

(Translation)

Minutes of Meeting of Traffic and Transport Committee

Date : 23 July 2018 (Monday)
Time : 2:00 p.m.
Venue : Islands District Council Conference Room,
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong.

Present

Chairman

Mr WONG Man-hon

Members

Mr CHOW Yuk-tong, SBS
Mr YU Hon-kwan, Randy, JP
Mr CHAN Lin-wai
Mr WONG Hon-kuen, Ken
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 Ma-tim
Mr WAN Tung-yat
Mr YUEN King-hang
Mr WONG Fuk-kan
Mr LAU Chin-pang
Mr YIP Pui-kei

Attendance by Invitation

Mr CHEUNG Chi-yeung, Fabian	Senior Transport Officer/Public Pier, Transport Department
Miss SZETO Hau-yan, Esther	Property Service Manager/Service (Hong Kong Island & Islands 3), Housing Department
Mr NG Chi-wai	Senior Engineer/Projects 1, Civil Engineering and Development Department
Miss LI Hok-ye	Engineer/Projects 3 C, Civil Engineering and Development Department
Mr Rayson LAW	Planning and Support Officer I, Long Win Bus Company 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 AU Sheung-man, Benjamin	Assistant District Officer (Islands)1, Islands District Office
Miss CHOI Siu-man, Sherman	Senior Transport Officer/Islands 1, Transport Department
Miss SIN Kai-wai, Marie	Senior Transport Officer/Islands 2, Transport Department
Ms YUEN Kit-fung	Engineer/Islands 2, Transport Department
Ms LEUNG Chiu-mei	Maintenance Engineer/Islands & Computer Services, Highways Department
Mr AU Hok-lang	Engineer/22 (Lantau), Civil Engineering and Development Department
Mr YEUNG Yiu-chung	District Operations Officer (Lantau), Hong Kong Police Force
Mr TAI Cheuk-yin	Assistant Divisional Commander (Operations & Crime) (Cheung Chau), Hong Kong Police Force
Mr WONG Wah	Administrative Consultant, New Lantau Bus Co. (1973) Limited
Mr CHAN Tin-lung	Deputy General Manager, New Lantau Bus Co. (1973) Limited
Mr CHAN Kam-hung	Chairman, Lantau Taxi Association
Mr Peter TSANG	Senior Manager-Transportation, Discovery Bay Transit Services Limited
Ms Lam Wai-ling, April	General Manager, Hong Kong & Kowloon Ferry Holdings Limited

Secretary

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

Mr CHEUNG Fu	
Mr FAN Chi-ping	
Ms TSANG Sau-ho, Josephine	
Mr HO Siu-kei	
Mr LEE Ka-ho	
Ms CHAU Shuk-man, Anthea	Corporate Communications Manager, New World First Ferry Services Limited

Welcoming remarks

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

- (a) Ms Lam Wai-ling, April, General Manager of Hong Kong & Kowloon Ferry Holdings Limited);
- (b) Miss SIN Kai-wai, Marie, Senior Transport Officer/Islands 2 of Transport Department (TD); and
- (c) Mr Peter TSANG, Senior Manager-Transportation of Discovery Bay Transit Services Limited (DBTSL) who stood in for Mr Vincent CHUA of HKR International Limited.

2. The Chairman, on behalf of the Committee, welcomed Mr YIP Pui-kei to join the meeting as a co-opted member and congratulated Mr WONG Fuk-kan on being awarded the Medal of Honour by the Government. Members noted that Mr CHEUNG Fu, Mr FAN Chi-ping, Ms Josephine TSANG, Mr HO Siu-kei, Mr LEE Ka-ho and Ms Anthea CHAU were unable to attend the meeting due to other commitments.

I. Confirmation of the Minutes of Meeting held on 21 May 2018

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.

5. Mr Randy YU said that Members had requested government departments concerned at the previous meeting to provide supplementary information on some agenda items after the meeting but no reply had been received yet. He enquired of the Secretariat about the latest development of these items so that Members could decide whether further follow-up actions were necessary.

6. Ms Amy YUNG said that as some agenda items raised at the meeting might require further follow-up, she suggested bringing up the items during discussion on confirmation of the minutes of the previous meeting.

7. Mr Bill TANG agreed to add a follow-up item to the agenda and said that other District Councils (DCs) had similar practices.

