

(Translation)

Minutes of Meeting of Traffic and Transport Committee

Date : 23 May 2016 (Monday)
Time : 2:00 p.m.
Venue : Islands District Council Conference Room,
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong.

Present

Chairman

Mr WONG Man-hon

Vice-Chairman

Mr CHEUNG Fu

Members

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

Attendance by Invitation

Mr WONG Joseph	Senior Engineer 20, Highways Department
Mr YUEN Wing-cheong	Senior Transport Officer/Planning/Ferry 2, Transport Department
Mr LO Kong-sai, Isaac	Senior Engineer/Islands, Transport Department
Ms YUEN Miu-chun, Christine	Senior Transport Officer/Planning/Ferry 1, Transport Department
Mr CHEUNG Kin-hung, Eric	Engineer 3/Standards, Transport Department
Mr YIP Hung-ping, Joe	Assistant Secretary (Land Supply) 1, Development Bureau
Mr CHONG Kam-yan	Senior Inspector of Police (Operation) (Enforcement & Control Division) (Traffic NTS), Hong Kong Police Force
Mr HO Kwok-fai, Godfrey	Senior Engineer 13, (Islands Division), Civil Engineering and Development Department
Mr CHANG Mein-kai, Michael	Senior Geotechnical Engineer / Consultant Management 7, Civil Engineering and Development Department
Mr Daniel J IP	Chief Resident Engineer, Transportation Hong Kong, AECOM
Mr YU Hon-wing, Albert	Senior Resident Engineer (Civil), Transportation Hong Kong, AECOM
Mr Mason HUNG	General Manager, Event & Product Development, Hong Kong Tourism Board
Mr Kent CHUNG	Manager, Event Management, Hong Kong Tourism Board
Ms Ho Hoi-yan, Ava	Assistant Public Relations Manager - External Affairs, MTR Corporation Ltd.
Mr LI Kin-lok, Kelvin	Public Affairs Manager, Citybus Ltd./ New World First Bus Services Ltd.
Mr LAW Yiu-wah, Rayson	Planning and Support Officer I, Long Win Bus Company Ltd.
Mr TAM Kin-fai	Contracts Manager, Gammon Construction Ltd.
Mr Dragon K P CHEUNG	Resident Engineer, Jacobs China Ltd.
Mr NG Siu-lung	LLA Consultancy Ltd.
Ms LAU Wai-chi	LLA Consultancy Ltd.
Mr John KL LO	Technical Director, Ozzo Technology

In Attendance

Mr CHOW Chit, Joe	Assistant District Officer (Islands)2, Islands District Office
Mr TO Chi-keung, Gary	Senior Transport Officer/Islands, Transport Department
Mr LEE Ka-hei, Haywood	Engineer/Islands 1, Transport Department
Ms LEUNG Chiu-mei	District Engineer/Islands, Highways Department
Ms LI Wing-yee, Wendy	Engineer 2 (Islands Division), Civil Engineering and Development Department
Mr CHAN Chiu-fai	District Operations Officer (Lantau), Hong Kong Police Force
Ms CHUNG Wing-yan, Carol	Assistant Police Community Relations Officer (Marine Port District), Hong Kong Police Force

Mr WONG Wah	Administrative Consultant, New Lantau Bus Co. Ltd.
Mr CHAN Tin-lung	Deputy General Manager, New Lantau Bus Co. Ltd.
Mr CHUA Kwok-cheung, Vincent	General Manager-DB Operations, HKR International Ltd.

