

(Translation)

Minutes of Meeting of Traffic and Transport Committee

Date : 18 July 2016 (Monday)
Time : 2:00 p.m.
Venue : Islands District Council Conference Room,
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong.

Present

Chairman

Mr WONG Man-hon

Vice-Chairman

Mr CHEUNG Fu

Members

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

Attendance by Invitation

Mr LI Chiu-kit, Joe	Senior Transport Officer/Railway 6, Transport Department,
Ms CHUNG Man, Emily	Transport Officer/Railway 6, Transport Department
Mr CHAN Fai	Project Coordinator 17/Hong Kong Zhuhai Macau Bridge, Highways Department
Mr LIN Wing-kit	Engineer/Consultants Management 10, Drainage Services Department
Ms YU Ka-man, Carmen	Senior Administrative Officer (Tourism) 2, Tourism Commission
Mr CHUNG Cheuk-yiu	Acting Chief Inspector, Enforcement and Control Division, Traffic Hong Kong Island, Hong Kong Police Force

Mr CHEUNG Wai-hang	POE Sub-Unit Commander 2 (Central District), Hong Kong Police Force
Mr LEUNG Wai-kwong, Terry	Senior Geotechnical Engineer/Consultant Management 5, Civil Engineering and Development Department
Mr HO Man-yiu, Leomanx	Geotechnical Engineer/Consultant Management 52, Civil Engineering and Development Department
Mr YEUNG Ho-sing	Engineer 12 (HK Island Division 2), Civil Engineering and Development Department
Mr MAK Chin-yeung	Construction Manager, China State Construction Engineering (Hong Kong) Limited
Mr Victor WONG	Project Manager, AECOM Asia Co. Limited
Mr Chris YEUNG	Deputy Project Manager, AECOM Asia Co. Limited
Ms Catherine IP	Engineering Geologist, AECOM Asia Co. Limited
Mr Rayson LAW	Planning and Support Officer I, Long Win Bus Company Limited
Mr Chapman LAM	Director, MVA Hong Kong Limited
Mr Kenneth LAI	Divisional Director, MVA Hong Kong Limited
Mr WU Ka-hing, Humphrey	Senior Resident Engineer, ARUP
Ms Bernice TSANG	Senior Account Executive, ActionHouse International Ltd
Ms Michelle LEE	Director of Operations, Formula Electric Racing (Hong Kong) Limited
Mr Calvin WONG	Senior Planning Officer, Citybus Limited/New World First Bus Services Limited
Ms Penny CHUNG	Senior Public Affairs Officer, Citybus Limited/New World First Bus Services Limited

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
Mr POON Wai-wing, Alvin	Engineer 11 (Islands Division), Civil Engineering and Development Department
Mr CHAN Chiu-fai	District Operations Officer (Lantau), Hong Kong Police Force
Mr LAM Wai-kit	Assistant Police Community Relations Officer (Marine Port District), Hong Kong Police Force
Mr WONG Wah	Administrative Consultant, New Lantau Bus Co. Limited
Mr CHAN Tin-lung	Deputy General Manager, New Lantau Bus Co. Limited
Mr CHUA Kwok-cheung, Vincent	General Manager-Discovery Bay Operations, HKR International Limited
Ms CHAU Shuk-man, Anthea	Corporate Communications Manager, New World First Ferry Services Limited

Secretary

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

Mr WONG Hon-kuen, Ken	
Mr WAN Tung-yat	
Mr CHAN Kam-hung	Chairman, Lantau Taxi Association

Welcoming Remarks

The Chairman welcomed Members and representatives of government departments and organisations to the meeting. He introduced Mr LAM Wai-kit, 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.

2. Members noted that Mr WONG Hon-kuen, Mr WAN Tung-yat and Mr CHAN Kam-hung were unable to attend the meeting due to other commitments.

I. Confirmation of the minutes of meeting held on 23 May 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. Public Transport Re-organisation Plan to tie in with the Commissioning of the South Island Line (East) (Paper No. T&TC 34/2016)

5. The Chairman welcomed Mr LI Chiu-kit, Joe, Senior Transport Officer/Railway 6, Ms CHUNG Man, Emily, Transport Officer/Railway 6 of the Transport Department (TD), Mr Calvin WONG, Senior Planning Officer and Ms Penny CHUNG, Senior Public Affairs Officer of Citybus Limited/New World First Bus Services Limited to the meeting to present the paper.

6. Mr Joe LI presented the paper with the aid of PowerPoint Presentation.

7. Members noted the re-organisation plan above.

III. Hong Kong Link Road – Section Between Scenic Hill and Hong Kong Boundary Crossing Facilities (Contract No. HY/2011/03) Temporary Traffic Management Scheme

Temporary Reduction of Maximum Speed Limit on Section of North Lantau Highway (Airport Bound) between Tung Chung and Pak Mong
(Paper No. T&TC 37/2016)

8. The Chairman welcomed Mr CHAN Fai, Project Coordinator 17/Hong Kong-Zhuhai-Macao Bridge (HZMB) of the Highways Department (HyD), WU

Ka-hing, Humphrey, Senior Resident Engineer of ARUP and Mr MAK Chin-yeung, Construction Manager of China State Construction Engineering (Hong Kong) Limited to the meeting to present the paper.

9. Mr Humphrey WU presented the paper with the aid of PowerPoint Presentation.

10. Mr LAM Po-keung said reduction of the maximum speed limit could affect the traffic flow at the airport drop-off area during holidays.

11. Mr Humphrey WU said reducing the maximum speed limit would increase the travel time by 26 seconds. According to the consultancy study conducted by independent consultants of HyD, the above proposal would have no impact on traffic flow. The Department had discussed the proposed reduction at the Airport Transportation Liaison Group meetings with various stakeholders including the Airport Authority (AA) and HKPF in which all parties agreed that the proposal would have little impact. He said that the travel speed from Pak Mong to the airport terminals but not the overall traffic flow would be affected.

12. Mr LAM Po-keung said that many passengers travelled to the airport by taxis and private vehicles on holiday mornings exerting much pressure on the traffic in the area. Taxis and private vehicles using bus stops as drop-off points not only obstructed the buses accessing their stops but also causing bus lost trips. He hoped HyD monitor the situation.

13. Mr Holden CHOW said based on on-site observations and residents' feedback, car queues were formed on the road to the airport in the mornings from time to time. He suggested that HyD or AA consider improving the design of parking spaces in the airport aviation complex, for instance, by converting the current perpendicular parking spaces into angle ones with a view to accommodating more vehicles in order to address the congestion. In addition, in view of the recent spate of traffic accidents along the North Lantau Highway, he opined that it would be reasonable to reduce the maximum speed limit for certain sections during the works period for HZMB for the sake of road safety, and hoped the departments concerned could enhance the relevant traffic management measures.

14. Mr Humphrey WU replied that with reference to Members' comments on pick-ups and drop-offs situation at the airport especially in the mornings, the Department would bring them to AA's attention at the Transport Liaison Group meeting in due course.

(Post-meeting note: The comments of the Traffic and Transport Committee (TTC) under the Islands District Council (IDC) concerning the pick-ups and drop-offs situation at the airport, especially in the mornings had been relayed to AA by HyD at the Transport Liaison Group meeting held on 19 August 2016)

(As a number of guests had yet to arrive for the upcoming agenda item, the order for Agenda Items IV and V was reshuffled.)

