

(Translation)

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

Date : 17 July 2017 (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 FAN Chi-ping  
Mr LOU Cheuk-wing  
Ms YU Lai-fan  
Ms LEE Kwai-chun  
Mr TANG Ka-piu, Bill, JP  
Ms YUNG Wing-sheung, Amy  
Mr KWONG Koon-wan  
Mr CHOW Ho-ding, Holden  
Mr KWOK Ping, Eric  
Ms FU Hiu-lam, Sammi  
Mr WONG Fuk-kan  
Mr WONG Ma-tim  
Mr WONG Shun-chuen  
Mr HO Siu-kei  
Mr WAN Tung-yat  
Mr YUEN King-hang

**Attendance by Invitation**

Mr HUNG Chung-hing, Mason	General Manager, Event & Product Development, Hong Kong Tourism Board
Mr CHUNG Shing-fung, Kent	Manager, Event Management, Hong Kong Tourism Board
Ms Gigi LAU	Associate, LLA Consultancy Limited
Mr Jimmy WONG	Operations Officer, Operations and Customer Service Department, Long Win Bus Company Limited

**In Attendance**

Mr AU Sheung-man, Benjamin	Assistant District Officer (Islands)1, Islands District Office
Mr TO Chi-keung, Gary	Senior Transport Officer/Islands, Transport Department
Miss KWOK Sze-wan, Cynthia	Engineer/Islands, Transport Department
Ms LEUNG Chiu-mei	District Engineer/Islands, Highways Department
Mr TAM Ka-chun, Tommy	Engineer 3 (Islands Division), Civil Engineering and Development Department
Mr CHAN Chun	Police Community Relations Officer (Lantau District), Hong Kong Police Force
Mr YUEN King-ho	Police Community Relations Officer (Marine Port District), Hong Kong Police Force
Mr WONG Wah	Administrative Consultant, New Lantau Bus Co. (1973) Limited
Mr CHAN Tin-lung	Deputy General Manager, New Lantau Bus Co. (1973) Limited
Ms CHAU Shuk-man, Anthea	Corporate Communications Manager, New World First Ferry Services Limited

**Secretary**

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

**Absent with Apology**

Mr WONG Hon-kuen, Ken	
Ms TSANG Sau-ho, Josephine	
Mr LAW Kwan	
Mr CHAN Kam-hung	Chairman, Lantau Taxi Association
Mr CHUA Kwok-cheung, Vincent	General Manager-DB Operations, HKR International Limited

~~~~~

**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) Mr Benjamin AU, Assistant District Officer (Islands)1 of the Islands District Office (IsDO);
- (b) Miss Cynthia KWOK, Engineer/Islands of the Transport Department (TD);
- (c) Mr Tommy TAM, Engineer (Islands Division) of the Civil Engineering and Development Department (CEDD); and
- (d) Mr CHAN Chun, Police Community Relations Officer (Lantau District) of the Hong Kong Police Force.

2. The Chairman said that Mr LAM Po-keung had resigned from the position of Co-opted Member of the Traffic and Transport Committee due to his busy schedule.

Members noted that Mr Ken WONG, Ms Josephine TSANG, Mr LAW Kwan, Mr Vincent CHUA and Mr CHAN Kam-hung were unable to attend the meeting due to other commitments.

I. Confirmation of the Minutes of Meeting held on 22 May 2017

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

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

(Ms Sammi FU joined the meeting at about 2:10 p.m.)

II. 2017 Hong Kong Cyclothon  
(Paper T&TC 42/2017)

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

6. Mr Mason HUNG, on behalf of HKTb, thanked various government departments for their assistance and the Islands District Council (IDC) for its support for the Hong Kong Cyclothon over the past two years to facilitate the smooth running of event. The Cyclothon in the previous year had attracted over 50 000 spectators along Tsim Sha Tsui and more than 5 000 cyclists to join the event. The event this year was scheduled for 8 October (Sunday), which aimed to make Hong Kong a vibrant travel destination to promote tourism. Mr Kent CHUNG then presented the paper with the aid of PowerPoint presentation.

7. Mr Bill TANG said that the sports and tourism activity organised by HKTb allowed the participation of local residents which was commendable. However, road closure measures would inevitably cause inconvenience to the residents of Lantau Island and Tung Chung as well as people working in the airport. Although the event arrangement was improved last year, it could not be ruled out that traffic accidents might occur in the vicinity of the site or it would be a rainy day. He raised the following questions: firstly, in relation to road closure arrangement, whether it was impossible to shorten the period of closure of the upper deck of the Lantau Link; secondly, if a traffic accident occurred in the vicinity of the event site, how it would affect the road closure arrangement; thirdly, by summing up the experience of the previous two years, what measures could be adopted to minimise the impact on the residents of Tung Chung and people working in the airport.

