comment on the business practice and staff behaviour of individual companies. The department pledged that it would follow up with Members on the blackspots of automated rental bicycles after the meeting and request the operators to handle the matter seriously. There were successful examples of other districts where, after opinions were reflected to automated bicycle rental service operators by Members and the department, the operators reacted positively to remove illegally-parked bicycles expeditiously.

66. Mr Ken WONG further enquired whether the department was empowered to take enforcement action to remove shared bicycles parked at bicycle parking spaces.

67. Mr WONG Kwok-leung said that under the existing mechanism, TD would first of all temporarily cancel the bicycle parking spaces and convert it into ordinary government land. Then LandsD would invoke the Land (Miscellaneous Provisions) Ordinance (Cap. 28) to handle articles illegally occupying government land. If automated rental bicycles were found occupying public bicycle parking spaces, the department would reflect to the operators. Based on commercial considerations, the operators usually would move the bicycles to other places so that they could continue to circulate in the market and parking spaces would then be vacated.

68. Mr LEE Ka-ho enquired of the department about the handling of shared bicycles abandoned at river channels or on hills. For instance, several shared bicycles were abandoned on the hill between Tung Chung and Tai O.

69. Mr WONG Kwok-leung said that each automated rental bicycle was equipped with the Global Positioning System (GPS), with which the operators would be able to locate the bicycles. If the GPS was damaged, the operators would be unable to arrange staff to remove the bicycles. If the department was aware of their locations, it would inform the operators.

70. Mr Eric KWOK urged TD and the Police to step up law enforcement and address the issue of shared bicycles squarely. He demanded that his request be put on record.

71. The Chairman concluded that the Committee supported the provision of additional bicycle parking facilities in Tung Chung New Town, and requested at the same time that law enforcement be stepped up and the issue of shared bicycles be followed up.

V. Question on transport demand on Lantau Island
(Paper T&TC 22/2018)

72. The Chairman welcomed Mr AU Hok-lang, Engineer/22 (Lantau) of the Civil Engineering and Development Department (CEDD); and Miss CHOI Siu-man, Sherman, Senior Transport Officer/Islands, Ms YUEN Kit-fung, Engineer/Islands 2 and Ms YUEN Miu-chun, Christine, Senior Transport Officer/Planning/Ferry 1 of TD to the meeting to respond to the question. The Chairman said that the Transport and Housing Bureau (THB) was unable to send representative to the meeting but had entrusted representative of TD to respond to Members' question.

73. Mr Randy YU briefly introduced the question.

74. Miss Sherman CHOI responded as follows:

- (a) With regard to NLB route no. 11, the bus company had set aside extra resources to cope with the demand of passengers on holidays and flexibly adjusted the frequency in response to actual situation in order to strengthen the service of the route. During Ching Ming Festival and Easter Holidays of the current year, the bus company specially provided about 70 to 120 additional trips of route no. 11 with a headway of about 3 to 5 minutes during the peak hours. The department would continue to maintain close communication with the bus company and adopt suitable measures to meet the demand of passengers.
- (b) With regard to the proposal of providing 15 minutes' convenient transport plying between Tai O and MTR Tung Chung Station, as there was no road connecting the two places, NLB route no. 11 would have to travel via Tung Chung Road, South Lantau Road and Keung Shan Road and the journey would take about 45 minutes. If there was new road network completed in the future, the department would proactively study with the bus company to

enhance route no. 11 in order to provide more convenient transport service for the public.

75. Mr Holden CHOW said that he had raised a related issue through a committee under the Legislative Council (LegCo). It was learnt that the Government had started a feasibility study of the construction of a coastal highway from Tung Chung to Tai O. It was anticipated that the study would be completed in the current year or the next, and the result would be reported to Members then. He asked the department to make correction and give supplement if there were any inaccuracies and omissions.

76. Mr LOU Cheuk-wing said that Tai O transport had been a long-standing issue. Local groups had been proactively seeking resolutions, including requesting the bus companies to increase bus frequency and Fortune Ferry Co. Ltd. (Fortune Ferry) to increase the frequency of ferries plying between Tung Chung and Tai O. However, faced with manpower constraints, the bus companies could hardly increase the frequency without any limit. It was understood that if the ferry company wanted to provide additional sailings plying between Tung Chung and Tai O during holidays, the sailings had to be regular ones as required by TD. He opined that the requirement was not reasonable and should be relaxed. The ferry company should be allowed to flexibly adjust the frequency on holidays according to the demand to ease the traffic. In the long run, the construction of the coastal highway from Tung Chung to Tai O should be implemented the earliest possible in order to resolve the traffic problem of Tai O.

77. Mr Eric KWOK opined that the issue of transport between Tung Chung and Tai O was extremely urgent. While the department said that it had formulated long-term proposals and plans, the current issue could not be solved immediately. He hoped that the department would look for immediate solutions.

78. Mr KWONG Koon-wan said that Mr LOU Cheuk-wing mentioned previously that the additional sailings provided by the ferry company had to be regular ones. He opined that the requirement was impractical and the ferry company should be allowed to provide special trips according to prevailing situations apart from regular sailings.

79. Mr Randy YU said that Tai O residents were very friendly and the stilt house residents used to invite tourists to their house for a cup of tea. However, with an increasing number of tourists in Tai O, traffic during holidays became very busy and the residents faced difficulty in travelling. The problem lied with the transport of Tai O which was under the purview of THB. However, the bureau failed to address the tourism-related problems and problems that might arise after the opening of HZMB and the future third runway of the airport, as well as various issues brought about by the numerous foreign tourists and local people visiting Lantau Island. Residents reflected to him that on one occasion a ferry travelling from Tuen Mun to Tai O was full because it had to take a tour group and residents who had bought tickets thus could not board the ferry and had to take the next ferry. An excessive number of tourists had caused nuisance and some residents no longer welcomed tourists. It was recently reported by media that Tai O residents were xenophobic. Residents understood that the development of tourism would help revive the economy of Tai O and welcomed visits by tourists, but at the same time worried that an excessive number of tourists would affect their daily life. Tai O was originally a peaceful place and the emotions

of residents had been greatly affected. He opined that the attitude of Sustainable Lantau Office (SLO) had been proactive but it did not arrange representative to attend the meeting today. He surmised that SLO regarded the question as a regular one and thus fudged the Members and treated the question quite indifferently. He was very disappointed.

80. Ms Amy YUNG opined that the departments lacked internal communication. While developing economy and tourism, there were no ancillary facilities to tie in. She believed that Tai O residents were not xenophobic but the excessive number of tourists had affected the residents' quality of life. She proposed that before the ancillary facilities were improved, the Government should not overly boost tourism so as not to affect the residents' life.