8. Mr Randy YU hoped that the Secretariat would contact the departments concerned for the discussion items at the previous meeting of which supplementary information had not yet been received. As Members had endorsed the proposed inclusion of the items for follow-up in the agenda, he suggested the Secretariat make such arrangement from the next meeting.

9. The Chairman asked the Secretariat to follow up on Members' suggestions.

II. Reconstruction of Pak Kok Pier on Lamma Island
(Paper T&TC 34/2018)

10. The Chairman welcomed Mr NG Chi-wai, Senior Engineer and Miss LI Hok-yee, Engineer of Civil Engineering and Development Department (CEDD), as well as Mr CHEUNG Chi-yeung, Fabian, Senior Transport Officer/Public Pier of TD to the meeting to present the paper.

11. Mr NG Chi-wai presented the paper with the aid of PowerPoint presentation and solicited support from Members for the proposed project.

12. Mr Eric KWOK supported the proposed project but raised enquiries as follows: (a) whether the landing step of the pier would be equipped with barrier-free facilities for easy boarding and alighting of the aged and the disabled; (b) whether rain shelter would be provided on both sides of the new pier, despite having a streamline design as its geographical location was susceptible to monsoon and sea swell; and (c) whether both sides of the corridor would be provided with warning signs and notices to remind passengers to exercise caution when boarding and alighting, and whether relief facilities such as lifebuoys would be provided thereat.

13. Mr CHAN Lin-wai said that CEDD had explained the proposed project to the residents on Lamma Island earlier and enquiries were received from residents about the details. The residents had been demanding the reconstruction of Pak Kok Pier over the years, and eventually the project could be implemented. He therefore thanked all Members for their support on behalf of the residents on Lamma Island.

14. Ms YU Lai-fan hoped that CEDD would launch the above project as soon as possible. As the geographical location of the pier was susceptible to monsoon, she enquired about the berthing arrangement of vessels during strong winds to ensure safety of all parties concerned. Besides, as the project would include provision of a roof cover and lighting facilities for the pier, she enquired if water supply would be provided in the pier in addition to power supply.

15. Mr CHOW Yuk-tong expressed satisfaction with the design of the pier and the progress of the project. He enquired of CEDD whether gazettal was required and whether there would be project delay due to objections raised upon gazettal.

16. Ms LEE Kwai-chun said that the cover of the new pier would be constructed with tempered glass material, with wood-plastic recycled composite strips installed underneath, but given the pier was close to the sea, breeding of termite in timber would easily occur. She therefore enquired whether the wood-plastic recycled composite strips to be used by CEDD would receive anti-termite treatment.

17. Mr Holden CHOW said that residents on Lamma Island had all along been striving for reconstruction of Pak Kok Pier over the years. He also hoped that CEDD would launch the above project as soon as possible. He enquired whether CEDD had consulted the ferry operators on the design of the pier (such as berthing arrangement of vessels) to ensure smooth operation.

18. Mr NG Chi-wai made a consolidated response as follows:

- (a) Regarding the landing facilities, CEDD was looking into the feasibility of providing floating pontoon at the pier and gangway connecting the floating pontoon to the new pier to facilitate the access of wheelchair users. As the location of the pier is subjected to strong monsoon and exposed to sea swell, CEDD would need to review the feasibility of providing floating pontoon.
- (b) Regarding the design of the proposed pier, the proposed pier would be mainly affected by the northeast monsoon and this factor had been taken into account in design, in the preliminary design, a wave reduction panel would be installed at the bottom of the pier to reduce the impact of waves during vessel berthing. When strong winds blew from the east, vessels might be berthed at the west landing steps, contrarily, vessels might be berthed on the eastern side when strong winds blew from the west. CEDD would also provide warning signs and lifebuoys at appropriate locations.
- (c) CEDD need to follow the statutory procedures in taking forward the project, including design, preliminary environmental review, gazettal of the project under the “Foreshore and Sea-bed (Reclamations) Ordinance” and funding application, etc. which were time-consuming, CEDD would complete the above expeditiously with a view to commencing the project as early as practicable.
- (d) At present, there is one licensed ferry service in using the Pak Kok Pier. CEDD had consulted the ferry operator in May 2017 and February 2018 on the preliminary design of the new pier, and the operator did not have strong views on it.
- (e) Basically, all projects involve marine works should be gazetted under the “Foreshore and Sea-bed (Reclamations) Ordinance”. In the case of receiving objection during objection period, CEDD would deal with and follow up on such cases promptly.
- (f) As wood-plastic recycled composite strips was not ordinary wood but processed composite wood which should be exempted from damage by termite.