8. Mr Eric KWOK praised HKTb for organising the Cyclothon and opined that the event could attract tourists and enhance the image of Hong Kong. He suggested HKTb strengthen communication with Airport Authority Hong Kong (AAHK) for assisting in

disseminating the information on temporary traffic diversions and special traffic arrangements to tourists during the event period.

9. Mr KWONG Koon-wan said that tricycles or four-wheeled cycles might be used for Family Fun Ride. However, as far as he knew, the Road Traffic Ordinance (Cap 374) and the Road Traffic (Traffic Control) Regulations (Cap 374G) provided that no additional seats could be provided for cycles nor could they be used to carry passengers. He asked whether the requirement was waived for the Cyclothon or the statutory restriction had not been taken into consideration. He also asked whether the participants of Kids Ride were required to bring their own cycles or the organiser would provide the cycles.

10. Mr Kent CHUNG gave a consolidated response as follows:

- (a) The time of road closure was not unchangeable. In the event last year, there was an early lifting of the upper deck of Lantau Link. If circumstances allowed, the same arrangement might be made this year. Regarding the enquiry of Mr Bill TANG about whether weather conditions or traffic accidents nearby would affect the opening time of the route for the event, the organiser would proactively consider contingency measures, such as setting up a central command centre to monitor the whole event, and would coordinate with the representatives of various parties on emergency situations and discuss contingency response.
- (b) Regarding the enquiry of Mr Eric KWOK about the dissemination of information to tourists, HKTb had communicated and co-operated with AAHK last year. Likewise, early arrangements would be made to disseminate information on temporary road closure during the event period to tourists this year, so that tourists were informed of closure of the upper deck of Tsing Ma Bridge on their arrival and could switch to the airport railway to travel to urban areas.
- (c) Regarding the issue of cycles raised by Mr KWONG Koon-wan, as in the past, the organiser applied to the Government for a road event permit for the event this year. He explained that four-wheeled cycles would be used in Family Fun Ride with the aim of encouraging the participation of the family members of different ages. The organiser had applied for the road event permit for the participants. If the participants of Kids and Youth Rides needed to borrow cycles, the organiser would provide cycles of three diameters for selection, namely 16 inches, 20 inches and 26 inches. If participants would like to bring their own cycles, they could use their own cycles as long as the requirements of the organiser were met.

11. Mr KWONG Koon-wan raised opinions as follows:

- (a) Members had requested TD to consider amending the relevant provisions of the Road Traffic Ordinance (Cap 374) and the Road Traffic (Traffic Control)

Regulations (Cap 374G) to allow villagers to use tricycles or four-wheeled cycles to carry the elderly, children or the disabled in rural areas, but TD gave a passive response and remarked that there was no plan to amend the ordinances concerned. He opined that the ordinances were outdated and queried why no amendments were made.

- (b) Despite his support for the Cyclothon, the use of tricycles or four-wheeled cycles with seats to carry passengers might breach the ordinance concerned even though the organiser had obtained the road event permit. Under existing legislation, cycles were not allowed to carry passengers, if a waiver would be granted when the road event permit was obtained, the same approach could also be adopted in Cheung Chau through organising a full-year cycling event to use cycles to carry passengers for a whole year. He questioned why cycles could not be used to carry passengers given that they were used as a major mode of daily transport in the rural areas. He considered this unreasonable.
- (c) The organiser mentioned that cycles would be lent to the participants of the Kids Ride. He enquired whether the arrangement was allowed under the road event permit. Under Article 54 of the Road Traffic Ordinance (Cap 374), no person shall hire a cycle to a child under the age of 11. He requested the organiser to provide further explanation. While he rendered support to the event, he would not support any breach of legislation.

12. Mr Eric KWOK enquired whether the insurance company would make compensation for accidents occurred during the event.

13. Mr Kent CHUNG said that third-party and accident insurance policies were taken for the event. If any participant was injured and made claims, the insurance company would make suitable compensation after assessment.

14. Mr Eric KWOK said that, as mentioned by Mr KWONG Koon-wan earlier, cycles should not be hired to children under the age of 11 under Hong Kong legislation and the use of four-wheeled cycles for carrying passengers might violate the ordinance concerned. Although the road event permit was granted, would the insurance company refuse to make compensation because four-wheeled cycles were used to carry passengers and cycles were hired to children under the age of 11?