81. Ms Christine YUEN made a consolidated response as follows:

- (a) The ferry route travelling between Tuen Mun, Tung Chung, Sha Lo Wan and Tai O was operated by Fortune Ferry. On weekdays, the company deployed 1 ordinary vessel to serve the above route. On Saturdays, Sundays and public holidays, 3 to 4 back up vessels were arranged to enhance the ferry service and ease the passenger flow. Since September 2016, 7 to 8 additional trips were provided to meet the passenger demand. Starting from January of the current year, 2 special trips were provided in the afternoon on Saturdays, Sundays and public holidays depending on the situation and demand of passengers.
- (b) As there was a great number of tourists at Tai O, the department all along encouraged the ferry operator, if and when resources allowed, to introduce more back up vessels and increase the frequency to enhance ferry service. The department and the ferry operator were studying the feasibility of introducing a ferry route plying between Tai O and Tung Chung. Provided that the regular trips would not be affected, the department encouraged and supported the ferry operator to provide a ferry route plying between Tai O and Tung Chung. When there was a concrete plan, the department would timely consult the DC, and Members and the local community were welcome to give opinions.

82. Mr AU Hok-lang supplemented that CEDD had commenced the Study on Traffic, Transport and Capacity to Receive Visitors for Lantau at the end of 2017. The study would cover various modes of transport between Tung Chung and Tai O, including roads, light rail and water-borne transport as well as assessments on their technical, environmental and financial viabilities. The study was anticipated to be completed in 2019 and Members would be kept informed of the status.

83. Mr CHOW Yuk-tong said that the transport of Tai O needed to be improved the soonest possible. Members had put forward proposals of short-term measures. In the long run, he proposed the construction of monorail system on Lantau Island travelling via Sha Lo Wan and Tai O to Tung Chung Town Centre, which would take only about 15 minutes, faster than normal road transport. In addition, the Government might consider constructing viaduct and piers to ease the traffic. He hoped that the department would follow up on his

proposal after the meeting.

84. Mr Randy YU said that the study concerned was expected to be completed in 2019. Upon completion, at least 8 years would be needed for design and planning before implementation. He opined that apart from long-term solutions, the department should also consider short- and medium-term measures.

85. The Chairman hoped that the department would take Members' opinions into consideration and resolve Tai O's transport issue as soon as possible.

VI. Question on the respective speeds of village vehicles and bicycles on Lamma Island
(Paper T&TC 23/2018)

86. The Chairman welcomed Ms YUEN Kit-fung, Engineer/Islands 2 of TD and Ms LEUNG Yuen-shan, OC (Lamma & Peng Chau Post) (Cheung Chau Div) of HKPF to the meeting to respond to the question. The written reply of TD had been sent to Members for perusal prior to the meeting. The Secretariat had received a submission concerning this agenda item from LegCo Member, Hon CHU Hoi-dick, and the submission was tabled for Members' perusal.

87. Ms YU Lai-fan briefly introduced the question.

88. Ms LEUNG Yuen-shan said that the Police was very concerned of road safety. While conducting duties on Lamma, the police officers would pay attention to the speed of village vehicles and bicycles as well as the driving attitude of drivers. The Police would enhance the public's awareness on road safety through various means such as publicity, education and law enforcement, etc.

89. Ms YU Lai-fan enquired whether the Police had prosecuted cyclists and drivers of village vehicles who committed offences.

90. Ms LEUNG Yuen-shan said that apart from verbal warnings, penalty tickets would also be issued to road users who committed offences (including drivers of village vehicles and cyclists). If necessary, she could provide relevant figures after the meeting.

91. Ms Amy YUNG said that the 498 golf carts in Discovery Bay were classified as village vehicles which required a license and were regulated by relevant legislations. As Discovery Bay was a private place, law enforcement of the Police was restricted, and there were often golf carts committing driving offences. She once witnessed a 12 to 13-year-old boy driving a golf cart in the district with his father sitting beside him. If the driver of golf cart did not own a licence and committed speeding, it would pose risk to other road users and cause serious consequences. While Discovery Bay was a private place, it was still duty-bound for the Police to tackle driving offences. She hoped that the Police would deploy officers to Discovery Bay for inspection.

92. Mr YEUNG Yiu-chung appreciated Ms YUNG for providing the above information and said that he would follow up on the matter after the meeting with relevant officers. He

said that police officers were regularly dispatched to conduct patrols in Discovery Bay. Members of the public were encouraged to provide information and clues about contraventions to assist the Police in law enforcement.

93. Mr Eric KWOK enquired whether the Police had set up a registration system for village vehicles, about the number of publicity campaigns concerning safe driving of village vehicles conducted on Lamma Island in the past year, and whether random checks on drivers were performed and drunken drivers were prosecuted.

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

- (a) The second paragraph of the written reply indicated that in issuing village vehicle permits, relevant conditions would be imposed by TD, including banning the upshift function of the front/rear gear. However, he opined that the restriction was not feasible in reality. Village vehicles moved the fastest in the third gear, followed by the second gear and then the first. According to the requirements, the drivers might use the first, second and third gears in setting village vehicles in motion but could not use the third gear when going uphill. He opined that it was totally unrealistic and suggested the department make changes when it reviewed the existing licensing conditions.
- (b) The first paragraph of the written reply stated that the maximum speed limit for vehicles (including bicycles and village vehicles) driving on any roads was 50 kph. However, it did not mention the speed limit for electric village vehicles and whether speed limit was included in the permit conditions. As far as he understood it, the normal speed for village vehicles was 12 to 13 kph and the speed limit of 50 kph was simply not applicable to village roads. While it was not an offence to drive at 50 kph on village roads, danger would be posed to other road users. He thus suggested the department reduce the speed limit of village vehicles. The permit for Cheung Chau village vehicles stated the times during which they might be driven on roads. He proposed that speed limit should also be included in the permit conditions, so that the Police could invoke relevant legislations to prosecute speeding drivers.
- (c) Regarding registration system, it was learnt that when applying for village vehicle permits, applicants had to submit information of the owner and 2 drivers for registration. The village vehicles were usually driven by the 2 registered drivers. In the past, the Home Affairs Department or TD would seek comments from Members every year in respect of the renewal of permits. However, as Members were only aware of the identity of the owners but not drivers, they often could not give any advice. When the Police initiated prosecution, it would issue warning letter to the owner of the village vehicle concerned, stating that the prosecution might affect the renewal application. However, TD rarely took into account the prosecution records when processing the renewal applications. Renewal of permits were approved even though there had been accidents involving the village vehicle or the driving attitude of the drivers were at fault. He hoped that the department would conduct a comprehensive review and improve the existing licensing

mechanism, as well as take into account past prosecution records of the vehicles when processing renewal applications to stamp out bad driving habits and prevent accidents.