Secretary

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

Absent with Apology

Mr CHOW Yuk-tong, BBS	
Mr LAM Po-keung	
Mr WAN Tung-yat	
Ms CHAU Shuk-man, Anthea	Corporate Communications Manager, New World First Ferry Services Ltd.
Mr CHAN Kam-hung	Chairman, Lantau Taxi Association

~~~~~

**Welcoming Remarks**

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

- (a) Ms CHUNG Wing-yan, Carol, Assistant Police Community Relations Officer (Marine Port District) of the Hong Kong Police Force (HKPF) who attended the meeting in place of Mr LAW Tung Wah, Benji; and
- (b) Ms LI Wing-yee, Wendy, Engineer (Islands Division) of the Civil Engineering and Development Department (CEDD) who attended the meeting in place of Mr POON Wai-wing, Alvin.

2. Members noted that Mr CHOW Yuk-tong, Mr LAM Po-keung, Mr WAN Tung-yat, Ms CHAU Shuk-man and Mr CHAN Kam-hung were unable to attend the meeting due to other commitments.

I. **Confirmation of the Minutes of Meeting held on 21 March 2016**

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

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

II. Tuen Mun-Chek Lap Kok Link – Southern Connection Viaduct Section (Contract No. HY/2012/07) Temporary Traffic Management Schemes for Sign Gantry Construction including Temporary Speed Limit Reduction on Section of North Lantau Highway (Kowloon and Airport Bounds) between Tung Chung & Sham Shui Kok  
(Paper T&TC 17/2016)

5. The Chairman welcomed Mr Joseph WONG, Senior Engineer 20 of the Highways Department (HyD), Mr Daniel J IP, Chief Resident Engineer and Mr YU Hon-wing, Albert, Senior Resident Engineer (Civil) of Transportation Hong Kong, AECOM, and Mr TAM Kin-fai, Contracts Manager of Gammon Construction Ltd. to the meeting to present the paper.

6. Mr Albert YU presented the paper with the aid of PowerPoint Presentation.

7. Mr Bill TANG said similar arrangements had been made in the past and he had confidence in this arrangement. He enquired about the expected completion date of Hong Kong-Zhuhai-Macao Bridge (HZMB).

8. Mr Joseph WONG replied that Tuen Mun-Chek Lap Kok Link – southern connection viaduct section would connect Tuen Mun with Hong Kong Boundary Crossing Facilities (HKBCF) of HZMB and North Lantau Highway via a viaduct, while the northern connection would connect Tuen Mun and HKBCF of HZMB via a sub-sea tunnel. The Hong Kong portion of HZMB was expected to be completed in late 2017, while the completion date of the southern connection would dovetail with that of the main bridge of HZMB.

(Mr Ken WONG, Mr Holden CHOW and Mr WONG Shun-chuen joined the meeting during the discussion.)

(Mr Joseph WONG, Mr Daniel IP, Mr Albert YU and Mr TAM Kin-fai left the meeting after the discussion.)

III. 2016 Hong Kong Cyclothon  
(Paper T&TC 18/2016)

9. 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), Mr NG Siu-lung and Ms LAU Wai-chi of LLA Consultancy Ltd., and Mr CHONG Kam-yan, Senior Inspector of Police (Operation) (Enforcement & Control Division) (Traffic NTS) of HKPF to the meeting to present the paper.

10. Mr Mason HUNG, Mr Kent CHUNG and Ms LAU Wai-chi presented the paper with the aid of PowerPoint presentation respectively.

11. Mr Bill TANG expressed his views as follows:

- (a) He appreciated that HKTb sought the advice of the District Council (DC) regarding the arrangements for 2016 Hong Kong Cyclothon well in advance to avoid a repeat of poor management.
- (b) He advised that a public enquiry hotline be provided in the media briefing in future so that the residents or airport staff affected could check the traffic arrangements or provide feedbacks. HKTb should also re-launch publicity a fortnight before the event and remind the public of the hotline.
- (c) He noticed that on the day of the event (i.e. 25 September), the Kowloon-bound Tsing Ma Bridge would reopen at 8 a.m. and the section between Tsing Sha and West Kowloon would only reopen at 11 a.m. He enquired if members of the public took E11 bus to urban areas and the airport at 8 a.m., how much more travel time would be required as a result of traffic diversion excluding the impacts of weather condition or traffic accidents, and also how much more time would be spent in driving. He hoped HKTb would conduct a quantitative assessment to provide actual statistics of different time slots for information.

12. Mr Randy YU expressed his views as follows:

- (a) He opined that cycling was a popular sport in Hong Kong and abroad and supported the hosting of a cyclothon. He was pleased that HKTb sought the views of DC on the cyclothon so that Members could help publicise the event in the district.
- (b) In his opinion, the contents of the paper (e.g. road maps) provided by HKTb was rather complex and he was afraid members of the public might not be clear about the road closure arrangements. He suggested HKTb make them simpler, e.g. by providing the specific times of road closure and the additional travel times from Discovery Bay, Tung Chung, Mui Wo and Tai O to urban areas as a result of road closure for dissemination to the residents via the DC Members' network so as to speed up the flow of information. Similar road closure measures were adopted in Hong Kong during some major events and he believed that the residents would be understanding. It was most important that the organiser provided timely information to the public.

13. Mr KWONG Koon-wan supported the hosting of the cyclothon. In last year's event, owing to the weather, participants of 2 different categories clashed on the same road section. He asked whether HKTb had assessed the chance of clash at the starting and finishing points and if any improvement measures were taken.

14. Mr Holden CHOW asked HKTb whether the event would be cancelled in case the tropical cyclone or rainstorm warning signal was hoisted.

15. Mr CHAN Chiu-fai said that according to the earlier agenda item, HyD considered closing North Lantau Highway and Cheung Tung Road for 3 nights in September and October this year for the Tuen Mun-Chek Lap Kok Link – Southern Connection Viaduct Section project. He suggested the organiser negotiate with HyD to keep the roads open on the night of 24 September for fear that accidents would occur and could not be coped with.

16. Mr Mason HUNG gave a consolidated reply as follows:

- (a) HKTb would provide a direct communication channel and consider strengthening communication among relevant parties in the light of experience gained last year.
- (b) On provision of easy to read information, HKTb would publish leaflets on specific traffic arrangements during the cyclothon and distribute them to the drivers using tunnels or highways as well as members of the public via DC Members so that they could plan their journeys in advance to minimise the impacts.
- (c) For overlapping routes of last year for 2 categories of participants, it was because the starting time for a category of participants was delayed while another category set off earlier. He cited examples to illustrate that in this year's event, a particular category would not set off until the other category of participants had all departed, and thus the participants of 2 categories would in principle not meet on the route or at any location.
- (d) For arrangements in adverse weather, the event would be cancelled if a red rainstorm warning signal or tropical cyclone signal No.3 was issued by the Hong Kong Observatory on the morning of the event. If strong winds were blowing on the event day, HKTb would contact Tsing Ma Bridge Control Point and the event staff of The Cycling Association of Hong Kong (CAHK) to decide if the bridge was suitable for use in the contest. If not, the race would switch to an alternative route to Kowloon via Nam Wan Tunnel to reduce impacts on the cycling athletes and other road users as far as possible.
- (e) HKTb would coordinate with HyD to ensure that North Lantau Highway would not be closed on the night of 24 September and early morning of 25 September to avoid any inconvenience caused.

17. Mr Bill TANG hoped that HKTb would provide specific travel times affected as well as information about road closures and diversions. He enquired whether Tsing Sha Highway would be closed in one direction only during the event.
18. Mr Holden CHOW enquired whether HKTb would consider cancelling the event after the issuance of an amber rainstorm warning. Apart from safety concerns, the rainstorm would lead to heavy traffic in various districts and continuation of the event might put pressure on other roads.
19. Mr Mason HUNG said only the eastbound lane of Tsing Sha Highway would be closed during the event.
20. Mr NG Siu-lung said that in view of Mr Bill TANG's proposal of quantifying the travel times affected as a result of traffic diversions, a projection could be provided by the traffic consultants. After discussion with the Transport Department (TD) and the Police, leaflets would be distributed to residents of Islands District for better information about the estimated magnitude of traffic disruption.
21. Mr YUEN King-hang asked about the means of transport that participants might use to reach the starting point and leave.
22. Mr Kent CHUNG said the first category (i.e. Challenge Ride) participants would start at 6 a.m. and were expected to arrive at the starting place at 4:30 a.m. in Tsim Sha Tsui, where HKTb would arrange shuttle buses to pick them up.
23. Mr YUEN King-hang asked whether there would be other means of transport for participants to reach the starting point apart from shuttle buses.
24. Mr Kent CHUNG said that according to the experience of last year, some participants took shuttle buses while some drove their own cars or took taxis.
25. Mr CHAN Chiu-fai enquired if there was strong wind, whether measures would be implemented on Ting Kau Bridge and Stonecutters Bridge correspondingly besides Tsing Ma Bridge, such as slowing down in face of wind at a certain kilometres per hour.
26. Mr Mason HUNG said that HKTb had discussed with the government departments and CAHK. It was agreed that if the cycling athletes were likely to be confronted with gusts, the race would enter a stage of "neutralisation" according to the procedures of the International Cycling Union. The athletes then had to follow the instruction of the race controller when approaching a particular road section and could not overtake to prevent accident. If the wind was too strong for them to slow down, there would be a change of route or the section of race would be called off.
27. The Chairman concluded that the Committee was supportive of the event in view of the benefits of cycling. He hoped the organiser would make continuous improvement in organising the event.