V. Landslide Mitigation Works on Natural Terrain and Landslip Prevention Works on Man-made Slopes along Keung Shan Road near Sham Wat Road
(Paper No. T&TC 45/2016)

15. The Chairman welcomed Mr LEUNG Wai-kwong, Terry, Senior Geotechnical Engineer/Consultant Management 5, Mr HO Man-yiu, Leomanx, Geotechnical Engineer/Consultant Management 52 of the Civil Engineering and Development Department (CEDD), as well as Mr Victor WONG, Project Manager, Mr Chris YEUNG, Deputy Project Manager and Ms Catherine IP, Engineering Geologist of AECOM Asia Co. Limited to the meeting to present the paper.

16. Mr Chris YEUNG presented the paper with the aid of PowerPoint Presentation.

17. Mr Randy YU said the captioned project mainly involved slope digging and prevention and control works which was important to personal and traffic safety. Currently, there were two sharp bends near the artificial slope Nos. 13NW-B/C328 and 13NW-B/C329. If there were two buses approaching in opposing direction near the bends, one of them must stop to give way to the other. Fragments of car paints found in the vicinity of the slopes demonstrated that vehicles scratching against the slope when making a turn. While he understood that slope works and road works were different in nature, he hoped that the two bends could be improved by CEDD during installation of soil nails in order to rectify the sharp bends and facilitate bus maneuvers.

18. Ms Amy YUNG said the Paper mentioned the use of concrete barriers, steel flexible barriers and gabion walls for the mitigation works of which she enquired about the lifespans. As for the landscape treatment upon the completion of the works such as planting as mentioned by the consultants, she reckoned that the new plants would be mainly herbaceous and small in size. She suggested that larger trees be planted instead which she believed their roots could hold the soil in place better to prevent landslides.

19. Mr LAM Po-keung said if CEDD undertook to improve the bends near the artificial slope Nos. 13NW-B/C328 and 13NW-B/C329, he suggested adopting the width of large vehicles for reference which he believed would enhance traffic flow.

20. Mr LOU Cheuk-wing considered the works necessary and enquired whether they had commenced to cover the slope near the Kwun Yam Temple on Keung Shan Road. He regarded the estimated 30-month construction period as rather long. Considering Keung Shan Road and other roads on South Lantau were not standard roads, the installation of multiple traffic lights in the area in relation to a number of projects would affect the overall travel time. At the last T&TC meeting,

Members proposed the use of traffic lights with sensors to reduce the waiting time. He understood the relevant departments put traffic safety as their primary consideration, but solutions should be found to avoid affecting vehicle speed and travel time substantially.

21. Mr Chris YEUNG gave a consolidated reply as follows:

- (a) The present landslip prevention works on man-made slopes did not include road widening. If road widening works was to be carried out, large amounts of soil would be excavated with felling of trees on the slopes which would have a major environmental impact and also prolong the construction period. Since HyD was carrying out the bend widening works there, the consultants would maintain close liaison with the Department so as to minimise the impact on the traffic during the construction period.
- (b) At present, the landslide mitigation measures on natural terrain (such as reinforced concrete barrier) could last for 120 years. Oil-based steel flexible barriers could last between 25 to 30 years depending on the condition of the material. Generally speaking, upon the completion of the slope works, the contractor would plant trees at the bottom of the slope, such as trees of 50cm in diameter instead of large trees on the slope surface to avoid adverse impact on slope stability.
- (c) The reinforced concrete barriers on the natural terrain or man-made slopes near the Kwun Yam Temple on Keung Shan Road had been completed. Currently, works were being conducted at another location of natural terrain on Keung Shan Road. In terms of traffic arrangements, the consultants would submit the proposed temporary traffic management measures to HyD and TD for approval and commence the works in accordance with the directives issued by the two departments.

22. Mr Randy YU stated that the main purpose of this agenda item was to inform Members of the scope of the works and the associated traffic arrangements. He understood that the scope of the works had been confirmed but hoped that amendments could still be considered. He pointed out that the bend widening works by HyD would only widen the road by 8 inches, yet the two bends concerned would be improved significantly if they were widened by one to two feet. He hoped CEDD could inform whether it had the resources, capability and technology required to incorporate the bends concerned as part of the works. As for the traffic lights, he opined that the consultants provided only a boilerplate response, whereas CEDD had promised in other projects the use of manual operated signals to manage the traffic. Despite the high cost, they would be effective in speeding up traffic flow. At the last T&TC meeting, some Members had explained that the use of traffic light with sensors was inappropriate but he hoped the Government would explain again and state

whether manual operated signals would be used to manage traffic in order to avoid increasing travel time during the construction period.

23. Mr WONG Fuk-kan supported the proposal to widen the two bends near artificial slope Nos. 13NW-B/C328 and 13NW-B/C329. He stated there were signs of mud being swiped away when buses negotiated the bend near Luk Wu. Slope cutting was likely to be carried out first if CEDD planned to install soil nails at that location, and three 24 tonnes large vehicles would be able to carry away the excavated soil. The sharp bend posed a danger, and buses would have growing difficulty in negotiating the bend given their ever-increasing lengths. He hoped that CEDD would consider the bend widening proposal by Mr Randy YU. The Department could invite Members for site visit if necessary.

24. Mr Holden CHOW said that the issue of road bends along Keung Shan Road had been under discussion since the last term of T&TC but had yet to receive from the departments responsible for major projects a positive response which verged on shirking responsibility. He agreed with Mr Randy YU that the existing road was very narrow and any road closure for future works would cause more inconvenience. He proposed that the works to be carried out together to minimise inconvenience to the traffic.

25. Mr WONG Wah said Members had given support for bend widening during a site visit a few years ago. He hoped the authorities would follow up expeditiously.

26. Mr Terry LEUNG replied that in relation to the upgrading works on the artificial slope Nos. 13NW-B/C328 and 13NW-B/C329, CEDD had considered cutting back certain portions of the slopes but was afraid that the work progress would be impeded. As HyD would carry out bend widening works at the opposite side at the same locations, CEDD would liaise with HyD if necessary to study the cut-in position and relevant details.

27. Mr LAM Po-keung asked HyD when the bends concerned would be widened.

28. Mr Chris YEUNG said that CEDD had contacted HyD for the bend widening works for artificial slope Nos. 13NW-B/C328 and 13NW-B/C329 which were expected to commence and be completed in 2017, but the actual timetable was set by HyD.

29. Ms LEUNG Chiu-mei added that HyD planned to carry out three bend improvement works in phases for the artificial slope Nos. 13NW-B/C328 and 13NW-B/C329 that were scheduled to commence in early 2017 and be completed by the end of that year. The projects had completed their engineering designs and investigation works, pending approval from the relevant departments to remove the trees.

30. Mr WONG Fuk-kan queried about the reply from CEDD as the bend at Luk Wu had not been widened. He was also concerned about the safety of artificial slope No. 13NW-B/C329 and the risk of a recurrence of the road collapse in 2008 due to landslide. He hoped that the authorities would take into account the slope and road safety. He remarked that currently some of the trees along Keung Shan Road were less than 6 inches in diameter, and HyD widened certain road sections by 6 to 10 inches only after repeated requests from Members. He hoped that the road surface could be widened further to 1 to 2 feet to allow coaches to pass through. To this end, he suggested HyD arrange a site visit after the meeting so Members could learn more about the future bend improvement projects.