19. Mr Holden CHOW asked CEDD whether a preliminary cost estimate of the project was available at present or would be available only upon completion of the tendering process.

20. Mr Ken WONG enquired whether water points were provided at the pier. As the new pier was about 8 metres wide, he enquired about the width of the landing steps on both sides. He was concerned that the access between the two landing steps would be too narrow due to the parallel landing steps. He therefore suggested CEDD consider to place the landing steps at stagger position.

21. Mr NG Chi-wai made a consolidated response as follows:

- (a) The design of the pier reconstruction project was underway, detailed design was not completed yet and estimated project cost was not available for the time being.
- (b) CEDD had to check whether fresh water were available in the vicinity of the pier before it proceeded to study whether drinking fountain could be provided at the pier.
- (c) The new pier was about 8 metres wide while the landing steps were 1.8 metres wide. The access between the two landing steps was about 3 to 4 metres wide and it was believed that the access was wide enough for passage of pedestrian.

22. Ms YU Lai-fan said that water points were provided at the newly constructed piers in general for water supply or cleaning purposes for vessels. She clarified that she was asking whether water points rather than drinking fountain were provided at the new pier. She also enquired of CEDD whether the new pier was a ferry pier or public pier, and whether kaito ferries could be berthed at the new pier because residents transported goods with these ferries every day.

23. Mr NG Chi-wai said that the new pier could be used for berthing by ordinary ferries and vessels. CEDD had previously communicated with the departments concerned such as Transport Department and Fire Services Department as well as ferry operators to understand which types of vessels would be using the pier.

24. The Chairman concluded that the Committee supported the above project.

(Mr WONG Fuk-kan and Mr WAN Tung-yat joined the meeting at about 2:15 p.m.; Mr KWONG Koon-wan joined the meeting at about 2:20 p.m.; and Mr Bill TANG left the meeting at about 2:35 p.m.)

III. Question on community problems caused by shared bicycles in Tung Chung (Paper T&TC 35/2018)

25. The Chairman welcomed Mr AU Sheung-man, Benjamin, Assistant District Officer (Islands)1 of Islands District Office (IsDO), Ms YUEN Kit-fung, Engineer/Islands 2 of TD, Mr YEUNG Yiu-chung, District Operations Officer (Lantau) of Hong Kong Police Force (HKPF) and Miss SZETO Hau-yan, Esther, Property Service Manager/Service (Hong Kong Island & Islands 3) of Housing Department (HD) to the meeting to respond to the question.

26. Mr Eric KWOK briefly presented the question.

27. Mr Benjamin AU replied that, regarding part 1 of the question, departments concerned such as the Lands Department (LandsD), TD, HKPF and Food and Environmental Hygiene Department (FEHD) would clear illegally parked bicycles under their respective purviews. In the case of more complicated situations, IsDO would co-ordinate departments concerned for joint clearance operations. In the financial year 2017-18, IsDO had coordinated 6 joint clearance operations in Tung Chung through the District-led Actions Scheme. During the clearance operations, LandsD exercised the powers conferred by the Land (Miscellaneous

Provisions) Ordinance (Cap. 28) to clear the illegally parked bicycles. 416 illegally parked bicycles were confiscated during the operations and 29 of them were shared bicycles.

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

- (a) Regarding the problem of illegal parking of shared bicycles, TD and the departments concerned had several meetings with the service operators, relaying the opinions of the local community and Islands District Council (IDC). The department also reiterated that the operation of automated bicycle rental service had to be in compliance with the relevant legislations and required the operators to deal with the illegally parked bicycles as soon as possible.
- (b) Regarding the proposal stated in part 3 of the question about carrying out clearance operations in Tung Chung under the Summary Offences Ordinance, the departments concerned had launched the pilot scheme in North District to remove the illegally parked bicycles causing obstruction by invoking the above ordinance (i.e. Sections 4A and 32(1) of Cap. 228), and the results were satisfactory. TD planned to extend the pilot scheme to other areas in the New Territories where illegal parking of bicycles had caused obstruction (including Islands District) in a progressive manner in 2018-19 and carry out clearance operation once or twice a month subject to manpower arrangements. As to Islands District, TD and IsDO would identify suitable locations to invoke the above ordinance for removal of illegally parked bicycles.