15. The Chairman asked TD whether it would give supplementary response to the views and concerns raised by Members.

16. Miss Cynthia KWOK said that the department had nothing to supplement for the time being.

17. Mr Bill TANG said that the said issues were of paramount importance and hoped that TD could seriously address the issues.

18. Mr Randy YU supported the vision of HKTb to make Hong Kong Cyclothon an Asia's signature event and believed IDC would render support. In addition, he said that TD must give supplementary response. If TD could not give a response at this meeting, it should provide a detailed reply at the next meeting. For the issue of insurance compensation, he also hoped that HKTb could make further response.

19. Mr Kent CHUNG said that the insurance policies taken by the organiser included accident insurance. He supplemented that the organiser would lend cycles to the participants of the Kids and Youth Rides free of charge, but participants would be required to return the cycles after use.

20. Mr KWONG Koon-wan reiterated that under Article 54 of the Road Traffic Ordinance (Cap 374), no person shall hire a cycle to a child under the age of 11 or permit a child under the age of 11 to ride a bicycle or tricycle on a road unaccompanied by an adult. As the organiser provided cycles to participants by means of lending rather than hiring, he would support the event if there was no breach of the legislation.

21. Mr Mason HUNG said that the loan arrangement of cycles was in place in the previous two years. Regarding the statutory restriction mentioned by Mr KWONG Koon-wan earlier, HKTb would obtain further information from the consultancy company and the relevant government departments after the meeting. In respect of insurance, regardless of whether the cycles were brought by the participants or provided by the organiser, the insurance policies taken by the organiser would offer protection to the participants in the event of accidents.

(Post-meeting note: HKTb supplemented the terms and conditions of the event: Participants under the age of 11 should be accompanied and looked after by the parent/guardian who signed the consent form during the cycling technique assessment/the Cyclothon, and take part in cycling technique assessment and the Cyclothon under their guardianship.)

22. The Chairman concluded that the Committee supported the 2017 Hong Kong Cyclothon organised by HKTb. Furthermore, he hoped TD would proactively consider and follow up on the views and concerns of Members.

(Mr WAN Tung-yat joined the meeting at about 2:15 p.m.)

III. Question on improving the passenger facilities at Tsing Ma Bridge public transport interchange of Lantau Link  
(Paper T&TC 44/2017)

23. The Chairman welcomed Mr Gary TO, Senior Transport Officer/Islands of TD to the meeting to respond to the question.

24. Mr Bill TANG briefly introduced the question.

25. Mr Gary TO said that toilets were provided at the bus stops at Lantau Link Toll Plaza (Tung Chung bound and Kowloon bound) currently for the convenience of passengers. It was understood that there were sufficient mobile toilet facilities at the said location. The department would continue to monitor the use of the facilities with the contractor. Furthermore, Tsuen Wan District Council (TWDC) and Tsuen Wan District Office had installed 11 benches at the bus stops of Lantau Link Toll Plaza (5 benches for Tung Chung bound and 6 benches for Kowloon bound) in 2012 and 2015 respectively for use by members of the public and passengers. Regarding Wi-Fi service, the Office of the Government Chief Information Officer had included the public transport interchange of Lantau Link in the service list with the hope of providing free Wi-Fi service there in the near future.

26. Mr Bill TANG was concerned about the toilet facilities at the bus stops at Lantau Link Toll Plaza, because the passengers interchanging among buses (such as “A”, “E”, “N” and “R” routes) there might have to wait for a period of time before they could get on board and the journey time was long. Although mobile toilets were provided there, he opined that a permanent public toilet should be built to offer comprehensive toilet facilities for the convenience of the public. He asked TD whether the proposal was feasible.

27. Mr Eric KWOK said that with the continuous expansion of Tung Chung New Town, the population of Tung Chung North would be increased from 90 000 to over 200 000 in the next 15 years. The Hong Kong Disneyland was also carrying out extension works. He quoted the example of interchange point in overseas countries at which there were not only comprehensive toilet facilities but also kiosks and small shopping areas. In view that there was nearly 10 years of time for preparation, he suggested planning for improving the ancillary facilities at the interchange to cater for population growth and needs of passengers. If planning was only carried out 10 years later, it would be too late to solve the problem. He hoped that TD could reflect Members’ views to the Government.

28. Mr Holden CHOW concurred with Mr Eric KWOK and considered it of paramount importance to continue monitoring the population growth. Following the significant population growth in future, there would surely be increasing vehicular flow, which the existing facilities were unable to cope with. He urged TD to consider setting up a permanent public toilet as soon as possible.