95. Ms LEUNG Yuen-shan made a consolidated response as follows:

- (a) On publicity, the Police from time to time distributed leaflets to village vehicle drivers, posted on notice boards the points to note with regard to safe driving and displayed promotional banners. At the end of January of the current year, Lamma and Peng Chau Posts joined hands with Traffic Hong Kong Island to organise a road safety seminar at which representatives of Traffic Hong Kong Island gave talks about proper driving attitude, car speed and other matters requiring attention.
- (b) In processing renewal applications, TD would enquire of the Police about the records (including verbal warnings and ticket prosecutions) of the village vehicles concerned for reference. As for whether additional conditions would be imposed when vetting the renewal applications or whether the licence period would be shortened, they would be decided by TD.
- (c) The Police took law enforcement actions from time to time. For instance, on 4 May of the current year, a joint operation was taken by the Police and TD on Lamma Island, in which several village vehicles were stopped on suspicion of having been retrofitted. TD's Motor Vehicle Examiners conducted on the spot examination and issued maintenance orders to non-compliant vehicles, listing the items to be rectified or repaired. In addition, the Police would also observe the driving attitude of drivers and speed of vehicles during routine duties.

96. Ms YUEN Kit-fung replied that according to the road environment of individual areas, TD regulated the use of village vehicles through the imposition of permit conditions, which covered the days, time, roads and areas that the vehicle could operate; the size, weight and shape of loads that it could carry; as well as the safety measures to be taken. As the speed of petrol-powered type or diesel-powered type village vehicles was limited by the size of the engine, the upshift function of the front/rear gear was banned. As such, the vehicles operated at a speed of about 5 to 10 kph, whereas the maximum speed of electric village vehicles was about 20 kph. The department was reviewing the permit conditions with a view to regulating village vehicles more effectively.

97. Mr KWONG Koon-wan said that the department just now indicated that the speed of electric village vehicles was about 20 kph, which was rather fast for village roads. He proposed that in reviewing the permit conditions, the department should consider imposing different speed limits for different road sections. For instance, for the road section outside Cheung Chau Pier, a safe speed should be about 3 to 5 kph. He believed that there would not be any difficulties in implementation. The department needed only to provide clear guidelines to car owners and drivers and the Police could prosecute speeding drivers in accordance with the requirements.

98. Ms YUEN Kit-fung said that the department noted Mr KWONG's opinions. The department was conducting a review on the permit system and licencing requirements of village vehicles and would discuss with the stakeholders in due course.

(Mr Ken WONG left the meeting at around 4:55 p.m., Mr KWONG Koon-wan left the meeting at around 5:10 p.m.)

VII. Question on outside vehicles entering Discovery Bay
(Paper T&TC 24/2018)

99. The Chairman said that Discovery Bay Services Management Ltd. (DBSML) and HKR International Ltd. (HKRI) were unable to arrange representatives to attend the meeting, but they had provided written replies for Members' perusal.

100. Ms Amy YUNG briefly introduced the question. She was disappointed that neither DBSML nor HKRI arranged representatives to attend the meeting, and was also not satisfied with their written replies. She said Mr Vincent CHUA seldom attended the meeting. As Mr Peter TSANG attended on his behalf this time, she invited Mr TSANG to respond to her questions:

- (a) Over-speeding and illegal parking were serious in Discovery Bay (DB), but no one answered the phone when residents tried to call DBSML to lodge a complaint. Telephone operator had once told them to complain via the messaging applications. Now, no reply was given despite a complaint filed via the messaging applications. There was no way to lodge a complaint, and the residents could only post photos or videos on social media.
- (b) The police representative said that there were officers patrolling in DB regularly. However, she found offending vehicles on the street everyday and provided reference photos in the meeting. The first and second photo showed that vehicles were parked under the "no parking" sign, and the third one showed three vehicles were parked in front of the fire fighting hose reel. To her knowledge, no vehicles was allowed to park near the areas of fire services facilities so that rescue operations would not be affected. Also, the photos taken by the residents showed that the driver was taking passengers by a light goods vehicle for meal in a restaurant of DB, and also drove children to school in DB without authorisation. She queried that the problem existed because DBSML and security services company had been ineffective in law enforcement and turned a blind eye to these activities.
- (c) She asked whether the police could take enforcement actions in the private places in DB. The roads in DB were unsuitable for large numbers of vehicles travelling. As there were only limited number of parking spaces, she was worried about the safety of residents if no enforcement action was taken against these offending activities.

101. Mr Peter TSANG said that both DBSML and HKRI had provided written replies

in respect of the question raised by Ms YUNG. As he was responsible for matters on public transport services and the DB Tunnel, it was not appropriate for him to respond on their behalf. If the residents found any offending vehicles, they could provide the details to DBSML or relevant government departments for follow-up actions. For the DB Tunnel, the company monitored strictly the vehicles entering and leaving the tunnel in accordance with the relevant ordinances and TD notices to ensure that the vehicles complied with the requirements.

102. Ms Amy YUNG said that DBSML suggested the residents earlier to file complaints via the messaging application but the application had been suspended and there was no other ways to complain. The hotline kept ringing and no one answered. Even when someone answered the calls, the telephone operator was unfamiliar with the situation in DB and hence could not help solve the problem. She hoped DBSML would set up a complaint hotline or provide the new messaging application number so that residents could lodge a complaint. She asked Mr TSANG to help convey her views.

103. Mr Peter TSANG said he would convey her views to the relevant colleagues.

104. Mr YEUNG Yiu-chung said he would pass on the photos provided by Ms YUNG to the relevant colleagues for follow up. The police would get in touch with DBSML to look into ways to curb the offending activities. If serious congestion was caused, the police would take further actions.

105. Mr LEE Ka-ho enquired about the number of vehicles entering and leaving the DB Tunnel per day to understand whether there was any increase in traffic. He also asked about the criteria for the issuance of vehicle permit.

106. Mr Peter TSANG replied that there were about 1 000 vehicles entering and leaving the tunnel per day. As mentioned earlier, the company had been monitoring strictly the vehicles entering and leaving DB in accordance with the relevant ordinances and TD notices.