31. Mr Randy YU hoped that CEDD, HyD, TD and the consultants would understand the points of view of Members. He was aware that the relevant department would like to invite tenders after the meeting for commencement of works, yet he understood that once the artificial slope Nos. 13 NW-B/C328 and 13NW-B/C329 were reinforced with soil nails, slope cutting would be difficult making the road bends permanent, and the external transport linkages of Tai O would not be improved. He noted that the Lantau Development Advisory Committee and the Development Bureau were for the time being unable to construct a coastal road in Tai O hence Keung Shan Road remained the only external road from Tai O. He hoped that HyD, TD, CEDD and the consultants would conduct site visit with Members to follow up on the slope cutting works at the two sharp bends concerned. Widening the bus stop close to artificial slope No. 13NW-B/C329 and a change in the scope of the works could improve the two sharp bends without involving too much public funds. He supported the landslide preventive works but the authorities should not disregard the views of Members for the sake of rushing to commence the works in 2017. He proposed that the Committee offer conditional support for the works and consider the views put forward by Members.

32. Mr LOU Cheuk-wing concurred with Mr Randy YU and Mr WONG Fuk-kan, and proposed that the relevant departments should arrange site visits and that two 60-seater coaches could be arranged to conduct field tests.

33. Mr LAM Po-keung said from a bus driver's perspective, Tai O was growing rapidly, and bus companies were also looking to deploy double-decker buses to cater for the increased passenger flow. If the authorities failed to commence improvement and widening works for the corresponding bends or construct new roads and only considered constructing a cable car to handle the extra passengers, he wondered how the authorities coped with the stranded passengers in Tai O in the event of a breakdown.

34. Mr WONG Wah said the Committee had previously conducted site visit and he criticised the departments concerned for delay in carrying out the road improvement works.

35. Ms Josephine TSANG deemed the relevant departments lacked coordination and had scant regard to the safety of the residents. She hoped that the

improvement works for the two bends would be incorporated into the project.

36. Ms LEE Kwai-chun said that Keung Shan Road was noted for its numerous bends and its traffic flow was on the rise. The lack of a long-term improvement programme would make it prone to accidents, hence she suggested bends straightening and road widening to be carried out.

37. Ms YU Lai-fan would like the authorities to arrange an inter-departmental site visit to Keung Shan Road and Shum Wat Road and give a briefing on the road improvement works.

38. The Chairman requested CEDD, TD and HyD arrange site visits with Members. The development of Lantau Island should be in line with the needs of the residents and enhance road safety for visitors' peace of mind. He hoped the various departments would act coordinately.

39. Mr Terry LEUNG said CEDD would arrange site visits with HyD as soon as possible, and co-ordinate with HyD on the road widening works on the relevant road section.

40. Mr WONG Wah said road widening works might not be necessary if slope cutting works could be carried out.

41. The Chairman suggested CEDD invite Members for a site visit through the Secretariat.

(Post-meeting note: CEDD, TD and HyD had conducted a site visit with Members and representatives of the organisations on 31 August 2016, and the relevant supplementary information was distributed to Members for perusal on 14 September 2016.)

(Mr Bill TANG joined the meeting at about 2:40 p.m.)

IV. 2016 Fédération Internationale de l'Automobile Formula E HKT Hong Kong ePrix
(Paper No. T&TC 38/2016)

42. The Chairman welcomed Ms Michelle LEE, Director of Operations of Formula Electric Racing (Hong Kong) Limited, Ms Bernice TSANG, Senior Account Executive of ActionHouse International Ltd, Mr Kenneth LAI and Mr Chapman LAM, Divisional Director and Director of MVA Hong Kong Limited, Ms. YU Ka-man, Carmen, Senior Administrative Officer (Tourism) 2 of the Tourism Commission under the Commerce and Economic Development Bureau, Mr TO Chi-keung, Gary, Senior Transport Officer/Islands of TD, as well as Mr. CHUNG Cheuk-yiu, Acting Chief Inspector, Enforcement and Control Division, Traffic Hong Kong Island and Mr. CHEUNG Wai-hang, POE Sub-Unit Commander 2 (Central District) of HKPF to the meeting to present the paper.

43. Ms Michelle LEE and Mr Kenneth LAI presented the paper with the aid of PowerPoint Presentation

44. Ms LEE Kwai-chun said Central Pier Nos. 3, 4, 5 and 6 catered to the outlying island ferry routes. Since the races coincided with the Chung Yeung Festival holiday, she was concerned whether the roads and traffic would be affected.

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

- (a) The consultants prepared the traffic impact assessment report based on the data of weekdays, however, more passengers travelled by ferry to the outlying islands during the holidays causing congestion on pavements or carriageways. He asked whether assessment had been conducted on weekends. As the roads concerned would be closed entirely on 8 and 9 October, he was dissatisfied that the organiser had set the date without consulting IDC, and questioned whether TD had provided any advice to the organiser. As the races would coincide with the Chung Yeung Festival holidays, an especially large number of people were expected to visit and leave the outlying islands, thus he was baffled by the organiser's selection of 8 and 9 October instead of other weekends. Central Pier No. 5 was cited as an example from where queues often extended to Pier Nos. 3 and 7 occupying much of the walkway.
- (b) On public transport arrangements, he was dissatisfied with the proposal to relocate the bus stops on route 2 and route 722 from outside the Central Pier to the Harbour Building during the races. He proposed temporary bus stops be set up near Pier No. 6 close to the Central (Ferry Piers) Bus Terminus, which he believed the public would be more receptive to.
- (c) He believed that public transport should be given priority in the use of open road sections during mega events and private vehicles be prohibited from entering roads such as Man Kwong Street for the convenience of those who travelled by bus.

46. Mr Eric KWOK supported the hosting of mega events to promote green energy development in Hong Kong and made the following comments:

- (a) He asked how the Tourism Commission would promote the event in Hong Kong and overseas.
- (b) In its presentation, the organiser mentioned that tickets of the event would be sold in advance. He enquired if the event was private in nature. Since the event involved the use of public places and the implementation of temporary public transport arrangements, the daily

life of residents in the area would be affected. If ticket buying was required for entry, the general public would not be able to benefit.

- (c) He agreed with the organiser using the Victoria Harbour as the backdrop to the racetrack to showcase the beauty of Hong Kong, which he believed would generate substantial advertising revenue. He asked which parties would benefit from the advertising revenue and ticket sales.

47. Ms Anthea CHAU expressed her views as follows:

- (a) New World First Ferry operates ferry services at Central Pier Nos. 5 and 6. The event coincided with the Chung Yeung Festival and long weekend which would be a very busy period for our ferry services. She did not think it would be appropriate for the consultants to use only weekdays' and Saturday's data for its traffic impact assessment. She cited last year's Chung Yeung Festival as an example which recorded higher patronage than weekdays and Saturdays. The number of passengers travelling between Central and Cheung Chau on that day increased by about 50%. For long weekends, the passenger flow would increase by about 80% compared to ordinary weekdays and Saturdays.
- (b) She was worried that queuing for ferries would be negatively affected during the event. On festive occasions, the queues at Pier Nos. 5 and 6 often extended to the direction of Pier Nos. 3 and 7. One of the entrances to the event would be close to Pier Nos. 9 and 10, and the ticket buyers' queue might then stretch to the direction of Pier Nos. 5 and 6. In addition, a number of traffic lanes near the Central Piers would be closed during the race making all the pedestrians converge on the walkways. New World Ferry expressed grave concern about the crowd control arrangements, and would like the consultants or the organiser to present the relevant crowd management proposals.
- (c) With regard to temporary public transport arrangements, additional bus stops and light bus stops would be set up outside Pier Nos. 5 and 6. In addition to ferry passengers, bus and minibus passengers would queue up there and as a result, up to 4 to 5 queues would be formed there. Apart from the organiser, she opined HKPF should also coordinate the arrangements and give clear instructions to passengers of various transport services so as not to affect the embarkation of ferry passengers and even the ferry schedules.