29. The Chairman said that as far as he knew, Lantau Link Toll Plaza fell under the purview of TWDC. He asked whether it was necessary to relay the request to TWDC.

30. Mr Gary TO said that the boundary of Lantau Link Toll Plaza was under the purview of TWDC and TWDC should be consulted on any issues relevant to Tsuen Wan District. He would relay the views of Members to TWDC when necessary.

31. Mr Bill TANG opined that the key consideration was not whether the area was under the purview of TWDC, but whether members of the public in Hong Kong required these facilities. He said that TWDC would only consult the residents of Tsuen Wan, but only a small number of them worked in the airport. He reiterated his wish for TD to respond to whether it would consider providing a permanent public toilet.

32. Mr Gary TO explained that the location was not under the purview of IDC nor fell under his ambit. He would relay the views of Members to the district concerned.

33. Mr KWONG Koon-wan queried whether the request for toilet facilities would only be entertained if it was relayed to the Chief Executive in writing.

34. Ms Amy YUNG said that she had reflected and followed up on the issue of constituency boundary many times this year. As TWDC might not allocate funding for this minor works project, she considered that the crux of the issue was constituency boundary. In view that a number of development projects were underway on North Lantau, she opined that the whole Lantau Island should be included in the Islands District to make it complete.

35. Mr Bill TANG asked which department (TD or the Food and Environmental Hygiene Department) would be responsible for deciding on the provision of permanent public toilet, where the resources came from, and whether DC funds would be required. It was learnt that the management company of Lantau Link was a public company wholly owned by the Government. He asked whether the provision of permanent public toilet could be treated as an improvement project and implemented with funding from the company.

36. Mr Gary TO said that he would relay the views and concerns of Members to the government departments and organisation concerned.

37. The Chairman requested TD to relay the views of Members to the departments and organisation concerned after the meeting and give response to the questions raised by Members.

(Mr HO Siu-kei joined the meeting at about 2:45 p.m.)

IV. Question on following up on solving traffic congestion at the junction of Shun Tung Road and Tat Tung Road, Tung Chung  
(Paper T&TC 45/2017)

38. The Chairman welcomed Miss Cynthia KWOK, Engineer/Islands of TD and Ms LEUNG Chiu-mei, District Engineer/Islands of the Highways Department (HyD) to the meeting to respond to the question.

39. Mr Eric KWOK briefly introduced the question.

40. Miss Cynthia KWOK said that regarding the proposal of allowing left turn from Shun Tung Road to Tat Tung Road, TD had carried out a site visit last year and considered that the current arrangement of left turn from the left lane only could be changed to left turn from both lanes. However, since the junction between Shun Tung Road and Tat Tung Road was narrow, apart from the modification of the road marking, the junction would need to be widened. In the design stage, the department found that the project would involve relocating



lamp posts and underground utilities, the scope of works would be large and the time required for the works would be long. As such, the department commissioned CEDD to carry out the project in tandem with the infrastructure works for public housing development in Tung Chung Area 45. Invitations for tenders for the enhancement works were expected to be made this year. The department would maintain liaison with CEDD to arrange the enhancement works to be performed at the initial stage of the large-scale infrastructure works with a view to completing the works soonest to improve the traffic conditions in the district.

41. Mr Eric KWOK asked TD about the anticipated completion date of the works.

42. Mr Holden CHOW opined that the overall arrangement of ancillary transport facilities for the vicinity of Shun Tung Road and Tat Tung Road as well as the roundabout outside MTR Tung Chung Station Exit A should be considered altogether. He had sought advice from professionals on how to improve the traffic conditions of Tung Chung Town Centre last year, and explored the long-, medium- and short-term enhancement plans. At that time, TD said that some of the proposals could be adopted. It had been one year from then, he hoped the department could provide a concrete plan and explain how to improve the traffic arrangement for the vicinity of Shun Tung Road and Tat Tung Road. In addition, the department had previously mentioned that it would first carry out minor enhancement works at the roundabout. In view of the increasing vehicular flow, he hoped the works could commence as soon as possible.

43. Miss Cynthia KWOK said that the large-scale infrastructure works of CEDD were expected to be completed in 2019. TD was discussing with CEDD and hoped to carry out the said minor enhancement works at the initial stage of the infrastructure works. As regards the roundabout outside MTR Tung Chung Station Exits A and D, the department had earlier adopted some of the proposals of Mr Holden CHOW and issued the consent to the commencement of works to HyD and believed that HyD would continue to follow up on the projects. Furthermore, the department would maintain liaison with Members and discuss whether there were other improvement proposals for the roundabout.