107. Ms Amy YUNG said that vehicles could come to DB by sea as well as on land. When construction work was carried out last year, big barges arrived at DB carrying heavy trucks. These trucks were to transport the construction debris from the hill and were seen on the road every 2 minutes or so. She opined that the roads in DB were incapable of handling too much vehicular traffic.

VIII. Question on traffic accidents on Lantau Link (Paper T&TC 25/2018)

108. The Chairman welcomed Mr YEUNG Yiu-chung, District Operations Officer (Lantau) of HKPF and Ms YUEN Kit-fung, Engineer/Islands 2 of TD to the meeting to respond to the question. The written reply of TD had been sent to Members for perusal prior to the meeting.

109. Ms Amy YUNG briefly introduced the question and said that many Members had raised related issues for discussion at meetings. A number of road works were being

conducted at NLH and a spate of accidents had occurred. The departments concerned had tried to reduce the risk of accidents by using cut-out traffic officers, reducing the speed limit and erecting traffic signs, etc., but with limited results. Traffic accidents not only caused casualties but also traffic congestion. She hoped that the Police would take appropriate measures to reduce accidents.

110. Mr LEE Ka-ho pointed out that Lantau Link and NLH were important roads connecting Lantau with urban areas. In 2015, a barge struck Kap Shui Mun Bridge, leading to the full closure of both the bridge and Tsing Ma Bridge. In the previous month, 4 accidents happened at Lantau Link within an hour, leading to closure of the bridge. The accidents not only affected residents, travellers to and from the airport/city were also affected. As such, relevant departments should not only rely on the media and mobile applications but also explore other methods to enhance the dissemination of information so that members of the public could be informed soonest.

111. Mr Holden CHOW enquired how the Police and TD would prevent accidents from happening more effectively, such as speed monitoring, signs having a deterrent effect, etc. He again proposed that TD should install electronic display panels at strategic routes (including Western Harbour Tunnel) across the territory to alert drivers of accidents and traffic congestion so that they could change itinerary in response to actual situation as early as possible.

112. Mr YEUNG Yiu-chung said that the Police would take targeted law enforcement actions to reduce the risk of accidents, which included (1) law enforcement at strategic routes from time to time to tackle speeding; (2) conducting high profile patrolling to remind drivers to concentrate on driving; and (3) educating drivers to keep to the slow left lane on highways as far as possible.

113. Ms YUEN Kit-fung said that apart from ETCC, TD was planning for the “Installation of Additional Traffic Detectors, Speed Map Panel and Journey Time Indication System” project, which included installation of 3 sets of journey time indication systems and enhancement of an existing speed map panel to provide more information about the traffic to Lantau Island and the airport. Subject to the approval of the funding application in the current legislative session, installation works could begin in the first quarter of 2019 and were anticipated to be completed at the end of 2020.

IX. Question on traffic accidents on Tsing Ma Bridge and Hong Kong Zhuhai-Macao Bridge
(Paper T&TC 26/2018)

114. The Chairman welcomed Miss CHOI Siu-man, Sherman, Senior Transport Officer/Islands and Ms YUEN Kit-fung, Engineer/Islands 2 of TD to the meeting to respond to the question. The written reply of TD had been sent to Members for perusal prior to the meeting.

115. Mr Eric KWOK briefly introduced the question.

116. Miss Sherman CHOI said that with regard to the proposal of introducing a ferry

route from Tung Chung to the city, as stated in the written reply of the department, the existing transport policy of Hong Kong was to develop the railway as the backbone of the public transport system. Under such premise, the department advocated making full use of the railway service and that franchised buses would continue to play an important role in the public transport system with other means of public transport (including ferry services) playing a supplementary role in the entire transport system. As the public transport network of Tung Chung was quite robust with the railway service and numerous bus routes, the department had no plan of introducing a new ferry route for the time being. Operators interested in providing outlying islands licensed ferry services were welcome to submit applications to the department. Upon receipt of application, the department would assess factors such as the viability of the ferry route, availability of other substituting transport service and demand of passengers. If the proposal was found to be feasible, tendering exercise would be conducted for the proposed route.

117. Ms YUEN Kit-fung said that with regard to the proposal of designating a bus-only lane (BOL) mentioned in enquiry 2, the department had to assess the benefit of the BOL for the overall bus service, whether the road section concerned could cater for the traffic flow after the designation of BOL and the impact on other road users, etc. Taking into account the traffic flow of Tsing Ma Bridge during peak hours, the department opined that the designation of BOL was not suitable. The department was investigating and studying other options to ease the congestion of Lantau Link and the feasibility of implementing various traffic improvement measures at Tsing Ma Bridge. The enquiry on HZMB had been discussed in detail previously and she would not repeat it.

118. Mr Eric KWOK gave opinions as follows:

- (a) The Government endeavoured to develop Tung Chung East and the population of Tung Chung would be increased from over 90 000 at present to over 130 000 in 2 to 3 years. While the representative of TD said that the transport network of Tung Chung was robust, a spate of accidents happened in Tung Chung Town Centre and NLH, leading to frequent traffic congestion. With an increasing population, the transport network of Tung Chung would be overloaded.
- (b) He had pointed out time and again at meetings that due to the structural constraints of Tsing Ma Bridge, the frequency of trains on MTR Tung Chung Line and Airport Express could not be further enhanced. As such, it was not possible to resolve the increased transport demand brought about by the population growth in Tung Chung by enhancing the frequency of MTR trains. He proposed that the department could make use of Tung Chung Development Pier and existing pier facilities to connect nearby bus terminals, MTR stations and housing estates, as well as introduce circular minibus routes, bus routes and ferry services plying to the city.
- (c) He had consulted Tung Chung residents about their intention to take ferries to the city who said that MTR compartments were crowded and it was relatively comfortable to travel by ferries. If the journey times were similar, residents were willing to take ferries. However, the Government ignored the opinion

and planned to resolve the existing transport issues by flyovers or tunnels and the works would take 10 to 20 years. If issues arose in environmental impact assessment or planning, the progress of works would be hindered. He hoped that the department would take a long-term planning perspective to immediately review and address the issue of Tung Chung transport network.