48. Mr Kenneth LAI gave a consolidated reply as follows:

- (a) The date of the event was mainly determined by the Fédération Internationale de l'Automobile ("FIA").

- (b) With reference to the collection of weekday and weekend data, the consultants, in using the Saturday's data, had taken into account that the traffic on Saturday was busier than Sunday. It was now collecting data from the ferry operators concerned for preliminary assessment of vehicle increases on weekends and Chung Yeung holidays, and predicted the results would be generally acceptable.
- (c) In terms of traffic flow, besides pick-ups and drop-offs, many cross-boundary vehicles would pass through Man Kwong Street to Wan Chai. On the day of the races, the organiser would set up signs to remind vehicles to travel to Wan Chai and Causeway Bay via Connaught Road Central instead of Man Kwong Street, thus no vehicles entered Man Kwong Street except for pick-ups and drop-offs.
- (d) In terms of queuing space, the footpaths near the piers would be totally unaffected by the proposed traffic arrangements. The harbourside racetrack would be at a considerable distance from Central Pier Nos. 4, 5 and 6 and not take up any space outside the piers. The organiser would discuss with HKPF the crowd management measures such as sufficient manpower deployment, thus the spectators' queue would be unlikely to stretch as far as Pier Nos. 4, 5 and 6. He reiterated that the event would not occupy the footpaths and roads near the piers.
- (e) In response to Mr KWONG Koon-wan's proposal to relocate the bus stops on route 2 and route 722, the consultants would study further with the bus operators.
- (f) The consultants had communicated with TD on the arrangement for private vehicles and encouraged the spectators to use public transport. Prohibition of certain types of vehicles from entering specified road sections might not be appropriate.

49. Ms. Carmen YU gave a consolidated reply as follows:

- (a) This international racing event was held for the first time in Hong Kong. The Tourism Commission was fully committed to bringing high value-added overnight visitors to Hong Kong and attracting car enthusiasts to Hong Kong with a view to promoting tourism-related industries such as catering, retail and hotel. According to the organiser, hundreds of hotel rooms had been booked for event staff.
- (b) The races would be held in Central and broadcast on TV to enhance Hong Kong's international profile and showcase the beauty of the harbour aiming to attract tourists who was unable to attend this year's event to visit Hong Kong in future.

- (c) In terms of publicity, the Hong Kong Tourism Board (“HKTB”) had maintained close liaison with the organiser and local travel agencies with a view to designing suitable packages for attracting visitors to Hong Kong. Information on the event would also be posted on the HKTB’s website and offices. Besides car racing, Hong Kong Sports Month featured major sport events such as the Hong Kong Tennis Open and the Hong Kong Cyclothon aiming to showcase the dynamic and vibrant side of Hong Kong so as to attract more visitors.
- (d) The organiser would be fully responsible for operation of the entire event and its peripheral programmes and entertainment. The Tourism Commission had urged the organiser to offer tickets at different prices in the hope of attracting tourists as well as local residents to participate. Separately, the organiser had liaised with some charitable organisations for providing free tickets to the local community. The organiser would set up the “eVillage” for more locals to take part in the carnival activities.

50. Ms Michelle LI said that due to space constraints, in addition to setting up the “eVillage”, the organiser was negotiating with some free-to-air television broadcasters and shopping centres to offer a live telecast of the race so the general public could enjoy the race. Furthermore, the organiser also wished to collaborate with charitable organisations to allow children and persons with disabilities to participate in this event. On crowd control, the organiser had liaised with HKPF and so far there was no information suggesting that the crowd would spill over to the area outside Pier Nos. 1 to 7.

51. Ms LEE Kwai-chun questioned why the organiser deemed Pier Nos. 1 to 7 would be unaffected by the event. She lauded the concept of “Hong Kong Sports Month” but feared that improper arrangements might damage Hong Kong’s international image. She mentioned that at this year’s Ching Ming Festival, people were queuing at the Central Piers for nearly two hours before they could get aboard for grave sweeping on the outlying islands. She expected huge crowds at Pier Nos. 4, 5 and 6 during the Chung Yeung Festival holidays, and hoped that the organiser and the relevant departments could monitor the situation and maintain crowd control to facilitate the smooth running of the event.

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

- (a) He asked when the FIA decided on the racing dates. Members should have been notified early if the date was set well in advance. With less than 3 months away, he hoped the organiser and the relevant departments could optimise the arrangements in particular the traffic arrangements so as to avoid causing too much hassle to the outlying islands residents.

- (b) He considered the hosting of large-scale events should take into account public interest and provide adequate complementary public transport services. Prohibiting private vehicles from entering roads in the vicinity of the piers was not new. In the past, similar measures were implemented on certain road sections during the Ching Ming Festival. He hoped the event would go smoothly so locals and tourists alike could have a great time without disruption to the daily lives of the public.
- (c) He inquired about the location of the bus stops on route 11 and route 25 closest to the Central Pier while the temporary diversion was in force.

53. Mr Eric KWOK opined that the parties concerned had yet to provide a clear reply to question of interests pertaining to the event. He said since public interest was involved in this event, he did not understand why the organiser did not allow the public free access to some areas for their participation. He also enquired if the television broadcasters would telecast the entire event; and if so, whether on pay-or free-to-air television.

54. Ms Michelle LI said the FIA had contacted the pay TV operators, while the organiser was in discussion with 2 local free-to-air broadcasters on live telecast arrangements.

55. Mr Kenneth LAI said that Pier Nos. 4, 5 and 6 were located quite far away from the venue's entrances. There was a total of 4 entrances established for the venue and it was expected that the crowd would mostly gather at the entrance close to the MTR exit near Edinburgh Place. As there was no bus terminus and MTR exits to the west of Pier Nos. 4, 5 and 6, not too many spectators were expected to enter and leave the venue through Pier Nos. 1 to 4 to the west, and therefore there was little likelihood that Pier Nos. 4, 5 and 6 would be affected by the people flow at the venue's entrances. As for the bus stops on route 25 and route 11, the former would be temporarily located at the Central Piers Bus Terminus, while the latter at the Central Bus Terminal under the Exchange Square.

56. Mr Holden CHOW asked whether this event was non-profit making in nature, and how the remaining profits would be dealt with after the deduction of all costs.

57. Mr WONG Wah said the organiser mentioned that free tickets would be provided to some charitable organisations and he asked whether IDC was included.

58. Mr KWONG Koon-wan said that route 11 bus stopped along areas such as Admiralty, Wan Chai and Causeway Bay thus it would be likely to carry more passengers than route 25 bus. He hoped the department concerned consider relocating the terminus of route 11 to Central Ferry Piers Bus Terminus. He

reiterated that the proposed location of bus stops on route 2 and route 722 at the Harbour Building under the original plan would be unacceptable.

59. Mr Kenneth LAI said that he would discuss with the bus operators about the location of route 2 and route 722 bus stops.