29. Miss Esther SZETO said that during the 4 clearance operations taken against illegal parking of bicycles by Yat Tung Estate Office last year, a total of 160 illegally parked bicycles were confiscated, among which no shared bicycle was involved. In Yat Tung Estate, estate management staff would give instant verbal warnings to cyclists concerned if the shared bicycles were parked illegally within estate area and caused obstruction or nuisance to residents. If the cyclists concerned were not found at scene, the staff would post warning notice on each of these bicycles and informed the service operators concerned by phone to take their bicycles back. Upon notification, the service operators would generally take corresponding actions by collecting about 25 to 30 shared bicycles in each exercise.

30. Mr YEUNG Yiu-chung said that the Police was willing to co-operate with TD, LandsD and HD to carry out clearance operations.

31. Mr Eric KWOK expressed his views as follows:

- (a) During the 6 joint operations conducted in Tung Chung in 2017-18, a total of 416 illegally parked bicycles including 29 shared bicycles were confiscated. It was thus evident that the problem of illegal parking of shared bicycles was serious.
- (b) The joint clearance operations conducted through the District-led Actions Scheme involved many departments but the results were unsatisfactory. He therefore proposed to conduct joint clearance operation against illegally parked bicycles in Tung Chung under the Summary Offences Ordinance, but no

department had given positive response to the proposal so far.

- (c) Although Gobee.bike, an operator of bicycle-sharing, had winded up its business in Hong Kong, the bicycles of the company could still be found parking disorderly in Yat Tung Estate and other places in Tung Chung. This did not only cause obstruction to access of residents but also become potential hazard to pedestrians. He requested the Government to squarely face and expeditiously tackle the problem.

32. Mr Holden CHOW said that at the time bicycle-sharing was introduced in Hong Kong, he had proposed to the Government at meetings to formulate measures to address the potential problem of illegal parking caused by shared bicycles. At present, illegal parking of shared bicycles occurred in Tung Chung and almost all other districts in the New Territories. Apart from failing to reach a consensus on clearance of the illegally parked bicycles, the departments and service operators shirked their responsibilities. As a result, the service operators were not accountable for the unlawful occupation of public places by shared bicycles. The existing problem of illegal parking would not have occurred if the Government had required the operators to monitor the movement of their bicycles and remove the illegally parked bicycles prior to the introduction of the service. He hoped that the Government would learn from past experience and lessons and formulate comprehensive plans in coping with potential problems before introducing new industries in future.

33. Mr LAU Chin-pang enquired whether police officers would take active enforcement actions against illegally parked shared bicycles during patrol in Yat Tung Estate.

34. Ms LEE Kwai-chun enquired whether the departments concerned would take enforcement actions against illegally parked shared bicycles.

35. Mr LOU Cheuk-wing said that almost all households on Lantau Island possessed their own bicycles and did not need to use shared bicycles. He believed that the main users of shared bicycles in Tai O at present were visitors, but the life of residents was adversely affected by the illegally parked shared bicycles left unattended. In his opinion, it was entirely unsuitable to develop bicycle-sharing service on Lantau Island and this would easily cause conflict between the residents and the Government.

36. Mr Randy YU said that he saw abandoned shared bicycles on a hiking trail between Tung Chung and Tai O several times. It was supposed that some cyclists departed from Tung Chung and left the bicycles on the trail when they reached the long staircase. As the location fell within an area under the management of Agriculture, Fisheries and Conservation Department, he enquired how these illegally parked bicycles could be removed.

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

- (a) Regarding the proposal of invoking the Summary Offences Ordinance for carrying out bicycle clearance operations in Tung Chung, TD planned to extend the pilot scheme to other districts in the New Territories (including Islands District) in a progressive manner in 2018-19 as mentioned just now. TD and IsDO would identify suitable locations for invoking the ordinance for removal of illegally parked bicycles. She added that the above ordinance could be

cited for clearance operations only at places where the illegally parked bicycles had caused obstruction.