V. Question on request for Transport Department to provide parking spaces  
(Paper T&TC 46/2017)

44. The Chairman welcomed Miss Cynthia KWOK, Engineer/Islands of TD to the meeting to respond to the question.

45. Mr LOU Cheuk-wing briefly introduced the question.

46. Miss Cynthia KWOK said that CEDD was carrying out the improvement works at Tai O, including the improvement works of the existing car park to increase the number of parking spaces from 49 to 100. Furthermore, the department was considering to arrange a short-term tenancy (STT) car park at the government land near Yim Tin Pok Sports Ground and discussing with the Lands Department (LandsD) for the arrangement. As the site was close to the dwelling place for cattle, the department was discussing the solution with the

Agriculture, Fisheries and Conservation Department and hoped to implement the project soonest. It was expected that the temporary car park could provide 60 private car parking spaces for use by the residents in the district.

47. Mr LOU Cheuk-wing opined that car park improvement works must be carried out to increase the number of parking spaces. Although the STT car park near Yim Tin Pok Sports Ground could provide 60 parking spaces, the number of parking spaces would still be insufficient to solve the parking problem in Tai O. He explained that comprehensive improvement works were being carried out at Tai O bus terminus where no vehicle parking would be allowed in the future. Currently the bus terminus offered 36 parking spaces for private cars and 12 parking spaces for buses and goods vehicles, and there were also more than 50 parking spaces for private cars nearby. Since a number of car parks in Tai O had to be closed to tie in with road diversions, the vehicles parked there would be affected. Due to car park improvement works and road diversions, around 80 vehicles had to be parked elsewhere. As the works for parking spaces near the new bus terminus could provide only 50 parking spaces, it would be unable to accommodate all 80 vehicles. He had reflected the issue to the relevant departments before the commencement of works, and opined that there should be appropriate relocation arrangement to accommodate the vehicles affected. There were 30 parking spaces at Lung Tin Estate, but they were all occupied and no more parking spaces could be added. He suggested the Government explore using the idle land at Tai O to increase the supply of temporary parking spaces in order not to delay the works progress.

48. Mr Randy YU said that there was a pressing need to solve the parking problem at Tai O. He and Mr LOU Cheuk-wing had time and again discussed the arrangements with TD and CEDD but there was no definite response so far. TD said that it was discussing with LandsD about converting the government land near Yim Tin Pok Sports Ground into a STT car park, and would need to solve the issue of dwelling place for cattle. However, the lack of parking spaces required to be addressed immediately, he asked when the project could be implemented. The works for the entrance plaza under Tai O revitalisation project had commenced, and the works for the provision of 50 parking spaces were underway, after completion there would be traffic diversion works and more than 30 vehicles would then have no place to park. He had earlier discussed with the department as to how to solve the problem, at that time the department adopted an open attitude and said that the site near Yim Tin Pok was zoned for youth hostel, but the construction works would not commence in the near future and the site could be temporarily used as a STT car park. Upon the completion of the youth hostel, they hoped that the operator could open the ground floor of the youth hostel as public car park for public use. With the imminent implementation of road diversion measures in Tai O, if the parking problem could not be solved in the short run, the whole project as well as the traffic conditions in Tai O would be affected, which would in turn create difficulty to the Police in law enforcement. He hoped that TD could finish the discussion with LandsD as soon as possible, and provide a written response within two weeks to provide information to Members as to when the temporary car park would be open and the timetable for the works. If there was delay in the works, it would do no good to any parties. He hoped that TD would realise the urgency of the matter.

49. Miss Cynthia KWOK gave a consolidated response as follows:

- (a) The department understood the pressing need of residents and hoped to identify a suitable site as soon as possible to provide a temporary car park to increase the number of parking spaces. The department would continue to liaise closely with LandsD and provide a response on the arrangement of car park as soon as possible.
- (b) The department would discuss with CEDD the possibility of increasing the number of private car parking spaces under existing temporary road diversions. She believed CEDD would maintain close liaison with the residents there and the department would continue to work with CEDD to address the issue of parking spaces.

50. Mr WONG Wah said that other than Yim Tin Pok, there were some idle lands in Lung Tin Estate which could be used to provide parking spaces. Currently more than 50 private cars used the parking spaces of coaches and goods vehicles for parking. When coaches and goods vehicles were using the parking spaces, there were no spaces for those private cars. In this regard, he suggested converting the idle lands into temporary car parks.

51. Mr LOU Cheuk-wing considered that the problem of parking spaces could not be dragged on further and must be solved as early as possible. He knew there was a vacant land near Lung Tin Estate which could be used as a temporary car park.