119. Mr Randy YU gave opinions as follows:

- (a) He concurred with Mr Eric KWOK and opined that a regular ferry route from Tung Chung to the city should be introduced, so that when incidents occurred, passenger flow could be eased by enhancing the ferry service. The department only said that operators were welcome to submit applications for outlying islands licensed ferry services, and if the proposal was found to be feasible, tendering exercise for the proposed route would be conducted. He opined that this was a very passive act. As Hong Kong was an international cosmopolitan city, the Government should formulate far-sighted and proactive policies, rather than awaiting applications from the industry passively.
- (b) It was stated in the last paragraph of the written reply that “vehicles travelling to and from HKP would use strategic roads such as Tsing Ma Bridge. The Government had conducted study on relevant strategic roads and other link roads nearby”. As IDC was one of the important stakeholders, he requested the department to timely consult IDC on the contents, scope and results of the study.
- (c) A number of agenda items and discussions at the current meeting were related to HZMB and transport in the vicinity, and Members had time and again raised similar issues and demands in past meetings. To enhance efficiency, he suggested THB and TD arrange representatives to attend the Traffic and Transport Committee working group meetings, etc. to take the initiative to report to Members the latest work or progress of study.

120. Ms Josephine TSANG said that with an increasing population in Tung Chung, the department should prepare for the future and formulate long-term measures to improve the area’s transport network, and proactively report the latest progress to Members. She opined that if it was more comfortable to travel by ferries than MTR, and the fare and time needed were similar, residents of housing estates near Tung Chung Development Pier would likely choose to take ferries. She hoped that the Government would address the demand of Members and residents squarely and provide an alternative water-borne transport for the residents.

121. Mr Holden CHOW said that as basic ancillary facilities were provided at Tung Chung Development Pier and SkyPier at the airport, he proposed that the department should explore the introduction of ferry service plying to the city. In addition, when designing Tat Tung Road at Tung Chung, the department did not expect that the vehicular and passenger flows in Tung Chung would increase significantly after some 20 years. Since Tung Chung would be further developed and the population would continue to rise, he was concerned that

the traffic in Tung Chung Town Centre would be overloaded in the future.

122. Miss Sherman CHOI said that the department noted the opinions of Members. With regard to Members' concern over the water-borne transport, the department would closely monitor the standard of public transport service (including ferry service) in Tung Chung and take into account relevant factors such as demand of passengers, as well as consider whether the industry should be invited to apply for the operation of new ferry routes in order to tie in with future population growth.

123. Mr Eric KWOK said that as there was only ferry service plying between Tuen Mun and Tai O at present, Tung Chung residents would not take ferry to the city. He opined that if the department improved the pier facilities and business environment, the industry would be attracted to operate attractive new ferry routes, such as from Tung Chung to Tsing Yi, Central and Hung Hom, etc. Members of the public would also be willing to travel by these ferry routes instead of taking the crowded MTR trains.

124. The Chairman hoped that TD would follow up on Members' opinions and proposals.

X. Question on a number of traffic accidents occurring on North Lantau Highway and Lantau Link
(Paper T&TC 29/2018)

125. The Chairman welcomed Ms YUEN Kit-fung, Engineer/Islands 2 of TD and Mr YEUNG Yiu-chung, District Operations Officer (Lantau) of HKPF to the meeting to respond to the question. The written reply of TD had been sent to Members for perusal prior to the meeting.

126. Mr Holden CHOW briefly introduced the question and gave opinions as follows:

- (a) According to the written reply of TD, the department was planning for the "Installation of Additional Traffic Detectors, Speed Map Panel and Journey Time Indication Systems" works project, which was anticipated to commence in the first quarter of 2019 and be completed at the end of 2020. He enquired, apart from installing electronic display panels and journey time indication systems at Western Kowloon Highway, Long Tin Road, Hung Tin Road and San Tin Highway, whether the department would install the facilities at other strategic roads (such as Western Harbour Tunnel).
- (b) At present, the journey time indication systems only showed the time needed for going to the destination without other information such as traffic accidents occurred, etc. He proposed that more information be disseminated through the display panel, so that drivers could learn of the traffic accidents and change itinerary as early as possible.
- (c) TD was at present conducting a review on the high wind management measures of Lantau Link which was anticipated to be completed in mid-2018. He enquired about the actual date of completion. In addition, he hoped that

in formulating the high wind management measures, the department would endeavour to minimise the impact on members of the public and traffic as far as possible apart from taking into account public safety.

- (d) He was skeptical of the claim of the department that it had confidence in coping with the increased vehicular flow at NLH upon the opening of HZMB. He opined that the department was overly optimistic and he was concerned.

127. Ms YUEN Kit-fung thanked Mr CHOW for his opinions. As the issue involved the ambit of various sections, she would relay the opinions to the relevant sections for follow-up.

128. Mr LEE Ka-ho enquired, apart from the mobile application of TD, whether there were other means for members of the public to obtain the information about the time needed to travel to the destination as shown on the electronic display panels. While the TM-CLKL could divert the vehicles on NLH, it was anticipated to be completed only in 2020. He enquired what contingency measures the department had in place to handle emergencies before its completion.

129. Ms YUEN Kit-fung said that the department had set up the ETCC and would step up the dissemination of information to the public in case of incidents. The Government was exploring the dissemination of information through various channels (including mobile applications) so that members of the public would be able to learn of the contingency measures taken more expeditiously and completely after incidents occurred. As for the traffic arrangements before the completion of TM-CLKL, she did not have relevant information at hand. She would relay the opinions to the relevant section after the meeting for follow-up.

130. Mr Holden CHOW hoped that the department would respond to the 2 questions he earlier raised, including whether journey time indication system would be installed at other strategic routes, and whether more traffic information would be provided through the display panels.

131. Mr Eric KWOK supported the proposal of Mr Holden CHOW. He opined that since electronic display panels were installed, the department should make better use of the resource to disseminate more information.

132. The Chairman requested TD to follow up on Members' opinions and enquiries after the meeting.

XI. Question on statistics of carrying capacity provided by Transport Department
(Paper T&TC 27/2018)

133. The Chairman welcomed Miss CHOI Siu-man, Sherman, Senior Transport Officer/Islands of TD to the meeting to respond to the question. The written reply of TD had been sent to Members for perusal prior to the meeting.

134. Mr Eric KWOK briefly introduced the question. He opined that the department had misled the public over the years with faulty carrying capacity statistics. The written reply did not mention the number of standees per square metre on bus, method of computation of carrying capacity, and criteria for selecting the busiest hour. In addition, counting the number of boarding and alighting passengers by visual assessment was not scientific. He hoped that the department would review the existing statistical methods.

XII. Question on request for installing speed detectors at Shui Hau Village and Tong Fuk Village (Paper T&TC 28/2018)

135. The Chairman welcomed Ms YUEN Kit-fung, Engineer/Islands 2 of TD to the meeting to respond to the question. The written reply of TD had been sent to Members for perusal prior to the meeting.