60. Ms Michelle LI said that as the proceeds from the event were still being calculated, it was not possible to provide the exact figures for the time being.

61. Mr Holden CHOW clarified that he was not asking for the revenue figures of the event. Rather, he was concerned that the event utilised social resources (such as road closures) and public interest was involved, he and Mr Eric KWOK would like to know if the event was non-profit making in nature. Although the event might incur a loss, he would want to know if a profit was made, how the organiser would handle the profit.

62. Ms Carmen YU said that the event was organised by the private sector, with all expenses of the races, as well as its peripheral programmes and entertainment activities, including racetrack setting, safety facilities, and maintenance stations and so on, to be borne by the organiser and all ticketing proceeds would go to the organiser. This event was the first of its kind being held in Hong Kong and served as the first stop of the third season of the FIA Formula E Championship. The Tourism Commission gave full support and helped the organiser liaise with other Government departments. A positive public reception to the event would lead the organiser to consider hosting this international event here again in the coming year.

63. Mr Holden CHOW considered that the department concerned had failed to answer his question. He appreciated the effort of the relevant departments in actively promoting the event to raise Hong Kong's international profile and opined that the holding of the event annually in Hong Kong could boost the tourism industry. Nevertheless, since the event was a matter of public interest, he would like to know how the organiser would use the profits.

64. Ms Amy YUNG asked whether the organiser was a non-profit-making organisation registered under section 88 of the Inland Revenue Ordinance (IRO). If the organiser itself was a profit-making organisation, she asked about the provisions of its articles of association on the distribution of profits, and whether the profits would be distributed to shareholders or whether there were other arrangements in place. She would like the organiser to provide the relevant information after the meeting for reference.

65. Ms Michelle LI said that the organiser was not registered under section 88 of the IRO. As the organiser was hosting the races in Hong Kong for the first time this year and had incurred large amounts of expenditure, it was now unable to estimate the proceeds generated and would have a review in due course. The organiser hoped that the races could be held annually in Hong Kong, and the proceeds from the current year would generally be used to cover the costs for next year.

66. The Chairman hoped that the organiser and relevant Government departments would maintain communication and follow up with the public transport operators so as to optimise the traffic arrangements, and update Members on the progress in due course.

(Post-meeting note: In response to the views expressed by Members and representatives of the organisation, supplementary information was provided by the organiser and distributed for their perusal on 7 September 2016.)

(Mr Bill TANG left the meeting at about 3:20 pm)

VI. Proposed New Overnight Airport Express Bus Services Route No. NA41
(Paper No. T&TC 46/2016)

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

68. Mr Gary TO and Mr Rayson LAW presented the paper with the aid of PowerPoint presentation respectively.

69. Mr LAM Po-keung said some Hong Kong International Airport (HKIA) staff were outsourced employees who were not entitled to bus fare concessions. He asked whether the new overnight bus service would provide concessions for them.

70. Mr Eric Kwok was in favour of enhancing overnight bus services. He said many residents of Yat Tung Estate were working at the airport at night, but there were not many night buses travelling to the airport. He enquired whether the bus company would arrange an en route stop at Yat Tung Estate for route NA 41.

71. Mr Rayson LAW replied that the bus operator would take into account factors such as the business environment, operating costs and operating condition of the bus routes in fixing fares and concessions. The bus fares stated in the paper was determined in accordance with the fare table approved by the Government. With reference to the suggestion of offering fare concessions to the airport staff, concessionary schemes would be implemented depending on the circumstances. At present, Long Win route N64 and N31 had en-route stops at Yat Tung Estate. Residents could take the above routes to commute between the airport and Yat Tung Estate.

72. Mr CHAN Chiu-fai asked if there was a total of 3 bus trips for the new route NA41, with 2 trips to Wu Kai Sha and 1 trip to the airport per day, and enquired about the travel time.

73. Mr Rayson LAW said that under normal circumstances, the journey time of the entire trip was estimated to be about 70 to 75 minutes.

74. Mr Holden CHOW also supported the provision of additional overnight bus services and said that many overnight buses only ran until 2 am. He hoped that the bus operators would consider passenger demand in launching a comprehensive overnight bus service.

75. Mr Rayson LAW replied that taking into consideration some flights would take off and land between 1 and 2 a.m., the late night bus service catered mostly to airport staff and inbound passengers going to the urban areas, whereas the morning service schedule would tie in with the demand of airport staff coming to work and outbound passengers. The suggestion for expanded bus services had been noted, and data such as patronage and passengers views would be collected during the 6-month trial period for further review on the suggestion subject to circumstances.

VII. Question on the traffic on Lantau Island
(Paper No. T&TC 36/2016)

76. The Chairman welcomed Ms LEUNG Chiu-mei, District Engineer/Islands of HyD and Mr LEE Ka-hei, Haywood, Engineer/Islands 1 of TD to the meeting to respond to the question. The written reply of CEDD had been distributed to Members for perusal prior to the meeting.

77. Mr Holden CHOW briefly introduced the question.

78. Ms LEUNG Chiu-mei said concerning the “tire-biting” accidents on 19 June this year, HyD received a report on that day that a number of bicycle users were injured on Tung Chung bound Cheung Tung Road near Tai Ho Wan. The road section concerned was the works site of the Tuen Mun – Chek Lap Kok Link – Southern Connection Viaduct Section. Upon inspection by the Department’s resident engineering staff, the filling materials conjoining the old and new road surface was found to be damaged that resulted in a slightly depressed slit. HyD immediately ordered the contractors to carry out emergency repairs which were completed on the same day at 11.30 a.m., with further stabilising maintenance work finished on that evening. Besides, HyD also directed the contractors and site engineering staff to check the temporary road condition on site to ensure the safety of road users. HyD would dispatch staff regularly to step up inspection and conduct timely repairs.

79. Mr Haywood LEE replied as follows:

- (a) With regard to the traffic flow of Lantau in the past five years, the average daily traffic flow of Tat Tung Road was about 9 780 vehicles in 2011 and 10 560 vehicles in 2014, with an average annual growth rate of about 2.6%. The daily traffic flow of Shun Tung Road was about 13 830 vehicles in 2011 and 13 240 vehicles in 2014, with an average annual decline rate of about 1.4%. The average daily traffic flow of Yu Tung Road was about 10 250 vehicles in 2011 and 10 970 vehicles in 2014 with an average annual growth rate of about 2.3%. The figures for 2015 were still being prepared and therefore not

available for the time being. The above statistics had been uploaded onto TD's website. Overall, the traffic volume had shown a slight upward trend.

- (b) On the number of accidents, the section of Cheung Tung Road near Siu Ho Wan had 4 accidents in 2011, 1 in 2012, 5 in 2013, 3 in 2014 and 7 in 2015. For Shun Tung Road, 11 accidents occurred in 2011, 10 in 2012, 10 in 2013, 11 in 2014 and 7 in 2015.
- (c) According to the Traffic and Transport Impact Assessment Report of the Tung Chung New Town Extension Study conducted by CEDD, the traffic flow of major roads in Lantau would not reach saturation in 2031. As the study was at the detailed design stage, the relevant figures were yet to be available.
- (d) With regard to the transport network connecting Lantau to the urban areas, the Tuen Mun – Chek Lap Kok Link under construction was expected to open in 2018. The Government would continue to examine the traffic and transport network of Lantau and undertake appropriate traffic improvement measures if necessary.