52. Mr Randy YU shared the views of Mr LOU Cheuk-wing and Mr WONG Wah, and suggested opening the whole or part of the triangular-shaped lawn at the centre of Lung Tin Estate as temporary car park to alleviate the shortage of parking spaces. He had put forth the above proposal to CEDD which was conducting the study, and he hoped that TD could give full support. In addition, he reiterated the urgency of the issue of parking spaces, and hoped that TD could provide a response or initial reply to Members within two weeks to keep them informed of the progress so that Members could provide timely assistance. If the matter was dragged on for too long and went out of hand, it would be too late to address the issue.

53. Mr Holden CHOW said that the problem of parking spaces had been troubling the general public in Hong Kong. He understood the concern of Mr LOU Cheuk-wing and Mr Randy YU over parking spaces at Tai O. In view of the urgency of the matter which required to be addressed immediately, he hoped that TD could give a response within two weeks. He enquired whether TD had encountered any difficulty in dealing with the matter and said that it could be raised so that they could join hands to seek a solution.

54. The Chairman said that the Home Ownership Scheme flats in Mui Wo would be available for intake in 2018 with a total of some 700 units. He hoped that TD could also review the parking spaces in the area.

55. Miss Cynthia KWOK said that, in respect of STT car park, the department would liaise with LandsD as soon as possible and hoped to provide a response within two weeks.

Where necessary or in the event of difficulty, the department would discuss with the Members concerned. Regarding the parking spaces in other districts, the department would continue to take follow-up action and provide parking spaces at suitable locations when necessary.

(Post-meeting note: The supplementary information of TD had been distributed to Members for perusal.)

VI. Question on Trial of Electric Buses  
(Paper T&TC 47/2017)

56. The Chairman welcomed Mr Gary TO, Senior Transport Officer of TD and Mr Jimmy WONG, Operations Officer of the Long Win Bus Company Limited (Long Win) to the meeting to respond to the question. The written reply of Long Win had been distributed to Members for perusal before the meeting.

57. Mr Eric KWOK briefly introduced the question.

58. Mr Jimmy WONG said that Long Win expected to commence the trial of electric buses in the third quarter of 2018 and would arrange two electric buses for trial run on route S64 for two years. As the electric bus trips would be additional services, it would not affect the service frequency and number of the double-decker buses currently operating on the route. The bus company would continue to operate the route according to the schedule of TD. After the completion of the trial run, Long Win would explore with the relevant government departments the need of adjusting the bus arrangement subject to the trial run outcome.

59. Mr Gary TO supplemented that the trial of electric buses running on route S64 would commence on 31 July this year for a period of two years. The Environmental Protection Department (EPD) was mainly responsible for the trial run, and the Government fully subsidised the franchised bus company to purchase 36 single-decker electric buses for trial run on different routes. If double-decker electric buses were to be introduced in future, TD would further discuss with EPD by then.

60. Mr Eric KWOK enquired about the completion date of the trial. If the trial run commenced from 31 July 2017 for two years, would it mean that it would be completed in late June 2019? How would the bus company, EPD and TD handle the electric buses after the end of the trial run? In addition, paragraph 3 of the written reply indicated that battery-electric buses would operate on the said route as additional trips, he enquired about the service time of the buses. Would they provide services at morning and evening peaks or on Saturdays and Sundays?

61. Mr Bill TANG remarked that the noise generated by electric buses was low. In running the engine, the noise generated by diesel buses was obviously louder. He suggested the bus companies consider running the electric buses at late night and early morning to reduce the nuisance to the residents nearby. Furthermore, he enquired about the location of charging facilities of electric buses.

62. Mr Gary TO said that the completion date of the trial run mentioned by Mr Eric KWOK earlier was correct. After the completion of the trial run, EPD and TD would review the effectiveness of the trial run and study the arrangement of electric buses. Regarding the location of charging facilities of electric buses, the charging facilities of Long Win were located in Siu Ho Wan depot, while New Lantao Bus Co. (1973) Limited would make separate arrangement for charging facilities when they introduced the electric buses.

63. Mr Jimmy WONG said that the trial run of electric buses would mainly be conducted in the daytime, in order to reduce the nuisance caused to residents at night time as far as possible.

64. Mr Bill TANG opined that the trial run should be conducted at late night and early morning rather than the daytime, because electric buses generated less noise than that of diesel buses and had less impact on the community. He suggested the trial run of electric buses be scheduled for late night and early morning to test the differences in noise level.