136. Mr Randy YU briefly introduced the question. He was aware of the 6 criteria of selecting locations of installing fixed speed enforcement cameras (SECs) set out in the written reply. However, he opined that when exploring the installation of cameras, the department should also take into account the actual situation of the area. The Government proposed “Development in the North, Conservation for the South” for Lantau Island. While the local community held different views on the conservation of cattle, no one would want to see cattle getting injured. He hoped that when TD and the Police installed the next batch of fixed SECs, Shui Hau Village and Tong Fuk Village would be covered to safeguard the lives of villagers and animals.

137. Ms YUEN Kit-fung thanked Mr YU for his opinions and said that the department would study carefully and follow up on the proposal of installing SECs at Shui Hau Village and Tong Fuk Village.

138. Mr Eric KWOK supported Mr YU’s proposal and opined that the right to survival of animals should be respected. He hoped that the department would implement the proposal of installing SECs at the entrance of the above villages to enhance road safety.

139. Mr WONG Fuk-kan said that after the installation of SECs at entrance of roads outside Pui O and Mui Wo Police Stations, drivers were more alert and would reduce speed when passing the locations, thereby enhancing the safety of villagers. He opined that SECs could facilitate the Police in taking law enforcement actions to tackle speeding. He often drove through Shui Hau Village and found that at the bend leading from Tai O to Shui Hau, the view of drivers was blocked and the entrance to the village could not be seen, which was very dangerous. The road traffic of Lantau Island was becoming busier and the installation of SECs at Shui Hau Village and Tong Fuk Village could effectively alert the drivers to reduce speed at the road sections.

140. Mr HO Siu-kei said that improvement works were being conducted at Tai O bus terminus and recently there was a serious traffic accident at Tai O Road. He opined that the Police should consider the installation of SECs at suitable locations of various strategic roads across Lantau Island.

141. The Vice-chairman Mr CHEUNG Fu requested TD to conduct site visit at Lantau Island and Tai O with Members to inspect the locations for installing SECs.

142. Ms YUEN Kit-fung said that the department noted the concerns of Members, and she would relay the relevant opinions to the colleagues concerned for follow-up.

143. The Chairman requested TD to consider and follow up on Members' opinions.

(Mr Randy YU left the meeting at around 6:10 p.m.)

XIII. Question on request for enhancing public transport services for Century Link, The Visionary and Ying Tung Estate, Tung Chung
(Paper T&TC 30/2018)

144. The Chairman welcomed Miss CHOI Siu-man, Sherman, Senior Transport Officer/Island of TD, Mr CHAN Tin-lung, Deputy General Manager of NLB, Mr Jeff POON, Manager (Traffic Operations) of Long Win, and Ms Penny CHUNG, Senior Public Affairs Officer of Citybus Limited/New World First Bus Services Limited (Citybus/NWFB) to the meeting to respond to the question. The written reply of Long Win had been sent to Members for perusal prior to the meeting.

145. Mr Holden CHOW briefly introduced the question.

146. Miss Sherman CHOI said that since the completion of Ying Tung Estate bus terminus in the first quarter of 2017, NLB routes no. 37, 37H and 37M, Citybus routes no. E21X, E22S and S56, and Long Win routes no. E31, E32A and S64P had been extended to Ying Tung Estate to provide service for residents of Tung Chung North. In addition, the department proposed the introduction of Citybus route no. S52A to travel between Tung Chung North and the aircraft maintenance area of the airport in the Bus Route Planning Programme (BRPP) 2018-2019 of Islands District. The department would continue to closely monitor the population growth, change in demand of passengers and bus services of Tung Chung North. If necessary, it would explore with the bus companies the improvement measures and introduction of new bus routes.

147. Mr Holden CHOW said that Long Win route no. E31 started operation only from 9:00 a.m., and before 9:00 a.m. only route no. E32A provided service at half an hour interval. The frequency was very low. As such, he proposed that route no. E31 should provide service before 9:00 a.m. to meet residents' demand during the morning peak hours. In addition, Ying Tung Estate was taking in residents. He requested NLB to increase the frequency of route no. 37M to provide convenience to residents travelling to and from Tung Chung Town Centre.

148. Mr Eric KWOK said that BRPP 2017-2018 of Islands District mentioned that Long Win would split routes no. E31 and E32A which would operate independently from the third quarter of 2018. Route no. E31 would depart from Yat Tung Estate without going through Tung Chung North, whereas route no. E32A would depart from Tung Chung Development Pier, travelled via Tung Chung North and Ying Tung Estate to Tsuen Wan. He proposed

that the above arrangement be implemented as soon as possible so as to resolve the problem mentioned by Mr Holden CHOW just now.

149. Mr Jeff POON said that in response to the increase in population in Tung Chung North, Long Win had re-organised some of the bus routes, including routes no. E31 and E32A. During the morning and evening peak hours, the new route no. E32A would provide departing and returning trips respectively in the morning and evening peak hours and was believed to be able to meet the demand of residents of Ying Tung Estate and Century Link. To avoid duplication of resources, when route no. E32A was providing service during the morning peak hours, route no. E31 would not travel via Ying Tung Road. According to initial observation, the patronage of above mentioned routes was still low and the demand had not yet reached the expected level, thus the relevant service arrangement would be maintained for the moment. Long Win would closely monitor the demand for service and conduct timely review on the arrangement.

150. Ms Penny CHUNG made a consolidated response as follows:

- (a) At present, Citybus routes no. E21X, E22S and S56 all travelled via Ying Tung Road. Citybus had been monitoring the increase in population and change in passenger demand of the area. It was proposed in BRPP 2017/18 that the frequency of route no. E22S be increased in response to the number of passengers. The proposal was expected to be implemented in the third quarter of the current year. Citybus would continue to monitor the intake of residential developments and the population growth in the area and increase the bus frequency when necessary to meet the demand.
- (b) According to the paper submitted by TD to IDC in the previous year on the plan of the Government to subsidise franchised bus companies to install seats and information display panels at bus stops, Citybus would install display panels at 4 bus stops in Islands District. However, since the bus stop at Car Park 1 of the airport had been relocated, display panels would not be installed thereat and only be installed at the other 3 bus stops. The company had maintained close communication with TD all along on the installation of display panels. Open tendering for the installation works was being conducted and works were anticipated to commence in stages in 2019 to 2020.

151. Mr CHAN Tin-lung responded as follows:

- (a) NLB route no. 37M was one of the major routes of residents going to MTR Tung Chung Station and statistics showed that the route still had adequate carrying capacity. The company would maintain close liaison with TD and would timely increase the frequency of route no. 37M in response to population growth of the area.
- (b) NLB at present did not have plan to introduce a new whole-day bus route for residents of Century Link, The Visionary and Ying Tung Estate in Tung Chung.