(Mr Mason HUNG, Mr Kent CHUNG, Mr NG Siu-lung and Ms LAU Wai-chi left the meeting after the discussion.)

IV. Amendments on Long Win Route S64P Proposed Route Diversion [Tung Chung Area 56 – Airport Support Area (circular)]  
(Paper T&TC 32/2016)

28. The Chairman welcomed Mr TO Chi-keung, Gary, Senior Transport Officer/Islands of TD and Mr LAW Yiu-wah, Rayson, Planning and Support Officer I of Long Win Bus Company Ltd. (Long Win) to the meeting to present the paper.

29. Mr Rayson LAW briefly presented the paper.

30. Mr Holden CHOW enquired whether the travel time of Long Win Bus route S64P would reduce by about 10 minutes compared with the original option after the route diversion, and if the Ying Tung Road bus stop would be located within Ying Tung Estate.

31. Mr Rayson LAW replied that the saving of about 10 minutes mentioned in the paper mainly referred to the journey from Tung Chung New Development Ferry Pier to the Cathay Pacific City. This was based on the comparison between the route originally proposed in the bus route planning programme for 2015-16 and the amended route currently proposed in the paper. Temporary routeing of Long Win route S64P ending at Ying Hei Road bus stop was adopted in the current proposal since the bus terminus in Tung Chung Area 56 was not yet in operation.

V. Question on the roundabout outside Exit A, MTR Tung Chung Station  
(Paper T&TC 23/2016)

VI. Question on addressing the traffic problems in Tung Chung Town Centre  
(Paper T&TC 30/2016)

32. The Chairman said Items V and VI were related in content and proposed the items be discussed together. He welcomed Mr LEE Ka-hei, Haywood, Engineer/Islands 1 of TD to the meeting to respond to the questions.

33. Ms Sammi FU briefly presented the question on Paper T&TC 23/2016.

34. Mr Holden CHOW briefly presented the question on Paper T&TC 30/2016, as well as the short- and long-term enhancement solutions of the public interchange in Tung Chung with the aid of PowerPoint presentation.

35. Ms Amy YUNG said that with regard to Mr Holden CHOW's proposal for the long-term enhancement of the roundabout outside MTR Tung Chung Station, the vehicles entering the area on detour would have impacts on the buses of Discovery Bay



(DB buses) which parked outside Exit D of the MTR Tung Chung Station. She hoped Mr Holden CHOW or his traffic consultant would explain the arrangement in detail.

36. Mr Eric KWOK said that the shuttle buses of Caribbean Coast currently parked outside Exit A of MTR Tung Chung Station in the vicinity of the roundabout. He asked how the pedestrians reached the parking lot of shuttle buses from Fu Tung Estate under the enhancement proposal.

37. Mr Haywood LEE gave a consolidated reply as follows:

- (a) TD had earlier conducted a site visit with Ms Sammi FU to Exit A of MTR Tung Chung Station. A works order was issued for converting the 2 coach parking lots at Tat Tung Road to drop-off/pick-up point to provide more space for boarding and alighting and relieve traffic pressure outside Exit A of MTR Tung Chung Station. Members of the public were likely to be in favour of the arrangement as the new drop-off/pick-up point was close to Citygate.
- (b) The proposal for relocating the drop-off/pick-up point of coaches to Tat Tung Road achieved certain results. According to TD's observation, a number of companies providing transport service for employees had switched to Tat Tung Road for dropping off or picking up passengers and the operation was generally smooth. If TD received new applications from transport service providers, arrangement would be made for them to drop off/pick up employees on Tat Tung Road as far as practicable.
- (c) For the question raised by Mr Holden CHOW about the estimated traffic volume on the main roads in Tung Chung, according to the Tung Chung New Town Extension Study conducted by CEDD comprising the traffic and transport impact assessment, the traffic in Tung Chung's main roads had not reached saturation. As the extension project was still in the design stage, no further information was available at the moment.
- (d) For the question about the traffic in Tung Chung especially Tat Tung Road, before completion of the road works on Tung Chung Town Lot No. 11 (TCTL 11), for the time being, TD would only identify suitable areas at Tat Tung Road and outside Exit A of MTR Tung Chung Station for setting up drop-off/pick-up points to avoid increasing traffic pressure on Tat Tung Road. Major works would not be proceeded to avoid extra burden on the road.
- (e) Upon completion of the road works on TCTL 11, TD would consider discussing with the relevant departments on the possibility of converting the existing temporary bus terminus into a drop-off/pick-up point for coaches, goods vehicles or private vehicles with a view to

relieving traffic pressure effectively in Tung Chung especially Tat Tung Road.

- (f) If there were development opportunities outside Exit A or D of MTR Tung Chung Station, TD would work with relevant departments on redesigning the roads outside the 2 exits so as to make more space available for dropping off/picking up passengers, maintain smooth traffic in Tung Chung, and to provide more public parking spaces to meet the demand as far as possible.
- (g) TD noted the short- and long-term enhancement solutions put forward by Mr Holden CHOW and agreed that both proposals had their own merits. TD would make reference to the solutions when carried out related works in the future and would first consider the feasibility of setting up more drop-off/pick-up points outside Exit A of MTR Tung Chung Station. Consultation would be conducted if it was found feasible.

38. Mr Holden CHOW asked the Chairman whether the traffic consultant devising the enhancement solutions could be invited to respond to Members' enquiries in detail.

39. With the consent of Members, the Chairman invited Mr John LO from the traffic consultant to provide the details.

40. Mr John LO explained as follows:

- (a) The proposed long-term solution would not have much impact on the parking of DB buses, yet more space could be released for construction of a covered walkway to provide shelter for passengers waiting for buses.
- (b) For the parking issue of Caribbean Coast's shuttle buses, the alighting passengers could use the newly installed escalator near the drop-off/pick-up point and walk along the existing footbridge to reach Exit A of MTR Tung Chung Station.
- (c) Many passengers now alighted near the covered walkway outside Exit A of MTR Tung Chung Station. He suggested further extending the covered walkway so that passengers could reach Exit A via the covered walkway after alighting.
- (d) The short-term solution proposed to adjust the kerb line and allow buses to travel along the adjusted kerb line to the bus stop, and build a temporary canopy over the walkway so that alighting passengers could cross the road or use the covered walkway to reach Exit A of MTR Tung Chung Station.

41. Ms Amy YUNG expressed her views as follows:

- (a) According to the long-term solution put forward by the traffic consultant, DB buses would be required to make a detour before parking, and with traffic congestion along the detour route, extra travel time might be needed. Besides detouring to the MTR Tung Chung Station, DB buses would also stop at a bus stop near Ngong Ping 360. She had reservations about the proposal.
- (b) She hoped TD would take into account factors such as the present route and travel time of DB buses while studying the above solutions. She did not want to see buses running on the new proposed route making detour as it would not only increase travel time but also pose safety concern to the waiting passengers.

42. The Vice-Chairman Mr CHEUNG Fu said the short-term solution proposed to adjust the road margin, which might cause the buses to make sudden turns. He was afraid the DB buses with a longer body could not make the turns successfully.

43. Mr Bill TANG expressed his views as follows:

- (a) The U-shaped design of Tat Tung Road was worrying. If the shuttle buses travelling from the artificial islands of HZMB dropped off/picked up passengers on Tat Tung Road or terminated thereon, the traffic would be even more worrying. He considered that 2 traffic light intersections on Tat Tung Road were too close to each other to regulate traffic.
- (b) In the absence of relevant data for reference, it was difficult to assess the effectiveness of the short- and long-term solutions. He remarked that traffic at Tung Chung Town Centre aroused widespread concern and suggested TD providing relevant data for future discussion in the future.

44. Mr Eric KWOK considered that a comprehensive study on the traffic in Tung Chung should be conducted to address the growing traffic problem in Tung Chung. He said that buses or heavy vehicles often cut into another lane when they maneuvered a turn at the junction of Tat Tung Road and Shun Tung Road. As Tung Chung East was developing continually, he hoped TD would explore ways to improve the traffic in Tung Chung as soon as possible.

45. Mr Haywood LEE said that TD would have to study the long-term solution thoroughly but some short-term or fast track measures could be implemented at this stage, such as setting up drop-off/pick-up points outside Exit A of MTR Tung Chung Station to provide more space for public use and ease the existing traffic condition.

46. Mr John LO supplemented as follows:

- (a) Regarding the adjustment of kerb line, the width of the bend is still sufficient for large coaches to make turns.
- (b) Under the long-term solution, the proposed route for DB buses would indeed be longer but would not result to have too much extra travelling time. With regard to the proposal of providing a cover for the walkway near the parking lot of DB buses, the alighting passengers could walk to Exit A of MTR Tung Chung Station along the walkway and he believed that there will be no safety concern for waiting passengers.
- (c) According to the traffic survey conducted earlier, the junction capacity outside Exit A of MTR Tung Chung Station was low with reserved capacity of about 7 to 8 percent. He hoped TD or other government departments would consider resetting the green/red traffic signal time at the road junctions when examining the short-term solution so as to enhance the junction capacity.

47. The Chairman hoped TD would further examine the issue after listening to the views from different quarters.

48. Mr Holden CHOW appreciated the concerns and views of Members about the traffic problem in Tung Chung Town Centre. He engaged a traffic consultant with a view to initiating an in-depth discussion. The proposed enhancement solutions might not be absolutely feasible but he hoped TD would face up to the problem and take actions as early as possible lest the problem worsened.