80. Mr Holden CHOW said the written reply from CEDD indicated that the proposed cycle tracks from Tai Ho to Luk Keng and from Luk Keng to Sunny Bay would be considered in conjunction with the reclamation plan, thus no definite timetable was available. He hoped CEDD would provide a timetable for the construction of cycle tracks and commence the works as soon as possible. According to the traffic accidents statistics from TD, traffic accidents occurred on Cheung Tung Road every year. This demonstrated that the road posed danger and was unsuitable for cycling. However, since there was neither a standard cycle track nor an enhancement measure in place, many members of the public continue to cycle along Cheung Tung Road. In the event of an accident, not only the cyclists but bus passengers would be affected. This issue had been in discussion since the previous term of IDC and needed to be addressed promptly.

81. Mr Randy YU agreed that the issue needed to be addressed, in particular the cycle track from Tung Chung to Sunny Bay. As he understood, bicycles can ride through many sections of the cycle track, while Members in the previous term of T&TC also mentioned that only a few sections were not connected. However, according to the written reply from CEDD, the cycle track from Tung Chung to Sunny Bay would not be opened until 3 studies had been conducted, thus pushing the time of completion to the indefinite future. He suggested that the relevant departments consider enhancing the existing cycle routes to link the cycle tracks.

82. Mr Alvin POON replied that he would convey Members' views to the colleagues concerned.

(Post-meeting note: The supplementary information from CEDD was distributed for

Members' perusal on 12 September 2016.)

VIII. Question on traffic accident on North Lantau Highway
(Paper No. T&TC 42/2016)

83. The Chairman welcomed Mr Haywood LEE, Engineer/Islands 1 of TD and Mr CHAN Chiu-fai, District Operations Officer (Lantau) of HKPF to the meeting to respond to the question.

84. Ms Amy YUNG briefly introduced the question

85. Mr CHAN Chiu-fai replied as follows:

- (a) The traffic accident occurred at 9:28 p.m. on 18 June this year on the left lane of the airport bound North Lantau Highway opposite Caribbean Coast. The weather was good and the ground was dry with street lights working properly. Preliminary investigation revealed that the taxi driver concerned was aware there was a works vehicle ahead and admitted that he erred in judgment into thinking that there would be sufficient time for him to change lanes. The driver admitted failure to control vehicle speed and apply the brake.
- (b) In view of a series of traffic accidents on the North Lantau Highway, from 1 July this year, the Police had placed a pair of male and female cut-out police officers at two locations (near Cathay Pacific City and Siu Ho Wan) respectively from 9 a.m. to 5 p.m. daily to increase road safety awareness of road users (especially drivers) during a six-month trial period.
- (c) At present, there was an electronic display board on the North Lantau Highway that would adjust safety tips in response to prevailing weather and road conditions. In addition, two banners were displayed near the bridge at Siu Ho Wan to remind motorists to drive with care and keep to the nearside lane as much as possible.
- (d) Traffic New Territories South (NTS) would step up patrols and enforcement against speeding and motorists for not keeping to the nearside lane in order to establish a safe driving attitude.

86. Mr Haywood LEE said that TD had reminded the Contractor to implement proper temporary traffic arrangements to ensure no sight line obstructions and provision of adequate lighting, compliance with the Code of Practice for the Lighting, Signing and Guarding of Road Works, the use of Truck Mounted Attenuator and Flashing Arrow Sign, as well as to ensure that workers were wearing appropriate personal protective equipment (such as helmets and reflective vests), be alert while working on highway especially during the night and raise the safety awareness of

workers. In addition, the Road Users' Code mentioned that drivers should be aware of their health conditions when they decide to drive or not. TD had also issued related posters.

87. Ms Amy YUNG inquired when the police would assess and review the effectiveness of the cut-out police officers and whether it would change their locations as being in the same spots for too long might not produce any effect on motorists frequently passing the road sections concerned.

88. Mr CHAN Chiu-fai said that the cut-out police officers scheme would be on trial for six months and NTS would then conduct further study before considering whether to extend the scheme to other areas. In terms of their location, the cut-outs were placed by the contractor and TD was consulted on the two locations where tests were conducted to ensure they could withstand the winds or impacts of passing vehicles. In addition, the study found that many traffic accidents were caused when changing speed. As these two spots were at the locations of speed change, it was believed that the cut-outs would achieve some degree of success when combined with measures such as strengthening patrols, interceptions and prosecutions.

IX. Question on excavation works on Ngan Kwong Wan Road, Mui Wo
(Paper No. T&TC 39/2016)

89. The Chairman welcomed Mr YEUNG Ho-sing, Engineer 12 (HK Island Division 2) of CEDD, Mr. LIN Wing-kit, Engineer/Consultants Management 10 of Drainage Services Department (DSD), Mr Haywood LEE, Engineer/Islands 1 of TD, Ms LEUNG Chiu-mei, District Engineer/Islands of HyD and Mr CHAN Chiu-fai, District Operations Officer (Lantau) of HKPF to the meeting to respond to the question.

90. Mr LAM Po-keung presented the question.

91. Mr LIN Wing-kit said that DSD was carrying out works on Ngan Kwong Wan Road (Contract No. DC/2012/02) to improve the sewerage and drainage system in Mui Wo. The works included the replacement of a trunk sewer pipe of 300 to 450mm to one of 600 to 750mm in diameter on Ngan Kwong Wan Road to tie in with the future sewerage works at other villages in Mui Wo. Excavation work was required. At present, the drainage tube was about 6 to 6.5 metres deep below ground, requiring more complicated supporting structures. It was also difficult to carry out the works due to the influx of groundwater. The sewerage project on Ngan Kwong Wan Road would be completed by the end of 2017.

92. Mr WONG Wah enquired whether a cyclist would be prosecuted for failing to observe traffic signals when crossing.

93. Mr CHAN Chiu-fai replied as follows:

- (a) Any person, whether a cyclist or other road users (including pedestrians), who failed to observe a light signal at a signal crossing would be prosecuted in accordance with the law.
- (b) The Police had visited the site and offered advice to the contractors, including the posting of "beware of cattle" yellow signs and other signs reminding cyclist and tricycle users to observe a light signal at a signal crossing and so on.
- (c) The Police conducted a major anti-crime campaign on 16 July this year to raise public awareness of telephone scams and traffic safety. On the day of the event, the Police also distributed brochures at Mui Wo Pier to advise cyclists to obey the traffic regulations.

94. Mr YEUNG Ho-sing said that CEDD was carrying out Phase 1 of the Improvement works at Mui Wo, including the construction of an over 200-metre long new cycle track along the north waterfront between Mui Wo Cooked Food Market and River Silver. It was anticipated that the works would be completed by the end of this year. The new cycle track would improve the current situation of cycling on the road.

95. Mr Randy YU supported the drainage works and considered it important for the development of the Mui Wo villages. He had earlier conveyed the existing location of the zebra crossing as far from ideal yet there were no other locations available to erect the crossing. He understood there were no other options and the difficulties in implementation but as bus drivers mentioned that setting up a zebra crossing at that location would be dangerous, he believed further improvement was needed. He opined that the yellow notices mentioned by the police were not prominent enough for cyclists and road users in practice, thus he hoped DSD would work with the contractors to set up more facilities in order to enhance road safety.

96. Mr LAM Po-keung asked whether the Police would consider conducting publicity and education campaigns at the zebra crossing to warn the public against jaywalking.