- (c) Due to technological and geographical constraints, such as the availability of cover and electricity supply, not all bus stops were suitable for the installation of display panels. Upon inspecting the bus stops at Tung Chung, NLB would install display panels at suitable locations.

152. Mr Eric KWOK said that BRPP of the previous year had pledged the split of Long Win routes no. E31 and E32A in the third quarter of 2018 to provide services by 2 independent routes. However, representative of Long Win said that a decision would be made according to situation. He urged Long Win to split routes no. E31 and E32A in the third quarter of 2018 and requested the matter be recorded so that the arrangement would not be overthrown.

153. Mr Holden CHOW gave opinions as follows:

- (a) Representative of NLB said that route no. 37M still had adequate carrying capacity, but many residents reflected to him that the service of the route was not adequate. He requested NLB to increase the frequency of route no. 37M and that relevant opinions be recorded.
- (b) At present, residents of Ying Tung Estate had to walk for 10 minutes to Ying Hei Road bus stop to take Citybus route no. E21A. It was very inconvenient especially at night time. He proposed that the route should travel through Ying Tung Estate bus terminus to provide convenience to residents.
- (c) At present, Long Win route no. E32A travelled at half an hour interval during morning peak hours and the frequency was low. He again urged the bus company to increase the frequency of route no. E32A. After routes no. E31 and E32A split in the future, more selections could be provided to the residents and the existing issues could be resolved.

154. Mr WONG Wah said that at present, there were inadequate parking spaces at Ying Tung Estate bus terminus and only 1 to 2 buses could be parked there. He proposed last year that HyD should remove the planter by the seaside to vacate space for buses to park. There were 3 NLB bus routes terminating at Ying Tung Estate. Inadequate parking spaces for buses would affect the operation of bus routes and even bus services in Ying Tung Estate.

155. Ms LEUNG Chiu-mei said that HyD had discussed with Mr WONG Wah and TD the removal of the planter at Ying Tung Road, so that more space could be provided for buses to park. HyD had submitted the application for Excavation Permit and was discussing with the Police the temporary traffic arrangements. The works were still in progress and the expected completion time might not be able to tie in with the intake of Ying Tung Estate.

156. Mr Jeff POON said that Long Win had no intention of altering the split arrangement of routes no. E31 and E32A as contained in the BRPP. Long Win was willing to devote resources to serve the community, but at the same time had to take into account the passenger demand and the intake situation of the housing estates. As the intake of Ying Tung Estate would be delayed, when exploring how to split route no. E31, Long Win had to examine the existing passenger demand and make adjustments according to the patronage change of route

no. E32A in order to tie in effectively with the transport needs of residents. Long Win would continue to monitor the change in service demand and make timely adjustment to bus services.

157. Ms Penny CHUNG thanked Members for their proposal concerning the routing of Citybus route no. E21A. The company understood that the residents would like the bus stops of the route be provided at the locations near to their residence. However, the bus company had to consider and balance many factors, such as the journey time, the routing and the attractiveness, etc. She would refer the above proposal to the relevant departments.

158. Mr Eric KWOK opined that the proposal of splitting routes no. E31 and E32A was a good one, but representative of Long Win said at the meeting that the plan would only be implemented when there was a substantial population growth and an adequate passenger demand. He criticised the company for being profit-oriented, operating only routes with profits and lacking corporate social responsibility. New housing estates in Tung Chung North had just begun intake of residents and the population was at the initial stage of increase. When the population of the area further increased in the future, profits would rise. As such, he requested Long Win to split the routes as scheduled.

159. The Chairman said that the bus stops in Mui Wo were shabby and crude and the request for the provision of covers to 2 bus stops had been raised 3 years ago. With the completion of new Home Ownership Scheme projects in Mui Wo, he hoped that NLB would devote resources to improve the bus stop facilities of the area.

160. Mr CHAN Tin-lung said that NLB was planning for the provision of bus stop covers, which had been included in the company's plan.

161. Mr Holden CHOW said that before the split of routes no. E31 and E32A, Long Win should consider increasing the frequency of route no. E32A during morning peak hours to take care of the transport needs of residents as far as possible.

(Mr FAN Chi-ping left the meeting at around 6:15 p.m.)

XIV. Question on road surface material used in emergency road repair works
(Paper T&TC 31/2018)

162. The Chairman welcomed Ms LEUNG Chiu-mei, District Engineer/Islands of HyD, Ms YUEN Kit-fung, Engineer/Islands 2 of TD, Mr WONG Tat-ming, Administrative Assistant/Lands of LandsD and Mr YEUNG Yiu-chung, District Operations Officer (Lantau) of HKPF to the meeting to respond to the question.

163. Mr WONG Fuk-kan briefly introduced the question. He pointed out that there were as many as 200 damages at the Mui Wo to Tai O section of South Lantau Road. Upon receipt of complaints, contractors of HyD would usually repair the damages with a material mixing tar with pebbles (known as "di bo"). However, as the utilisation rate of the road was high, the material was damaged or loosen quickly. On the contrary, repairing the road surface with fast hardening mortar yielded better results and the procedures were simple. It

only took 1 day for the road surface to resume smoothness and the material was more durable. As such, he opined that it would be more suitable to use fast hardening mortar to repair the road surface.

164. Mr WONG Tat-ming said that the maintenance works for the road section from Mui Wo to Tai O and the granting of Excavation Permit were under the purview of HyD. No approval from LandsD was required for the maintenance works concerned.

165. Ms LEUNG Chiu-mei made a consolidated response as follows:

- (a) With regard to the approval for road repair works, HyD had to submit application and detailed information to relevant departments according to different locations and situations. For instance, approval from TD and the Police was required for works involving temporary traffic diversion, and approval from the Agriculture, Fisheries and Conservation Department was required for works involving country parks.
- (b) Different materials would be used according to the situations. The department would usually use “di bo” or pre-heated tar to temporarily repair partially-damaged road surface. The advantage was that the material could harden within a short period of time, thus the time of road closure would be shortened and the impact on road users could be reduced. Fast hardening mortar was more durable than “di bo” but involved more procedures. The road surface had to be broken and gravels and mixed materials had to be removed, hence a longer time of road closure. It was suitable for repair works of smaller areas.