49. The Chairman suggested that Mr Holden CHOW pass on the relevant information to TD for further study.

(Ms Josephine TSANG left the meeting during the discussion.)

(Mr John LO left the meeting after the discussion.)

VII. Question on the traffic problems in Tai O  
(Paper T&TC 19/2016)

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

51. Mr LOU Cheuk-wing presented the question. He added that the ferry operator of the ferry services for Tuen Mun, Tung Chung, Tai O and Sha Lo Wan planned to run an extra sailing between Tai O and Tuen Mun on weekdays (i.e. Mondays to Fridays). The application had been submitted for a year but yet been approved by TD.

52. Mr YUEN Wing-cheong responded as follows:

- (a) Regarding the ferry services for Tuen Mun, Tung Chung, Tai O and Sha Lo Wan, TD understood that Tai O Rural Committee and the local community hoped that special sailings between Tai O and Tung Chung would be provided during holidays. After negotiation with TD, the ferry operator agreed that standby vessels would be deployed where possible to provide additional sailings to facilitate passenger flow. The ferry operator would also consider arranging special short-haul sailings between Tung Chung and Tai O through redeployment or resource allocation. TD would continue to follow up with the ferry operator.
- (b) The ferry operator had earlier applied to TD for an extra 4 p.m. sailing on weekdays plying from Tung Chung to Tuen Mun but then changed the application with ferries departing from Tai O instead to carry passengers from Tai O or Sha Lo Wan to Tung Chung or Tuen Mun. TD had written to the Islands and Tuen Mun DCs to solicit their views, and just finished collecting views from different quarters recently as the process took time. After discussion with the ferry operator, the extra sailing was expected to come into operation in June this year.

53. Mr LOU Cheuk-wing asked if the ferry operator would provide an extra weekday sailing from Tai O to Tuen Mun in June this year. He said that there was no significant improvement to the traffic, especially the road traffic in Tai O during holidays. Despite the enormous time and resources injected into the Keung Shan Road improvement works, the bends were just widened by 1 to 2 feet which served little purpose.

54. Mr YUEN Wing-cheong said that the ferry operator was now making preparation and the service rescheduling was expected to take effect in June this year.

(Post-meeting note: Rescheduling of the licensed ferry service for Tuen Mun–Tung Chung–Sha Lo Wan–Tai O from Mondays to Fridays (except public holidays) took effect from 6 June this year.)

55. Ms LEUNG Chiu-mei replied that according to the timetable for the bend widening works along Keung Shan Road, part of the works was expected to be completed or commence at the end of this year and the works would largely be completed in 2017.

56. Mr Randy YU expressed his views as follows:

- (a) According to the information provided by TD, the ferry operator would provide additional weekday ferry service from Tai O to Tuen Mun with effect from June this year. At present, there were only 2 daily ferries

departing from Tai O at 2 p.m. and 6 p.m. and since there were a large number of people visiting Tai O on weekdays, the provision of an additional sailing at 4 p.m. would facilitate people flow.

- (b) He understood that technicalities might be involved if improvement works were to be implemented on Tai O to ease the traffic during holidays. For instance, subject to the airport restrictions and the height limit of Tung Chung Bridge, only small vessels were allowed to pass through. He hoped TD would consider providing extra short-haul ferry trips from Tai O to Tung Chung during holidays from 3 p.m. to 8 p.m. to facilitate people flow.
- (c) He suggested TD and New Lantau Bus Co. Ltd. (NLB) work out a plan to improve waiting facilities in bus stations with provision of an extra bus stop or higher bus frequency to reduce the waiting time.

57. Mr WONG Fuk-kan said that an increase in ferry service from Tai O to Tuen Mun on weekdays was of little use since the bus service had already met the demand. However, during the holidays, the large number of holidaymakers had created long queues for bus service stretching so far as Lung Tin Village. While the bus company had increased the bus frequency, it was still unable to ease the passenger flow. He suggested the ferry operator provide extra short-haul ferry trips of about 30 minutes from Tai O to Tung Chung to help ease people flow by waterway. He hoped TD could understand the traffic demand of Tai O residents and visitors.

58. Ms Amy YUNG said that an alternative option, if provided during holidays, would be greeted with applause as the visitors could enjoy the beauty of the islands in the ferry ride. She supported the provision of short-haul trips from Tai O to Tung Chung during holidays.

59. Mr LOU Cheuk-wing expressed his views as follows:

- (a) He considered that the water transport could supplement the insufficient road transport service on Tai O to meet the demand. The ferry ride from Tai O to Tuen Mun took about an hour whereas the ride to Tung Chung took only about half an hour. He believed an increase in ferry trips to Tung Chung would facilitate people flow in Tai O effectively.
- (b) Neither he nor the ferry operator thought TD should set down the schedule for ferries from Tai O to Tung Chung especially during holidays. Ferries would depart once they were full to facilitate people flow. He hoped NLB would provide buses to take passengers from Tung Chung New Development Ferry Pier to the MTR Tung Chung Station.

- (c) He was pleased with the extra weekday trip from Tai O to Tuen Mun at 4 p.m. which fit in with people's outing schedules. He hoped for early implementation.

60. Mr WONG Hon-kuen declared that he was running a ferry services business and expressed his views as follows:

- (a) On cost-effectiveness, the patronage was not high on weekdays and it would not be practicable for the ferry operator to buy new vessels to provide extra service only during peak hours in weekends. To facilitate people movement, he suggested provision of short-haul fast trips of about over 20 minutes from Tung Chung to Tai O.
- (b) He proposed that apart from the 6 major routes, TD should consider subsidising the other outlying island ferry routes, including the Tai O – Tuen Mun route, when it conducted the next review on the outlying island ferry services.
- (c) With regard to increasing the frequency of weekday ferries from Tai O to Tuen Mun, he considered that the ferry operator could increase frequency at any time without seeking TD's approval as there were no changes to the destinations.

61. Mr WONG Wah said that NLB route 37 travelled from Tung Chung New Development Ferry Pier to the MTR Tung Chung Station, and Citybus Ltd. (Citybus) route S56 also stopped at Tung Chung New Development Pier.

62. Mr YUEN Wing-cheong gave a consolidated response as follows:

- (a) TD would follow up with the ferry operator on the proposal of providing holiday special sailings from Tai O to Tung Chung. It was hoped that the operator would submit the proposal early.
- (b) TD submitted a paper on Mid-term Review for Ferry Services of the Current Licence Period to Islands DC earlier on. It stated that apart from the existing 6 major outlying island ferry routes which were provided with Special Helping Measures (SHM), the Government would also consider whether the SHM should be expanded to other 8 outlying island ferry routes (including the Tuen Mun, Tung Chung, Sha Lo Wan and Tai O routes, etc.). The department would report the progress to the Committee in due course.

(Mr Bill TANG left the meeting during the discussion.)

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

VIII. Question on the examination mechanism of village vehicles  
(Paper T&TC 20/2016)

63. The Chairman said that the written reply of TD had been distributed to Members for perusal before the meeting.

64. Mr KWONG Koon-wan presented the question and said he had discussed with the representative of TD before the meeting. He was satisfied with the written reply of TD and opined that it could help clarify the existing examination mechanism of village vehicles. He hoped the existing mechanism would be maintained to allay the concerns of the trade or licensees of the homes for the aged.

65. Ms Amy YUNG expressed her views as follows:

- (a) She was disappointed that TD provided a written reply without arranging a representative to attend the meeting. She was concerned about the safety of golf carts and it could be read from the written reply of TD that a number of accidents had happened. She supported the introduction of a registration mechanism for vehicle examination.
- (b) TD stated in the written reply that if the owners of golf carts had any genuine difficulties, consideration might be given to providing assistance according to the circumstances of individual cases. There were about 490 golf carts in DB and she asked when the new examination system came into force in September this year, what kind of assistance would be offered by TD to the owners who had difficulties in applying for renewal of village vehicle permit.
- (c) She enquired whether the Discovery Bay Services Management Ltd. (DBSML) learned the matter and informed the owners of golf carts in DB. It was understood that golf cart maintenance service was available in DB but she was not clear if it was licensed and in case the golf carts were in need of examination outside DB, in what way they were to be transported.

66. Mr Vincent CHUA replied that DBSML had in-depth communication with TD earlier over the new arrangement for annual examination of golf carts and notified around 490 cart owners in DB. No objections to the new arrangement had yet been received from the owners.

IX. Question on the new spiral roundabouts  
(Paper T&TC 21/2016)

67. The Chairman welcomed Mr CHEUNG Kin-hung, Eric, Engineer 3/Standards of TD to the meeting to respond to the question. The Hong Kong Police



Force (HKPF) opined that TD was in a better position to reply to the question. The written reply of TD had been distributed to Members for perusal before the meeting.

68. The Chairman presented the question.

69. Mr Eric CHEUNG responded as follows:

(a) The written reply of the department was accompanied by the 30th issue of the Road Safety Bulletin with detailed information about the design and application of the conventional and spiral roundabouts. Where design was concerned, the major differences between the two included the road markings and directional signs used. The conventional one was circular in shape while the spiral one adopted a modern spiral design. Operation-wise, the spiral roundabouts could, with appropriate traffic lane markings, let drivers travelling along the outer lane of roundabouts have a clearer understanding that they had to give way to vehicles leaving roundabouts from the inner lane.

(b) Spiral roundabouts were still under trial. A district trial scheme on spiral roundabouts was implemented in 2013 at Tseung Kwan O and completed in December 2015. Data including information about the operation of spiral roundabouts and traffic accidents, etc., was being collected and analysed. As the trial involved data collection over a period of 2 years, longer time was required to evaluate the effectiveness. Preliminary results were expected to be available in 2017. Subject to satisfactory results, the department would consider developing the spiral roundabouts as one of the design standards for application by district personnel according to the traffic condition of individual districts.

70. The Chairman said he learned the design of spiral roundabouts at the meeting of HKPF Traffic New Territories South and the efficiency was lauded by the force. He proposed TD introduce spiral roundabouts in Tung Chung area to reduce traffic accidents and enhance the safety of drivers and pedestrians.

71. Mr Eric KWOK said there were quite a number of roundabouts in the vicinity of the Hong Kong International Airport (HKIA) and enquired whether they would be converted into the modern spiral ones in phases.

72. Mr Eric CHEUNG said that the spiral roundabouts were still under trial and relevant data was being collected and analysed. Upon completion of the report in 2017 and subject to satisfactory results, the department would develop the spiral roundabouts as one of the design standards for application by district personnel according to the traffic condition of individual districts.

73. Mr WONG Wah asked whether TD had received any feedback on the spiral roundabouts from road users.

74. Mr Eric CHEUNG said the department had received both positive and negative comments on the spiral roundabouts. The department would continue to gather opinions which would then be consolidated for analysis and assessment.

75. The Chairman thanked the representative of TD for his attendance and briefing on spiral roundabouts.

(Mr Eric CHEUNG and Mr CHONG Kam-yan left the meeting after the discussion.)

X. Question on the traffic linking the airport, Hong Kong-Zhuhai-Macao Bridge and the artificial island  
(Paper T&TC 22/2016)

76. The Chairman said that the written reply from TD had been distributed to Members for perusal before the meeting.

77. Ms Sammi FU presented the question.

78. Mr Holden CHOW said that he had proposed to the last term of DC for using the light rail system to connect the artificial islands of HZMB and Tung Chung Town Centre. At present, the Airport Express shared tracks with the Tung Chung Line. He hoped the Government would examine the feasibility of further extending the Tung Chung Line to the airport or the artificial islands of HZMB so as to spare passengers the hassle of changing to bus. No matter which option was to be chosen, he hoped there would be significant improvement to the traffic in Tung Chung after completion of the artificial islands of HZMB and the implementation of the three-runway system at HKIA.

XI. Question on fares for the Discovery Bay – Central route  
(Paper T&TC 24/2016)

79. The Chairman welcomed Ms YUEN Miu-chun, Christine, Senior Transport Officer/Planning/Ferry 1 of TD to the meeting to respond to the question. The written reply of TD had been distributed to Members for perusal before the meeting.

80. Ms Amy YUNG presented the question.

81. Ms Christine YUEN presented the written reply of TD. She supplemented that the SHM were presently provided to 6 major outlying island ferry routes, of which the operators were the New World First Ferry Services and 3 subsidiaries of the Hong Kong and Kowloon Ferry Holdings Ltd. The DB–Central route was not provided with the SHM.

82. Ms Amy YUNG raised her views and the enquiries as follows:

- (a) She had reservations about the reply of TD. The written reply stated that financial information such as revenue and patronage would be provided by the Discovery Bay Transportation Services Ltd. (DBTPL) for residents' information during public consultation when an application for fare adjustment was made. She enquired how DBTPL would present the relevant information to the public in view of the falling oil prices.
- (b) According to the reply of TD, the department would check the financial accounts of DBTPL if it applied for fare increase. The company had applied for fare increase in 2007 to 2008. At the meeting of the 3 parties, namely, TD, residents of DB and DBTPL, she revealed that a vessel of DBTPL with a net book value of \$9.8 million was destroyed by fire in the dockyard and the loss was passed to the passengers. She claimed that the rate increase would have been bigger if she had not brought the matter to the attention of the department.
- (c) According to Annex I to the written reply, the average fare per kilometre for the DB–Central route was \$2.4, which was the most expensive among all outlying island ferry routes. The data on Annex II showed that the ferry fares rose continuously from 2006 to 2015, with a total increase of about 41.4 percent without taking into account the compound annual growth rate. Under the prevailing Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Concession Scheme), the differential between the nominal fare and the concessionary fare of \$2 was absorbed by the Government, i.e. the taxpayers. While the ferry operator did not adjust the fare downwards as the oil prices dropped, it was as if the Government was subsidising the profits of the operator in disguise.
- (d) According to the service contract made between TD and the ferry operator, the latter was not required to make public the operating statistics. Statistics would be provided when it applied for fare increases. She hoped TD would require the ferry operator to release the vital operating statistics for public oversight when the permit was awarded next time. She found the Government's current supervisory mechanism and standards unsatisfactory.
- (e) She hoped DBTPL would follow other ferry operators' practice and offer discounts when huge profits were made. The public consultation fora for fare increases always turned into condemnation meetings against DBTPL. Such fora were mostly DBTPL-led and held at a time inconvenient to residents. She hoped TD would oversee the situation.

83. Ms Christine YUEN responded as follows:

- (a) Annex I to the written reply provided statistics about the average fare per kilometre for the 6 major outlying island ferry routes and the DB route. A basket of factors, including the service standard, operating costs, patronage and the vessel type, would be taken into account in setting fares. DB–Central route ferries operated frequently at a 15-20 minutes' headway at peak hours and 20 minutes' headway at off-peak hours and the route was served by high-speed large vessels with a capacity of 500 passengers. Two vessels with a capacity of 300 passengers were on standby. A relatively high standard of service was provided. Other factors such as provision of associated facilities would also have an implication on the fare.
- (b) TD understood that DB residents were concerned about the fare rates. In considering an application for fare increase from ferry operator, the department would examine financial information submitted and seek to strike a balance among various factors, including the service standard, past profit performance, forecasted financial situation in next 2 years and public acceptability, etc. Although DBTPL had not applied for fare increase this year, the department would continue to closely monitor its service.
- (c) Given the oil price volatility in recent years, TD would continue to monitor the trend of oil price movements.
- (d) Under the Concession Scheme, the elderly or eligible persons with disabilities could take a ferry ride between DB and Central at a concessionary fare of \$2. The Government did not give subsidies to the ferry operator. The ferry operator recorded the number of elderly and eligible disabled passengers and sought reimbursement from the Government for the differential between the nominal fare and \$2. She clarified that the ferry operator would not receive additional subsidies from participating in the scheme.
- (e) The Government noted the requests from some of the residents in outlying islands that the the Government should consider SHM to other 8 outlying island ferry routes (including the DB–Central route) apart from the major 6 ferry routes. The Government would conduct a study. The study would cover a whole host of factors such as the principle of prudent use of public money, and the operating environment and financial situation of each of the 8 routes etc. We would also consider factors such as current arrangements of alternative public transport, and the residents' acceptability of fares. The study was anticipated to be completed in 2017 at the earliest and the department would inform the Committee of the outcome in due course.

84. Mr Eric KWOK expressed his views as follows:

- (a) Citing information from Annex I to the written reply of TD, he was perplexed that while the Peng Chau–Central route was shorter than Cheung Chau–Central route, a higher rate was charged. He asked what criteria TD used in reviewing the fares.
- (b) He suggested the Government consider setting up a fare stabilisation fund to buffer against impacts of changes in oil prices. He said the oil prices had recently eased about 50 percent to about US\$50 from US\$100 per barrel in 2007 to 2008. If the ferry operator raised fare when the oil prices surged, it should lower the fare when oil prices fell.
- (c) Owing to the geographic location and environment of the outlying islands, no elevated walkway system or tunnel was available on Peng Chau, Cheung Chau and Lamma Island, etc. He suggested the Government allocate resources to upgrade the ferry services for residents of the outlying islands.

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

- (a) The ferry fares should not be determined by the travel distance alone. Other factors such as patronage and carrying capacity should also be taken into account. For example, the distance of Cheung Chau–Central route was the longest but the average fare per kilometre was cheapest for a ride on ordinary ferry. Despite the relatively low fare, its daily patronage was high with around 26 000 passengers, with the total revenue likely to surpass its counterparts.