65. Mr Eric KWOK said that in addition to generating less noise, electric buses would not emit exhaust gas. In the morning peak, a number of buses would travel to and from Yat Tung Estate Bus Terminus and produce a lot of exhaust gas, he suggested running the electric buses on trial in that period to highlight the advantages of electric buses. He supported the implementation of the trial of electric buses by the Government and the bus company, and hoped that electric buses could be widely used in Hong Kong in future. He hoped that the bus company could arrange a trial ride on electric bus and a visit to the charging facilities for Members.

66. Mr Jimmy WONG said that Long Win could arrange a trial ride on electric bus for Members to experience its operation and performance in person.

67. Mr YUEN King-hang enquired about the differences in the adoption of battery-electric buses and super-capacitor buses mentioned in the written reply.

68. Mr Jimmy WONG said that battery-electric buses could only operate after recharging at the depot, while super-capacitor buses could be charged directly at the bus stops.

69. Mr Gary TO supplemented that battery-electric buses could run about 200 kilometres after charging for about 3 to 4 hours, while super-capacitor buses could run about 15 to 20 kilometres after charging for only about 20 minutes as different batteries were used. Super-capacitor buses would not be adopted in the Islands district for the time being.

70. The Chairman hoped the bus company could consider the views of Members.

(Mr Holden CHOW left the meeting at about 3:25 p.m.)

## VII. Reports by Working Groups

### Traffic and Transport Committee Working Group

71. The Chairman asked Members about their views on the working group report of 2017-2018 Islands District Road Safety Publicity Programme.

72. Mr KWONG Koon-wan suggested including a warning in some publicity banners to be put up at Cheung Chau Pier and Central Pier to step up publicity and discussing with the ferry operator to post similar warning on the ferries to remind members of the public not to hire tricycles or carry passengers with tricycles on Cheung Chau. He hoped that members of the public could see the warning while waiting for ferry at the piers or on the ferries, so as not to hire tricycles on Cheung Chau to reduce accidents. Furthermore, he suggested cutting down the expenses on producing publicity souvenirs.

73. Ms LEE Kwai-chun asked Mr KWONG Koon-wan whether he would like to reduce the publicity budget and the expenses on souvenirs.

74. Mr KWONG Koon-wan opined that the \$14 000 budget for publicity banners was not enough and suggested adjusting downwards the budget for publicity souvenirs for use in other publicity materials like banners, so as to strengthen publicity at the piers or on the ferries that tricycles should not be used to carry passengers.

75. The Chairman asked the Secretariat to relay the views of Mr KWONG on publicity to IsDO.

76. Members noted and endorsed the report of the working group.

## VIII. Any Other Business

### Highways Department's Minor Traffic Improvement Projects and Works Schedules

77. The Chairman welcomed Ms LEUNG Chiu-mei, District Engineer/Islands of HyD to the meeting to present the paper. HyD had submitted the Islands District Minor Traffic Improvement Projects and Works Schedules (the Schedules) as at early July this year before the meeting. The Schedules were tabled at the meeting and Members were invited to raise enquiries and opinions.

78. Mr Eric KWOK said that item 5 of the Schedules showed that the works locations of phase I of the road improvement works were at Chung Yan Road and Chui Kwan Drive. He enquired about the scope of the works.

79. Mr Bill TANG said that the works for the roundabout at Chung Yan Road were always delayed and asked whether the target completion date at the end of this year remained unchanged. In addition, he had not received the design plan of the captioned project and hoped that HyD could follow up. CEDD had presented Tung Chung New Town Extension Project at the last IDC meeting, which included revitalisation of Ma Wan Chung and

improvement works at Chung Yan Road. He asked whether these projects would overlap with the works carried out by TD at Chung Yan Road, and whether there was communication and coordination among the government departments.

80. Mr Randy YU said that regarding the road improvement works for Bend K10 in item 4, he often drove past there and found that the works progress was slow. He hoped that HyD could confirm whether the works for Bend K10 could be completed on schedule in December this year, and whether the works for Bend K15 could be completed in November this year.

81. Ms LEUNG Chiu-mei gave a consolidated response as follows:

- (a) The road improvement works at Chung Yan Road and Chui Kwan Drive included the works for the small roundabout and the related crossing. Since the works for the small roundabout involved felling and removal of trees in accordance with the new guidelines, the department was actively following up with the relevant departments and still targeted for completion at the end of this year. If the works progress was affected by tree felling and removal, the department would inform the Members concerned as soon as possible. Regarding the design plan for the project of the roundabout at Chung Yan Road mentioned by Mr Bill TANG, the department had emailed the plan in June. She would confirm Mr TANG's email address and arrange re-sending the plan.