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

- (a) He had enquired of the contractor about the reason of not repairing the damaged road surfaces yet and learnt that approval from a number of departments was required. For instance, HyD was responsible for processing the application of Excavation Permit and the Traffic Police for application involving temporary traffic measures. The contractor could begin the road repair works only after approvals were given.
- (b) HyD was provided with funds every year to conduct road repair works. He enquired whether the road repair expenses of Islands District were borne by New Territories East Region of HyD. He hoped that the department would set aside resources for repairing the roads of South Lantau. In addition, South Lantau Road had a history of over 60 years with outdated specifications. He enquired whether the department could set up a dedicated fund for temporary road repairs.
- (c) The debris at Keung Shan Road near the bend at Fat Wah Yuen (Bend K13) had yet been cleared. It was a sharp bend where the rear of buses would make contact with the debris when passing through. He hoped that the relevant departments would clear the debris as soon as possible.

- (d) It was learnt that SLO was conducting a feasibility study on the development of Lantau Island. He enquired whether the study covered the maintenance and improvement works of the Mui Wo to Tai O section of South Lantau Road.
- (e) The traffic of Lantau Island was very busy with buses travelling frequently and an increasing number of vehicles under the Driving on Lantau Island Scheme. The road surface repaired with “di bo” would soon be damaged again, whereas the road surface at the vicinity of Mui Wo Pier repaired with fast hardening mortar remained intact over the years. As such, he suggested HyD use fast hardening mortar to repair all road surfaces.
- (f) Residents reflected that the temporary traffic light at Pui O near Swire House Holiday Home (SHHH) switched too slowly and residents going to school and work were affected. He proposed that the department should conduct the works in 2 stages and directional signs be erected to inform drivers of works being in progress.

167. Mr LOU Cheuk-wing said that South Lantau Road was not a standard road and it was severely damaged as a result of lack of repair for a long time. Apart from emergency repairs, the department should comprehensively improve the entire South Lantau Road.

168. Ms Amy YUNG enquired of HyD about the durability and the English scientific name of “fast hardening mortar”.

169. Ms LEUNG Chiu-mei made a consolidated response as follows:

- (a) Islands District fell within New Territories East and the road repair expenses were borne by New Territories East Region of HyD. HyD would explore the feasibility of incorporating the road repair works into the works being conducted by other departments, so that the works could begin as early as possible.
- (b) CEDD would conduct slope cutting works at Bend K13 and the works were anticipated to commence in the middle of the current year. HyD would maintain close liaison with CEDD to follow up on the progress of works.
- (c) Representatives of HyD and TD recently inspected South Lantau Road with Mr WONG Fuk-kan to determine the road sections that needed to be repaired. The department was planning to include the relevant road section in the road repairs works projects. The relevant departments would maintain close liaison with Mr WONG.
- (d) Re-construction works at South Lantau Road were being conducted in stages, covering Nam Shan, Pui O and Cheung Sha. The re-construction works at the South Lantau Road section near Nam Shan had commenced and the works of the remaining road sections would be followed up.

- (e) She did not have the information of the durability of fast hardening mortar at hand, but the lifespan of concrete normally exceeded 10 years. She estimated that the lifespan of fast hardening mortar was in the same range. She would provide the English scientific name of fast hardening mortar after the meeting.

(Post-meeting note: The English scientific name of the material was “fast hardening mortar”.)

170. Mr AU Hok-lang said that CEDD was conducting a study on the traffic of Lantau, which covered the examination of the situation of existing roads on Lantau Island (including South Lantau Road and Keung Shan Road) and recommendation of feasible improvement measures, such as the widening of roads and improvement of bends. The department would maintain close liaison with HyD and TD.

171. Mr WONG Fuk-kan requested HyD to repair the damaged road section from Mui Wo to Tai O to safeguard the safety of road users. He hoped that his opinions would be recorded for follow-up in the future.

(The Vice-chairman Mr CHEUNG Fu left the meeting at around 6:40 p.m.)

XV. Reports by Working Groups
T&TC Working Group

172. Members noted and endorsed the above working group report.

XVI. Any Other Business

Highways Department's Minor Traffic Improvement Projects and Works Schedules

173. The Chairman welcomed Ms LEUNG Chiu-mei, District Engineer/Islands of HyD to the meeting to give response. HyD had submitted, prior to the meeting, the Islands District Minor Traffic Improvement Projects and Works Schedules (the Schedules) as at early May of the current year. The Schedules were tabled at the meeting and Members were welcome to raise enquiries and opinions.

174. Mr WONG Fuk-kan said that with regard to item 3 of the Schedules, the temporary traffic light at the works site near SHHH took too long a time to switch and improvement was needed. He proposed that more directional and works signs be erected at the Mui Wo-bound road section, and the works should be conducted in 2 stages. In addition, greening works were being conducted at Bend K10 and the kerbs were partially damaged by vehicles and needed to be repaired.

175. Mr Holden CHOW enquired of the department, during the re-construction works of the cycle tracks of Fu Tung Street and Cheung Tung Road as set out in item 4 of the

Schedules, whether the use of cycle tracks would be suspended.

176. Mr WAN Tung-yat said that it was learnt that the road re-construction works near SHHH covered only a small part of the road section and he proposed that the entire road be re-constructed.

177. Ms LEUNG Chiu-mei said that the department noted the opinions of Mr WONG Fuk-kan and Mr Holden CHOW and would follow up after the meeting. With regard to the coverage area of the road re-construction works near SHHH, the department had applied for the Excavation Permit long time ago and she would look into the situation after the meeting.

178. The Chairman said that the road works of South Lantau took a long time to complete, whereas the road works in urban areas had a more reasonable works period and could usually be completed as scheduled. He hoped that the relevant departments could expedite the progress of road works to reduce the impact on the traffic and road users. In addition, he requested HyD to follow up on the opinions raised by Members.

Others

179. The Chairman said that he recently received a proposal from Ms YU Lai-fan indicating that as the Hong Kong and Kowloon Ferry Holdings Ltd. (HKKF) was one of the Islands District ferry route operators, the company should be invited to attend the Committee meetings. Members unanimously agreed that HKKF be invited to attend the meetings.

180. The Chairman said that the Secretariat had forwarded to Members the email from the Independent Review Committee on Hong Kong's Franchised Bus Service but had not received any submissions so far. If Members had any opinions about the accidents involving franchised buses or the operation and management of franchised buses, they had to submit in writing on the day of the meeting to the Secretariat for passing on to the select committee.

181. Mr Eric KWOK enquired whether submissions should be handed to the Secretariat or the select committee. He said that he had earlier submitted his submission to the committee.

182. The Chairman said that Members could either submit their submissions to the select committee direct or via the Secretariat.

XVII. Date of next meeting

183. There being no other business, the meeting was adjourned at 7:00 p.m. The next meeting would be held at 2:00 p.m. on 23 July 2018 (Monday).

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