- (b) He agreed that the ferry service could be regarded as an infrastructure on the outlying islands which were not served by supporting infrastructure. He did not think the Government needed to spend massive resources to build large bridges or tunnels on islands, lest the loss of rural character as a result of rapid urbanisation.

86. Ms Amy YUNG raised comments and enquiries as follows:

- (a) The fare for the DB–Central route was \$40, but the elderly or eligible persons with disabilities could travel at \$2 under the Concession Scheme, with \$38 paid by the Government. In view of the falling oil prices, the travel costs were estimated to be about over \$20 and the \$38 in fact comprised a handsome profit for the ferry operator. She queried whether the Government was financing the ferry operator's profits with taxpayers' money, rather than a reimbursement on an accountable basis as TD claimed. If the Government subsidy covered the costs of the ferry operator only, she had no objection. However, TD's reply was untrue.

- (b) According to Annex II to the written reply, the average price of crude oil was US\$48.71 per barrel in 2015 and it maintained at about over US\$90 in the past 3 years. The DB–Central route had fare increases of 8.8 percent and 8.1 percent in 2013 and 2014 respectively, representing a cumulative increase of 30 to 40 percent during the period. Passengers found themselves paying higher fares when the oil prices went down. She hoped TD would review the situation.
- (c) TD stated that if DBTPL submitted an application again for further fare increase, it would consider the company's past performance, e.g. profits. In the present circumstances, she hoped it would not raise fare again. In face of the global economic trends and with the removal of crude oil export restrictions, there was no forecast of massive oil price hikes. Apart from studying the past performance when there was an application for fare adjustment, TD should require the ferry operator to provide financial information each time it applied for licence renewal.
- (d) Regarding the SHM, she had time and again asked to include the DB–Central route in the SHM programme at the meetings of DC and Legislative Council (LegCo) but her views were not accepted. It was understood that TD would conduct a Mid-term Review for Ferry Services of the Current Licence Period in 2017 and consideration would be taken to include the route in the programme.
- (e) She reiterated that the ferry operators should be asked to disclose the vital statistics for public oversight when their licence renewal applications were processed by TD.

87. Ms Christine YUEN gave a consolidated reply as follows:

- (a) When setting the ferry fares, TD would consider a host of factors, including the ferry patronage, service level, operating costs, the local character and public acceptability, etc.
- (b) On the fare stabilisation mechanism, TD would, in considering the provision of SHM, take into account various factors, including whether the subsidies were put to appropriate uses.
- (c) On the request for ferry operators to disclose financial and operating information, TD had sought legal advice and learned that it could not release information of the ferry operators without the latter's consent. TD conveyed the views to ferry operators and encouraged them to disclose financial information to enhance transparency and allay public concern. TD noted Members' views on licence renewal and would review the matter timely.

- (d) Senior citizens and students could presently travel on the DB-Central route on half fares. An elderly, for example, could take a ferry trip at the concessionary fare of \$2 and the ferry operator would claim reimbursement from the Government for the differential. Through the introduction of the Concession Scheme, the Government hoped to encourage the elderly and eligible persons with disabilities integrate into society. TD would encourage the ferry operator to offer more fare concessions to the passengers where circumstances permitted

88. Mr Eric KWOK said TD failed to respond to the proposal of setting up a fare stabilisation mechanism. He hoped TD would introduce a fare stabilisation mechanism in the next review of ferry licence renewal. Besides, the Government could consider purchasing vessels to address the problems faced by outlying island ferry services.

89. Ms Christine YUEN replied as follows:

- (a) For fare stabilisation fund covering ferries, buses or other road transports, the Government received opinions in favour of some simple and transparent options. The Government presently provided SHM for 6 major outlying island ferry routes with a view to maintaining services and stabilising fares. After collecting opinions on the Mid-term Review for Ferry Services of the Current Licence Period, TD would review the scheme in the context of the mid-term review.
- (b) She noted Members' views on purchase of vessels and believed the views had been reflected to the authorities and would be taken into account in the context of the mid-term review.

(Mr Holden CHOW and Mr WONG Shun-chuen left the meeting during the discussion.)

(Ms Christine YUEN left the meeting after the discussion.)

## XII. Question on an accident occurred at MTR Sunny Bay Station (Paper T&TC 25/2016)

90. The Chairman welcomed Ms Ho Hoi-yan, Ava, Assistant Public Relations Manager - External Affairs, MTR Corporation Ltd. (MTRCL) to the meeting to respond to the question.

91. Ms Amy YUNG presented the question.

92. Ms Ava HO responded as follows:

- (a) At around 3:45 p.m. on April 3, a staff member of the MTRCL found that a platform screen door on Tung Chung-bound platform 1 at Sunny Bay Station charred by smoke. Although the screen door concerned was still operational, it was taken out of service for safety reason. Passengers used other doors to go in and out. The Electrical and Mechanical Services Department was informed. The loosened iron planks of the door came into contact with other electric components and had a short circuit, and tiny fire sparks were generated. The MTRCL staff suspended the service of that door and arranged passengers to use other doors. Repair works were carried out at the end of the service hours.
- (b) She explained that MTRCL did not release information about the incident through the MTR Mobile Traffic News (a mobile application of MTRCL) since passengers would only be informed through the mobile application in case of a projected delay of 20 minutes or above for them to plan their itineraries early or switch to other transports. In case of special incidents (e.g. the approach of typhoon or adverse weather) that led to adjustment of train service or on special days (e.g. Christmas Eve and New Year's Eve) requiring service rearrangement, MTRCL would disseminate the relevant information via the mobile application and webpage. Information would also be disseminated within the stations via different channels, e.g. station broadcast, station notices and the passenger information display system. As that incident did not affect the train service and was dealt with promptly, MTRCL did not disseminate information via the mobile application.
- (c) For bringing metallic balloons or inflammable items into the stations, according to the MTRCL By-laws, no persons were allowed to bring balloons into the rail track areas. Notices were put up at the gates and staff was deployed to remind passengers. Posters were published to advise passengers against bringing balloons or aerial photographing apparatus into the stations.

93. Ms Amy YUNG lauded MTRCL for finding the causes of the incident and diverting passengers to use other screen doors promptly which was the right thing to do. She hoped MTRCL would strengthen the maintenance and repair service of parts.

94. Mr Eric KWOK said many tourists went to the Hong Kong Disneyland (the Park) from Sunny Bay Station and metallic hydrogen balloons were sold at the Park. He asked whether MTRCL would step up publicity at Sunny Bay Station to advise tourists against bringing metallic hydrogen balloons therein.

95. Mr CHAN Chiu-fai said the Park would distribute plastic bags for tourists to carry metallic hydrogen balloons. He hoped MTRCL would clarify the ban on metallic hydrogen balloons: whether metallic hydrogen balloons floating in air were



banned or were totally banned from the stations no matter how they were brought into the stations.

96. Ms Ava HO replied that the MTRCL By-laws stipulated that metallic hydrogen balloons were banned from the stations. If any passengers were seen bringing metallic hydrogen balloons into the station, the staff would remind them about the ban. Apart from displaying notices in the stations, the staff would remind the passengers. As to the arrangement of the Park for distributing plastic bags to carry balloons, MTRCL would continue to remind passengers not to violate the MTRCL By-laws.

(Ms Ava HO left the meeting after the discussion.)

XIII. Question on request for anti-skid dressing works on South Lantau Road  
(Paper T&TC 27/2016)

XIV. Question on road development on Lantau Island  
(Paper T&TC 33/2016)

97. The Chairman suggested that Items XIII and XIV which were related in content be discussed together. Although the question of Item XIV was submitted after the deadline, given the time of occurrence was after the deadline and in view of its urgency, special permission was given for the item to be discussed at the meeting. He welcomed the guests to the meeting to respond to the questions:

- Item XIII: Ms LEUNG Chiu-mei, District Engineer/Islands of HyD;
- Item IV: Mr YIP Hung-ping, Joe, Assistant Secretary (Land Supply) 1 of the Development Bureau (DEVB), Mr LO Kong-sai, Isaac, Senior Engineer/Islands and Mr Haywood LEE, Engineer/Islands 1 of TD, Mr HO Kwok-fai, Godfrey, Senior Engineer 13, (Islands Division) and Mr CHANG Mein-kai, Michael, Senior Geotechnical Engineer/Consultant Management 7 of CEDD, and Mr Dragon CHEUNG, Resident Engineer of Jacobs China Ltd.

98. Mr Randy YU presented the 2 questions. He added as discussed in Item III of the Agenda, District Councillors and Committee Members had expressed their support for cycling. However, he expressed that some cyclists rode side by side or ignored the traffic signals on Lantau, putting other road users at risk. Some roads on Lantau were in urgent need of upgrading to standard roads. These roads were built during the construction of the reservoir and were narrow with sharp bends, non-standard without proper road base. He enquired when standard roads would be built. There were inadequate or missing infrastructural facilities in rural areas. He learned that the Government was launching a consultation exercise on development of Lantau and would like the government representatives to give a preliminary response.