- (b) TD was not given prior notification about the winding up of Gobe.e.bike's business in Hong Kong. Having learnt the information from media reports, TD immediately contacted the service operator, asking the company to make proper arrangement and collect its bicycles from streets and at bicycle parking facilities as quickly as possible, lest other road users should be affected. If the service operator failed to recover its bicycles in time, the Government would remove the abandoned bicycles according to the existing mechanism.
- (c) Regarding the management of the service operators of shared bicycles, TD had been requiring the operators to provide data on operation so that it could monitor the parking locations of the automated rental bicycles, analyse the rental situation in various districts and assess the impact of shared bicycles on various districts for formulation of improvement measures. TD would closely monitor the operating conditions of the service operators and study the regulatory measures of shared bicycles in other cities. TD would also actively consider formulating a code of practice for bicycle-sharing service in the territory to further regulate bicycle-sharing service and establish the requirement for the automated bicycle rental service in its operation. TD would continue to negotiate with the service operators on the technical and specific implementation details, and planned to consult all District Councils in the New Territories on the contents of the code of practice within this year.

38. Mr YEUNG Yiu-chung said that as Yat Tung Estate was managed by HD, it was necessary for the Police to obtain consent from or information provided by HD for taking further actions. At present, LandsD, TD and HD were mainly responsible for dealing with illegally parked bicycles and the Police would proactively assist and tie in with the operations carried out by the departments.

39. Mr Benjamin AU said that, at an earlier meeting of the Tourism, Agriculture, Fisheries and Environmental Hygiene Committee of IDC, TD announced that it was studying the feasibility of invoking the Summary Offences Ordinance for clearance of illegally parked bicycles at Cheung Chau Ferry Pier. As the location and scope of clearance operation against illegally parked bicycles under the Summary Offences Ordinance would be decided by TD, Mr Eric KWOK could raise at the meeting or reflect his views to TD direct for follow up if he considered Tung Chung or other areas suitable for invoking the said Ordinance for launching the operation.

40. Mr Eric KWOK expressed his views as follows:

- (a) He requested Members to support invoking the Summary Offences Ordinance for joint clearance operations against illegally parked bicycles in Tung Chung, and requested TD to follow up.
- (b) Random parking of shared bicycles occurred in Yat Tung Estate, but the HD and the property management agency failed to immediately remove the

illegally parked bicycles. He suggested HD request assistance from the Police to expeditiously remove the illegally parked shared bicycles in the estate.

- (c) As far as he was aware, the operators of bicycle-sharing were not regulated by licences ordinance. He had pointed out the loopholes of the existing system, and suggested TD make reference to the licensing system of private cars and car rental companies and regulate the operators of bicycle-sharing service through licensing. This could ensure that safety facilities of the bicycles were compliant with the standards and that the service operators would take out insurance for their bicycles.

41. Miss Esther SZETO said that the estate offices of Yat Tung (I) Estate and Yat Tung (II) Estate had communicated and liaised with the Police regarding the arrangement for law enforcement against shared bicycles, and had recently convened meetings with the Police to discuss how to tackle illegal parking of shared bicycles.

42. Ms YUEN Kit-fung noted Members' views and would relay them to the sections concerned.

IV. Question on Long Win bus route no. S64
(Paper T&TC 36/2018)

43. The Chairman welcomed Mr Rayson LAW, Planning and Support Officer I of Long Win Bus Company Limited (Long Win) to the meeting to respond to the question.

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

45. Mr Rayson LAW made a consolidated response as follows:

- (a) Given the commuting traffic to workplace was more concentrated in morning peak hours, Long Win had split route no. S64 into route nos. S64X and S64C in morning peak hours since 2014. Regarding the suggestion on splitting of route no. S64 in evening peak hours, the commuting traffic from work place was more scattered in terms of time and destinations. Therefore, Long Win had to carefully study and assess the feasibility of the suggestion.
- (b) In the light of the opinions collected previously, Long Win was studying on the feasibility of providing bus service with enhanced convenience for residents of Yat Tung Estate to ply between the Hong Kong International Airport (Airport) (in particular areas around the Hong Kong International Airport Passenger Terminal (Passenger Terminal)). Long Win would continue to maintain close communication and liaison with TD, and would provide an update on the progress in a timely manner.

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

- (a) He enquired whether the study and assessment on the feasibility of splitting route no. S64 in evening peak hours mentioned by Long Win were in progress

and when they would be completed. Upon completion, he hoped that Long Win would report the findings to Members as soon as possible.