97. Mr CHAN Chiu-fai said that the Police would follow up with Members' recommendations after the meeting.

98. The Chairman said that the drainage works had been underway for more than four years and he understood that the project had encountered some difficulty. However, the works site outside Mui Wo Fire Station was often short of manpower, and buses had to drive on the footpath when making a turn at the fire station to avoid the works site. He hoped that DSD could deploy additional manpower to complete the works as soon as possible.

X. Question on traffic sign on Hing Tung Street
(Paper No. T&TC 40/2016)

99. The Chairman welcomed Mr Haywood LEE, Engineer/Islands 1 of TD to the meeting to respond to the question.

100. Mr LAM Po-keung presented the question.

101. Mr Haywood LEE said that the traffic sign prohibiting vehicles or combination of vehicles over 11 metres entering Hing Tung Street had been erected for a period of time. TD would discuss with the departments concerned to move the sign to the back of the urban taxi stand or erect additional signs at the entrance of Hing Tung Street as a reminder of the ban on vehicles or combination of vehicles over 11 metres. TD would conduct further consultation after the study before deciding on the method of implementation.

102. Mr WONG Wah said that the buses of the Discovery Bay Transportation Services Limited (DBTPL) used to pick up and drop off passengers on Hing Tung Street. He asked if such buses exceeding 11 metres were not allowed to enter Hing Tung Street at present.

103. Mr Haywood LEE said DBTLP had earlier applied for permission to pick up and drop off passengers outside Exit D of MTR Tung Chung Station. Improvement works were carried out outside Exit A and D by TD, such as changing the size of the planters and delineating traffic lanes for Discovery Bay Buses and Caribbean coast resident shuttles to pick up and drop off passengers.

104. Mr LAM Po-keung said that a coach driver was prosecuted in June this year by the Police but 48 or 49-seater coach buses had been seen entering Hing Tung Street from time to time. If the prohibitive traffic sign had always been in place, he asked why the Police did not enforce the law until now.

105. Mr Haywood LEE reiterated that the traffic sign concerned had been erected at Hing Tung Street for quite some time, and liaison between TD and the Police on the traffic and law enforcement had been maintained all along. Law enforcement did not commence just recently.

106. Mr LAM Po-keung opined that drivers proceeding from Cheung Tung Road to Hing Tung Street were unable to see the traffic sign until they turned into Hing Tung Street, which was an unsatisfactory situation. He would continue to follow up with TD after the meeting.

107. The Chairman suggested Mr LAM Po-keung conduct site visit with TD after the meeting.

(Mr KWONG Koon-wan left the meeting at about 4:55 p.m.)

XI. Question on large vehicles parking illegally on Chung Mun Road and Yu Tung Road
(Paper No. T&TC 41/2016)

108. The Chairman welcomed Mr Haywood LEE, Engineer/Islands 1 of TD to the meeting to respond to the question.

109. Mr LAM Po-keung presented the question.

110. Mr Haywood LEE said that TD was in talks with the LandsD to convert a portion of the Government land between the North Lantau Hospital and the Lantau North District Police Station into a car park under short-term tenancy (STT). If the project was to be finalised, he believed that many parking spaces would be available to meet the demand in the district.

111. Mr FAN Chi-ping blamed the illegal parking problem on TD which introduced parking spaces for heavy vehicles as initially there were only a few illegal parked coaches but the number grew over time and the problem became more serious. Despite complaints from the public, the department had turned a blind eye and the law was rarely enforced by the Police.

112. Mr Eric KWOK said that the illegal parking as stated in the question was a long-standing problem which was resulted from a blunder in government planning. The Government intended to develop tourism on Lantau Island, yet constructed 4 public rental housing blocks in Tung Chung Area 39 and now converted the temporary car park into a special school without give consideration to the parking needs of coaches in the long term. He received complaints from the public that coach drivers failed to turn off idling engines when waiting which not only wasted energy and polluted the environment but also constituted an offence. Yet TD had not sent staff to conduct inspections, and the Police only promised to strengthen patrols upon receiving complaints. As for the suggestion to rezone the site into a temporary car park, he opined that there was a sharp bend outside the Lantau North District Police Station where many people crossed the road, whereas many heavy vehicles were parked outside Tung Chung Fire Station. He was worried that the provisioning of a temporary car park would lead to traffic congestion. At present, roads in Tung Chung were experiencing saturation, coupled with the imminent completion of HZMB, he demanded TD to relay the traffic problems in Tung Chung to the Transport and Housing Bureau.

113. Mr LAM Po-keung asked if TD would look for a suitable location for the provisioning of a permanent car park.

114. Mr Haywood LEE replied as follows:

- (a) Tung Chung Town Lot No. 11 (near Citygate) was currently under construction that occupied some metered parking spaces for coaches.

TD wished to increase the parking spaces in the district, thus 13 parking spaces was erected for coaches at Yu Tung Road.

- (b) TD was working with LandsD on the feasibility of setting up a car park near the North Lantau Hospital. It was hoped that the vehicles would enter and leave the car park from Chung Yan Road then pass through Yu Tung Road and Tung Chung East Interchange to the urban areas. The route would be more direct and might have less impact on the area's traffic flow.
- (c) It would be more convenient to set up a car park by way of a STT. A permanent car park would need to take into account a number of factors, such as the original land use, future land use planning or gazetting. TD considered that the provision of parking spaces by STT could expedite its provision for public use.

(Mr Randy YU left the meeting at about 5:00 p.m.)

XII. Question on cycling on Cheung Tung Road
(Paper No. T&TC 43/2016)

115. The Chairman welcomed Ms LEUNG Chiu-mei, District Engineer/Islands of HyD, Mr Haywood LEE, Engineer/Islands 1 of TD and Mr CHAN Chiu-fai, District Operations Officer (Lantau) of HKPF to the meeting to respond to the question. The written reply of CEDD had been distributed to Members for perusal before the meeting.

116. Ms Amy YUNG presented the question.

117. Ms LEUNG Chiu-mei replied as follows:

- (a) In relation to the bike accidents at Cheung Tung Road and remedial action taken, HyD received a report on the morning of 19 June 2016, and the accidents occurred at the works site of the Tuen Mun – Chek Lap Kok Link – Southern Connection Viaduct Section project. Upon inspection by the Department's resident engineering staff, the filling materials conjoining the old and new road surface was found damaged that resulted in a slightly depressed slit. HyD immediately ordered the contractors to carry out emergency repairs which were completed at 11.30 a.m. that morning, with further stabilising maintenance work finished on the same evening. Besides, HyD also directed the contractors and site engineering staff to check other temporary road conditions on site to ensure the safety of road users.
- (b) With regard to additional road signs at Cheung Tung Road for the Tuen Mun – Chek Lap Kok Link – Southern Connection Viaduct

Section project, the works contractor of HyD set up traffic signs and/or temporary traffic lights in the relevant section of Cheung Tung Road according to the plans approved by the Traffic Management Liaison Group comprising representatives from TD, HKPF, HyD and other stakeholders. The contractor had also erected electronic message displays and special signages reminding cyclists to comply with the temporary traffic management measures to ensure the safety of all road users.

- (c) On stepping up publicity in bike shops and cycling associations, since the commencement of the works, contractors had maintained close liaison and cooperated with the Hong Kong Cycling Association. The association had uploaded a circular on the implementation of temporary traffic management measures on Cheung Tung Road and updated it as necessary to alert cyclists to the road conditions and further enhance the safety of road users.