99. Ms LEUNG Chiu-mei said that regarding the 2 locations for anti-skid dressing works under Item XIII, HyD gave consent for the anti-skid dressing works on

South Lantau Road near Pui O Au. As a hotel development project was carried out nearby, the department would proceed with the works upon completion of the hotel project. For anti-skid dressing works on the road section near Cheung Sha Ha Tsuen, HyD decided to shelve the works temporarily after collecting road accident statistics and skid testing on site. HyD would continue to monitor the situation and conduct road improvement works in appropriate areas.

(Post-meeting note: HyD clarified that, upon completion of the hotel development project, road reconstruction works instead of anti-skid dressing would commence on South Lantau Road section near Pui O Au. The road section was expected to be further improved after the works.)

100. Mr LOU Cheuk-wing concurred with Mr Randy YU. Both cyclists and motorists should obey the rules when travelling on roads. He had seen several bicycles riding down Keung Shan Road towards Tai O side by side, forcing a bus to brake sharply. Fortunately, no accident happened. He hoped TD and the Police would pay attention to the problem and step up enforcement.

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

- (a) For the proposed anti-skid dressing works on the road section in Pui O Au heading for Mui Wo, it was learned that a hotel project was underway and the contractor had installed traffic lights and road signs thereon. The road section was uneven. The outsourced contractor of HyD indicated that road resurfacing and anti-skid dressing would be carried out after completion of the works.
- (b) He pointed out that traffic accidents occurred frequently near Cheung Sha Fire Station on Mui Wo-bound South Lantau Road. An accident involving a government vehicle and a light goods vehicle happened about 2 months ago. He hoped HyD would reconsider carrying out anti-skid dressing on that road section.
- (c) HyD conducted road widening works on the bend at Mui Wo-bound South Lantau Road near San Shek Wan Village. The Lantau residents and motorists however thought that the vehicle speed would increase with the widening of the road. They suggested that anti-skid dressing works be carried out there.

102. Mr Eric KWOK concurred with the proposal of Mr Randy YU on managing traffic more flexibly to minimise traffic impacts. He said road works were carried out along some road sections between Mui Wo and Keung Shan Road and a lane was closed. Apart from the use of “Stop/Go” sign, traffic lights with electronic sensors could be considered. Traffic lights with electronic sensors had been used previously and with good results were observed. He also mentioned that the traffic light outside the HSBC branch in Mui Wo changed the phase about every 5 minutes. He suggested

the relevant departments to consider the above traffic management on South Lantau when slope maintenance works were carried out.

103. Mr KWONG Koon-wan enquired whether the skid test conducted by HyD covered the risk of tyre skidding. The likelihood of skidding on ramps increased on rainy days and as the anti-skid dressing works were not complicated and did not require massive resources, he hoped the department would reconsider the proposal to ensure the safety of road users.

104. Mr WONG Wah supported the use of traffic lights with electronic sensors.

105. Ms LEUNG Chiu-mei said HyD would reconsider Members' proposal of conducting anti-skid dressing works at the bend on Mui Wo-bound South Lantau Road near San Shek Wan Village. She understood that Members were concerned about the safety on South Lantau Road near the bend of Cheung Sha Ha Tsuen. Relevant statistics would be examined after the meeting to decide whether to carry out the works.

106. Mr WONG Fuk-kan said that as far as he knew, some government departments considered that traffic lights with electronic sensors could emit electrical currents which would interfere with the cardiac pacemakers of road users, making them feel unwell and get into an accident.

107. Mr Eric KWOK hoped TD and the relevant departments would clarify whether emissions from electronic sensors would interfere with the pacemakers and reply to the Committee in writing after the meeting.

108. Mr Joe YIP responded to Item XIV as follows:

- (a) The Lantau Development Advisory Committee (LanDAC) had received many enquiries, comments or suggestions from members of the public, 4 rural committees of Lantau Island and the DC regarding the traffic and infrastructure on Lantau Island in the past 2 years since its establishment in 2014. The work report of LanDAC issued in January this year covered the subject of future development of Lantau and suggested the Government conduct a comprehensive traffic and transport study for Lantau rather than just making minor improvements. The Traffic and Transport Subcommittee under the last-term LanDAC proposed a number of improvement measures, including road bend improvement as well as public traffic and transport proposals. The current-term LanDAC would continue with the work and welcome opinions from various sectors.
- (b) With regard to the blockage of Keung Shan Road by the locals on 8 May this year, he concurred with Mr Randy YU that the blockage was simply a display of personal feelings with no good to all sides. He considered that differences over the cyclists should be resolved in peaceful manner and suggested TD promote relevant education

campaigns or install clear road signs to create a more harmonious environment between cyclists and other road users in the areas.

- (c) CEDD would respond on the slope works and TD would respond on the flexible traffic management and the traffic regulations for road users or cyclists in Lantau.

109. Mr Michael CHANG responded as follows:

- (a) The Geotechnical Engineering Office (GEO) under CEDD was conducting 2 slope works on Keung Shan Road. The works on the natural slope near the entrance of Keung Shan Road would have relatively minor impacts on the road as the works were carried out on the slope. The works on man-made slope no. 13NW-B/C133 were originally scheduled for completion in early August this year but with the road widening works of HyD to be conducted in the vicinity, GEO had explored the possibility of expediting the works and the contractor consented to deploy more workers to advance the date of completion to late June if weather permitted.
- (b) With the works in progress, a lane of about 70 metres long had to be closed and a temporary traffic control zone measuring 240 metres long in total was set up, with traffic lights installed at both ends (the lights turned red for 1 minute and green for 30 seconds as, by estimate, an average of 20 seconds per vehicle was required for crossing). After the incident on 8 May this year, CEDD, the consultant company, the contractor and HKPF discussed to further enhance the temporary traffic control measures. The Police considered it undesirable to cut short the closure area as there were many bends on the road, although the traffic cylinder on either side could be moved further back to the roadside to reduce the closure area. That proposal was accepted and implemented with immediate effect.
- (c) With the consent of the Police, CEDD adopted a more flexible traffic control measure on the Buddha's Birthday on 14 May this year as well as during the remaining works period up to late June this year. Manual operated signals were used to direct traffic on Saturdays, Sundays and Public Holidays from morning till evening, with traffic lights used at night-time or in adverse weather or inadequate lighting condition. The above traffic control measures had been implemented smoothly since their introduction on 10 May this year.

110. Mr Randy YU raised comments and enquiries as follows:

(Item XIII)

- (a) He appreciated that HyD would conduct anti-skid dressing works after completion of the hotel project near Pei O Au, and the review of statistics for considering the proposal of conducting anti-skid dressing on the road section at Cheung Sha Ha Tsuen. If the review showed that anti-skid dressing was not required, the department would look into ways to improve the bends and invite relevant Members to conduct a site visit. He was also pleased that HyD would study the proposal of conducting anti-skid dressing on the bend outside San Shek Wan Village.

(Item XIV)

- (b) He was pleased that DEVB and CEDD had responded positively and advanced the completion of the man-made slope works (slope no. 13NW-B/C133) by 2 months approximately. The authorities however failed to reply or propose any resolutions with regard to subsection (2) of Item XIV. He did not object to cyclists riding on Lantau or intend to hinder the development of cycling sport. However, as the roads on Lantau were narrow with many bends and steep slopes, measures might have to be taken unless a comprehensive planning for cycling tracks was in place.
- (c) Before the new Tung Chung Road became operational, the old Tung Chung Road had been operated for one-lane two-way traffic. Even vehicles with Lantau Closed Road Permits were banned from the road at particular time slots to avoid increasing the traffic loading. He enquired whether special measures would be implemented in weekends to prohibit certain road users from using particular road sections during peak hours, in order to balance the right of using of roads. He hoped improvement measures would be implemented as soon as possible before a comprehensive road network or suitable cycling tracks were built.

111. Mr Eric KWOK said the Government did not respond to the question on electronic sensor emissions. If the emission would interfere with the cardiac pacemakers as Mr WONG Fuk-kan said, would the Government provide relevant statistics? If no impacts were found, would traffic lights with electronic sensors be used in the future road works to facilitate smooth traffic flow?

112. Mr YUEN King-hang enquired whether it was suitable for cyclists to ride on Keung Shan Road with the increasing complexity of the landscape arising from the works conducted thereon.

113. Mr Haywood LEE gave a consolidated response as follows:

- (a) The traffic on South Lantau was not heavy. The design capacity of Keung Shan Road was about 8 000 vehicles per day. According to the statistics of TD, the average daily traffic was around 2 560 vehicles on the section between South Lantau Road and Shum Wat Road and 1 100 vehicles on the section between Shum Wat Road and Tai O Road. Traffic congestion was not common on South Lantau even when there was more traffic on the roads during holidays.
- (b) Keung Shan Road was built along the hilly terrain. Some sections of the road was steep with many bends and the width might not meet the standard, it was still safe to accommodate use of vehicles. TD had been committed to improving the traffic of South Lantau. Besides installing appropriate traffic signs and road markings (e.g. steep hill ahead and bend ahead, etc.) to alert drivers, the department had worked enthusiastically with relevant works departments in recent years to carry out various road widening and bend improvement works on South Lantau Road and Keung Shan Road, and 13 of which were completed with the rest progressing to full swing. Under normal circumstances, the main roads on South Lantau were safe for driving, and TD would monitor closely the road traffic and take appropriate measures where necessary to ensure smooth and safe driving.
- (c) Regarding public concerns over the traffic impacts caused by cyclists, both the drivers and cyclists were road users and had the same rights to use the roads and the same obligations to comply with traffic regulations, traffic signs, road markings and traffic signals, etc. The department considered that, through education, cyclists would be clearer about what they had to be aware on roads, including that (1) bicycles were generally smaller and slower than other vehicles and cyclists and other drivers should show understanding and tolerance to each other; (2) cyclists should keep left as far as possible under safe circumstances; (3) where the roads were narrow or when the cyclists were preparing to make a turn, they should stay in the centre of the lane and use the lay-bys to give way to other vehicles; and (4) cyclists should control their speed while on ascent and leave a long braking distance, and should not ride downhill at high speed to prevent accident.
- (d) TD had produced publicity videos and published leaflets to raise cyclists' traffic safety awareness.

114. Mr WONG Wah said he had seen cyclists riding downhill at high speed or ride in the centre of the road obstructing other road users, or ride uphill or downhill side by side. He asked whether HKPF had prosecuted persons violating traffic regulations.

115. The Chairman raised comments and enquiries as follows:

- (a) He wondered whether TD regarded South Lantau Road as a standard road after completing 13 minor repair works on the bends. Members hoped the Government would build a standard road for South Lantau rather than just conducting minor repair works.
- (b) Although there were improvements to some bends, certain bends were just widened a bit without much use.
- (c) Drivers would be worried about oncoming vehicles when overtaking bicycles on South Lantau and yet could not sound their horns.
- (d) Many cyclists rode on Lantau in weekends and were always riding side by side, causing nuisance to residents.

116. Mr Haywood LEE supplemented that there was no information available about electronic sensors and the department would respond when more details were available.

117. Mr FAN Chi-ping hoped that the Government would conduct road replanning for South Lantau to build an efficient road network. Road projects, not just for catering for traffic flow, should be accorded high priority if the Government was to develop Lantau. TD did not open up the section of completed Yu Tung Road but used it as a parking lot for coaches, with goods vehicles and private vehicles illegally parking. He hoped TD would conduct a site visit and make improvements.

118. Mr Randy YU thanked the government representatives for attending the meeting but was discontented with the reply of TD. He was supportive of developing cycling sport but the current road condition on South Lantau would pose a danger to road users if the Government made no move to step up education campaigns and law enforcement. He hoped DEVB and the Transport and Housing Bureau would change their mindset when engaging in discussions of the development of Lantau and associated traffic infrastructure.

119. Mr Joe YIP said DEVB had submitted a funding application to the LegCo for early establishment of the Lantau Development Office. The application was now being referred to the Establishment Subcommittee for deliberation. It was hoped that the concerns from different sectors would be dealt with appropriately after the establishment of the Lantau Development Office.

(Mr Joe YIP、Mr Isaac LO, Mr Godfrey HO, Mr Michael CHANG and Mr Dragon CHEUNG left the meeting after the discussion.)

XV. Question on the Hong Kong International Airport  
(Paper T&TC 26/2016)

XVI. Question on takeoff and landing schedules of flights at the Hong Kong International Airport  
(Paper T&TC 28/2016)

120. The Chairman said that consolidated replies to the above 2 questions were given by the Civil Aviation Department (CAD) and the Airport Authority Hong Kong (AAHK) respectively and suggested the questions be discussed together. The written replies of CAD, AAHK and the Environmental Protection Department were distributed to Members for perusal before the meeting.

121. Ms Amy YUNG presented the question on paper T&TC 26/2016.

122. Mr Bill TANG left the meeting due to other commitments and Mr Randy YU presented the question on paper T&TC 28/2016 on his behalf.

123. Ms Amy YUNG said that according to the written replies of CAD and AAHK, there was at present no plan to advance the takeoff and landing times at the HKIA and if there was any change in the takeoff and landing schedules of the flights, AAHK should provide concrete data to prove that the runway capacity had reached saturation.

XVII. Question on airport taxis  
(Paper T&TC 31/2016)

124. The Chairman said that the written reply of AAHK had been distributed to Members for perusal before the meeting.

125. Mr Bill TANG left the meeting due to other commitments and Mr Randy YU presented the question on his behalf. Mr TANG noted the written reply of AAHK and would continue to follow up with the authorities in due course.

(Mr WONG Fuk-kan left the meeting during the discussion.)

XVIII. Question on “E” buses detouring Yat Tung Estate  
(Paper T&TC 29/2016)

126. The Chairman welcomed Mr TO Chi-keung, Gary, Senior Transport Officer/Islands of TD, Mr LAW Yiu-wah, Rayson, Planning and Support Officer I of Long Win and Mr LI Kin-lok, Kelvin, Public Affairs Manager of Citybus to the meeting to respond to the question.



127. Mr Bill TANG left the meeting due to other commitments and Mr Randy YU presented the question on his behalf.

128. Mr Eric KWOK said that the residents of Yat Tung Estate had a strong demand for “E” route buses and he did not understand why a detour could not be made to Yat Tung Estate after all these years. The residents demanded for a detour to Chung Yan Road opposite North Lantau Hospital before the bus travelled to North Lantau through the roundabout. There would not be much increase in the travel time but the residents of Yat Tung Estate and Tung Chung North would benefit. Two large-scale housing development projects would be launched in Tung Chung West which were expected to be completed in stages in 2 years. Two blocks under the Home Ownership Scheme were also to be built between North Lantau Hospital and Ma Wan Chung Village and the construction works were expected to commence in 2017. If “E” route buses could enter Yat Tung Estate, the residents in the estate and nearby would benefit. He hoped Long Win and Citybus would consider Members’ views.

129. Mr Kelvin LI responded as follows:

- (a) Citybus route E21A currently provided whole-day service from Yat Tung Estate to urban areas. Several special routes, e.g. E11S to Central, Wanchai and Tin Hau, etc., E21X to Jordon, Tsim Sha Tsui and Hung Hom area, and E22S to Kowloon East and Tseung Kwan O, were provided during morning rush hours to facilitate commuters. Recent bus patronage surveys revealed that the maximum loading on the above routes was about 50 to 70 percent. Bus route E21A offered interchange concession for passengers at Lantau Link Toll Plaza to change for other route “E” buses to travel to the airport or Hong Kong and Kowloon urban areas.
- (b) Upon completion of a number of development projects in Tung Chung West, Citybus would consider enhancing services basically taking into account such factors as patronage. At present, the overall loading on the relevant routes was around 50 to 70 percent, with up to 70 percent for route E21A, and the passenger demand was fully met.
- (c) Citybus noted Members’ views and would explore options for enhancing service as appropriate subject to completion of new housing estates and population growth in the future.

130. Mr Rayson LAW responded as follows:

- (a) Long Win had operated “E” route buses serving Yat Tung Estate. Residents could take route E31 to Tsuen Wan or Lantau Link Toll Plaza to interchange for other buses to other areas in the New Territories. It also provided special departures on routes E34P and E42 running from Yat Tung Estate bus terminus to Yuen Long, Tin Shui Wai or Shatin. Passengers could travel between Yat Tung Estate and the New

Territories by either using the interchange concession scheme of route E31 or take the special departures on routes E34P and E42.

- (b) Regarding the suggestion for re-routeing “E” buses by detouring Yat Tung Estate, Long Win had to ensure that a balance was struck between the travel time and impacts on existing passengers. The company noted Members’ views and would take them into consideration as well as the factors of population growth and district development.

(Mr Rayson LAW and Kelvin LI left the meeting after the discussion.)

XIX. Reports by Working Groups

131. Members noted and endorsed the report of the Traffic and Transport Committee Working Group.

XX. Any Other Business

Highways Department’s Minor Traffic Improvement Projects and Works Schedules

132. The Chairman said that HyD had submitted the Minor Traffic Improvement Projects and Works Schedule (the Schedule) as at mid-May this year before the meeting. The Schedule was tabled at the meeting and Members were welcome to raise enquiries and give comments.

133. Members noted the report.

XXI. Date of next meeting

134. The meeting was adjourned at 6:05 p.m. The next meeting would be held at 2:00 p.m. on 18 July 2016 (Monday).

- End -