(Post-meeting note: Mr Bill TANG informed HyD on 1 August that he had received the email regarding the project design plan sent by the department in June.)

- (b) Regarding the road improvement works for Bend K10, phase I works had been completed, phase II works were underway, and the target completion date remained unchanged for the time being. The department would maintain close communication with the contractor and inform the Members concerned of any change in the completion date as soon as possible.
- (c) Regarding the road improvement works for Bend K15, the department had coordinated with the relevant departments. The works would soon commence and it was believed that the works could be completed on schedule.

82. Miss Cynthia KWOK said that Ma Wan Chung works under Tung Chung New Town Extension Project in Tung Chung West mainly involved the road section from Chung Yan Road extending to the north of Tung Chung Road, which was north to the works for the small roundabout. There was no overlap between the two projects. The small roundabout project would be carried out in line with the existing plan, and TD would continue to follow up with CEDD on the improvement works at Ma Wan Chung.

83. Mr WONG Wah said that regarding the road improvement works for Bend K13 in item 1, the Schedules indicated that the works had been completed in May. However, the buses and heavy vehicles travelling from Shum Wat Road to Tai O would still graze the

hillside when making a turn, in fact there was no improvement over the bend. In addition, he enquired about the scope of the improvement works at South Lantau Road near Chi Ma Wan Road in item 9.

84. Ms LEUNG Chiu-mei said that regarding the whole road improvement works for Bend K13, part of the works was responsible by TD and HyD, which was indicated in item 1 on the Schedules. It involved road widening works on the roads not near hillside, and had been completed earlier. The other part was responsible by CEDD which involved small-scale slope cutting and road widening works at the bend near the hillside. It was learnt that the department had consulted the relevant departments and the works were expected to commence next year. After the completion of the works responsible by CEDD, the whole road improvement works for Bend K13 would be completed.

85. Mr WONG Wah opined that the Bend K13 works had not been fully completed but only partially completed so far, thus it could not be listed as a completed project in the Schedules.

86. Ms LEUNG Chiu-mei explained that the road improvement works for Bend K13 planned in the early stage had been completed. As regards another improvement works for Bend K13 responsible by CEDD, it was a new project introduced in the middle of last year which would commence in the next phase. Regarding the road improvement works near Chi Ma Wan Road, part of the plantation area would be freed up to widen the road.

87. Mr WONG Fuk-kan hoped that TD and HyD could deploy staff to conduct a site inspection at Bend S2 at San Shek Wan. The bend was improved after the widening works but the curvature was insufficient, vehicles with long body length would ram on the pavement with the rear tire when making a turn, which would give rise to accidents easily, therefore he suggested further widening Bend S2 as far as possible.

88. Mr WAN Tung-yat enquired about the location of the works at South Lantau Road near Chi Ma Wan Road.

89. Ms LEUNG Chiu-mei responded that the works were located at the car park at the junction of South Lantau Road and Chi Ma Wan Road, where part of the flower beds inside the car park would be removed to widen the road.

90. The Chairman suggested HyD send the location map to Members after the meeting.

91. Ms LEUNG Chiu-mei said that she would send the location map to Members after the meeting and further discussion could be conducted where necessary.

(Post-meeting note: HyD had immediately passed the location map to Members during the meeting.)

92. Mr Randy YU hoped that TD or HyD could respond to the suggestion of Mr WONG Fuk-kan about a site inspection at Bend S2 at San Shek Wan. He had also received the



comments from large goods vehicle drivers who opined that the bend required improvement and hoped to reflect the views to the relevant departments.

(Post-meeting note: The relevant departments would arrange for the site inspection later.)

93. Mr WONG Wah said that the buses heading to Mui Wo from South Lantau Road often encountered difficulty when entering Pui O Bus Terminus. As double yellow lines were not applied to the road and there were vehicles parking at the roadside from time to time, buses were unable to drive through. TD had sent staff for site inspection but there had been no progress so far. Mr CHEUNG Fu, the Vice-Chairman, also learnt of this issue.

94. The Vice-Chairman Mr CHEUNG Fu said that in respect of the road obstruction caused by parked vehicles, the Police might be invited to supplement how they would deal with the issue.

95. Mr CHAN Chun said that the Police would closely monitor the location and would take law enforcement action when there were vehicles obstructing the road.

(Mr Bill TANG and Mr FAN Chi-ping left the meeting at about 3:40 p.m.)

#### IX. Date of next meeting

96. There being no other business, the meeting was adjourned at 3:43 p.m. The next meeting would be held at 2:00 p.m. on 18 September 2017 (Monday).

- End -