118. Ms Amy YUNG said that with reference to the written reply from CEDD, the cycle track from Tung Chung to Tai Ho had been incorporated into the Tung Chung New Town Extension project, while the feasibility of the cycle track from Tai Ho to Luk Keng would be studied in another project. At the meeting, many members raised concerns over the safety on Cheung Tung Road as the cycle tracks were seriously inadequate and hoped CEDD would address the problem squarely. Some Members also suggested right now linking up several sections of the coastal road between Tung Chung and Tai O to form a cycle track to avoid the use of Cheung Tung Road by cyclists. However, CEDD only mentioned a number of engineering studies in its reply but failed to pay attention to the dire need for the cycling track. She suggested the Committee write to CEDD inquiring about the commencement and completion dates of the cycle track project. She reiterated that the early completion of the cycling track project would help relieve the congestion on Cheung Tung Road caused by cyclists.

119. The Chairman requested the Secretariat to reflect Members' views to CEDD.

120. Mr CHAN Chiu-fai replied as follows:

- (a) The Police were concerned about the traffic accidents at Cheung Tung Road, particularly those involving cyclists. According to their analysis, there were 5 intersections at which the minor roads merged with the major road, namely Tung Chung near Fu Tung Street, Pak Mong, Discovery Bay, Sham Shui Kok Drive and Sunny Bay. Very often cyclists would be affected by other vehicles and fall when emerging onto the major roads. As such, the Police produced a leaflet entitled "JOY RIDE LANTAU" for distribution in Lantau area to remind cyclists of such locations and related matters. Starting from May this year, bike rental shops in Tung Chung would distribute the

leaflets to their customers.

- (b) In addition to the fight crime activity held in Mui Wo on 16 July this year, the Police would continue to distribute the latest leaflets to bike shops. In addition, Lantau Police would conduct a large-scale road safety promotion campaign in conjunction with the Hong Kong Road Safety Patrol (New Territories South) on 6 August this year.
- (c) The Police had contacted HyD after the accident and learnt that the contractors had set up additional road signages to alert cyclists to the uneven road surface on Cheung Tung Road to enhance safety awareness.
- (d) Six persons were injured in the traffic accident, four of whom were in the same bicycle group. All the bikes were race bicycles with tyres narrower than the average bicycles, and the tyres got caught in the tiny cracks on the relevant road section and were unable to pull out. HyD had ordered the contractors to carry out repairs.

121. Ms Amy YUNG thanked the Police and HyD for taking immediate follow-up action to reduce accidents. She would like to obtain an electronic version of the Police leaflet to facilitate online publicity.

122. Mr Holden CHOW commended the Police's effort in promoting traffic safety on Cheung Tung Road. Matters concerning cycling on Cheung Tung Road had been discussed many times during the meetings of the last term of the Committee. The long-term solution to the spate of traffic accidents was to establish a standard cycling track. In response to the question on the traffic in Lantau, CEDD had not provided a concrete timetable on the construction of the cycling track. He hoped the timetable could be provided as soon as possible. Currently there were a lot of Discovery Bay buses running along Cheung Tung Road which would pose a risk to the cyclists sharing the road. Hence, he suggested the relevant departments discuss the short- and medium-term measures.

123. Mr CHAN Chiu-fai said that an electronic version of the leaflet would be forwarded to Ms Amy YUNG after the meeting.

XIII. Question on aviation security
(Paper No. T&TC 44/2016)

124. The Chairman said the written replies of Civil Aviation Department (CAD) and AA had been distributed to Members for perusal before the meeting.

125. Ms Amy YUNG presented the question.

126. Ms Amy YUNG expressed that according to the detailed reply from CAD,

the pilots concerned had mistakenly transposed the instructions given to another aircraft by the Air Traffic Control, which led the aircraft to deviate from the standard missed approach track. She noted that CAD had taken immediate follow-up actions.

XIV. Any Other Business

Highways Department's Minor Traffic Improvement Projects and Works Schedules

127. The Chairman welcomed Ms LEUNG Chiu-mei, District Engineer/Islands of HyD to the meeting to present the paper. He also said that HyD had submitted the Minor Traffic Improvement Projects and Works Schedule as at mid-July this year before the meeting. The schedule was tabled at the meeting and Members were welcome to raise enquiries and give comments.

128. Mr WONG Wah asked whether HyD would carry out slope cutting works at the road bend which sparked a petition earlier, and enquired about the exact locations of the improvement works for road bends K12 and K16 as well as whether road improvement works would be carried out at road bend K10.

129. Ms LEUNG Chiu-mei replied that the road bend with a petition staged was K10 where HyD would carry out slope cutting works. The project completed its ecological assessment in April this year and an environmental permit was applied. The works was expected to commence in the third quarter of this year and be completed by the end of 2017. She would be happy to provide the location plans of road bends K12 and K16 for Mr WONG Wah's reference. Information about the works of road bend K10 would be attached to the committee paper of the next meeting.

(Post-meeting note: The location plans of the bends had been delivered to Mr WONG Wah for information after the meeting.)

130. Mr LOU Cheuk-wing added that according to the letter from HyD, the road bend K10 project would commence in September this year and manually operated signals would be used as a temporary traffic management measure instead of traffic lights.

131. Mr WONG Fuk-kan suggested that HyD allocate resources to set up a tree pruning team for tree pruning along the road from Mui Wo to Tai O. He received complaints from motorists that the branches and leaves had been obscuring the signposts at Shui Hau and Tong Fuk while at the outside of San Shek Wan Village Office, the hanging branches had been hitting heavily against the passing buses. The road from Mui Wo to Tai O was about 22 kilometres long which would took some time to trim the trees on the roadside. He advised HyD to assign dedicated staff to prune the trees, and hoped the department could prune the trees about 1 metre from the curb and maintain them at the bus height so as to avoid hitting the passing buses.

132. Mr LAM Po-keung said that the road surface of South Lantau Road (including the sections near Shing Fai Orchard, Fat Hwa Yuen and Keung Shan Catchwater) was damaged from time to time and hoped that HyD would conduct repairs as soon as possible.

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

- (a) The Minor Traffic Improvement Projects and Works Schedule submitted by HyD next time would be accompanied by details and location plans of road bend K10.
- (b) With respect to tree pruning, the Landscape Unit of HyD was responsible for tree maintenance work on the slopes under its purview, and carrying out regular inspections and pruning. She would forward Members' views to the unit for follow-up action. If the slope mentioned by Members was under the management of the Lands Administration Office, HyD would refer them to the department concerned for follow-up.
- (c) On the maintenance of South Lantau Road, works had been scheduled for some locations on South Lantau Road. HyD would conduct field surveys on the locations raised by Members and consider the possibility of expediting the maintenance works.

134. Mr WONG Wah criticised HyD for pruning the trees only to the height of private vehicles making buses difficult to pass through. He added that many dead trees could be found along Keung Shan Road, Tung Chung Road and Ma Po Ping Road apart from Lantau South Road.

135. The Chairman said that at the road bends, many low hanging trees branches beat against passing buses and there were quite a number of dead trees in the vicinity of Lantau South Road. He hoped HyD could allocate resources to follow up and ensure the safety of road users.

XV. Date of Next Meeting

136. The meeting was adjourned at 5:35 p.m. The next meeting would be held at 2:00 p.m. on 19 September 2016 (Monday).

-END-