- (b) Route no. S64C was routed via Cathay City and Catering Road West but not Passenger Terminal. However, most of the Airport staff residing in Yat Tung Estate worked in Passenger Terminal. For this reason, if route no. S64C was not routed via Passenger Terminal in evening peak hours, it could not help shorten the commuting time of these passengers. He requested to split route no. S64 into route nos. S64X and S64C in evening peak hours so that the journey time could be shortened by 20 to 30 minutes.

47. Mr Eric KWOK proposed to extend the service hours of route no. S64X to the noon time so that residents working at AsiaWorld-Expo could commute more conveniently.

48. Mr Rayson LAW made a consolidated response as follows:

- (a) Regarding the findings of the study and assessment on the suggestion of splitting route no. S64, Long Win would follow up and liaise with TD, closely monitor the latest development and report the progress in due course.
- (b) As the number of passengers boarding at Passenger Terminal in evening peak hours is relatively more than other period, Long Win would arrange special departures of route no. S64C from Air Cargo Area and Cathay City to Tung Chung to facilitate boarding by passengers waiting thereat. Long Win noted Members' concern over the commuting time of residents in Yat Tung Estate who were working at the Airport, and would closely monitor the passenger demand.
- (c) Long Win noted the suggestion of extending the service hours of route no. S64X to noon time and would study it in due course.

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

- (a) The representative of Long Win had given inconsistent responses. When he responded for the first time, he said that the commuting traffic from workplace was less concentrated in evening peak hours. However, he just said that a lot of passengers boarded at Passenger Terminal in evening peak hours and, as a result, passengers waiting at catering areas might fail to get on the bus. Given the keen demand for bus service of route no. S64 at Passenger Terminal, he asked why Long Win did not split route no. S64 for the whole day to provide return trips to Yat Tung Estate for Airport workers working at Passenger Terminal.
- (b) Regarding the relocation arrangement for the bus stop of route no. S64, TD stated in its written reply dated 15 September 2017 that the relocation proposal of the bus stop of route no. S64 had been discussed at the meeting of the Traffic and Transport Committee (T&TC) held in March 2017 and would be implemented as planned. After further enquiries were made, TD stated in the

written reply dated 10 May 2018 that the proposal had been shelved. He requested TD to clarify whether the proposal had been endorsed by IDC.

50. Miss Sherman CHOI said that subsequent to the settlement of the Route Planning Programme item regarding the proposed terminal point relocation of route no. S64 from Yat Tung Estate to Mun Tung Estate in mid-2017, TD received comments raised by various stakeholders. TD had carefully studied all the opinions collected, held discussion with the bus company, and consequently decided to shelve the relocation proposal for the time being. TD and Long Win would study the feasibility of the suggestion on service enhancement and splitting of route no. S64. TD noted the views of Mr LAU Chin-pang and would continue to follow up on the matter with the bus company.

51. Mr Eric KWOK said that during the discussion on the relocation proposal of the bus stop of route no. S64 concerned at the T&TC meeting in September last year, he stressed that the proposal had not been endorsed by IDC. According to the minutes of the meeting, the representatives of TD said that TD noted Members' views that day. He hoped that the representatives of TD would respond to enquiries carefully. Otherwise, he might consider taking further action or lodging a complaint.

V. Question on congestion on Yat Tung Street, Tung Chung
(Paper T&TC 37/2018)

52. The Chairman welcomed Mr YEUNG Yiu-chung, District Operations Officer (Lantau) of HKPF to the meeting to respond to the question. Link Asset Management Limited (the Link) was unable to arrange representatives to attend the meeting but had provided a written reply for Members' perusal.

53. Mr LAU Chin-pang briefly presented the question. On 9 July 2018, he received a letter from the Link which indicated that the exit of Car Park No. 3 in Yat Tung Estate would be open on 20 July 2018. On 17 July 2018, he and the representatives of TD had conducted a site inspection to the exit and identified many problems: Firstly, there were two high walls on both sides of the ramp at the exit. When motorists were driving out from the bus terminus or the exit, their vision would be obstructed easily; Secondly, as many pedestrians at present crossed the road in front of the exit to get to the bus terminus, he worried that opening the exit would pose potential hazard to pedestrians; Thirdly, regarding painting of road markings, he proposed to convert the existing road marking from "Give way" to "Stop" so that vehicles coming out from the ramp had to stop at the junction. This enabled motorists to be aware of the road conditions before they continued to drive, thus reducing the chance of traffic accident. On 20 July 2018, he was notified by the Link that opening of the above exit would be postponed until further notice. He enquired of TD and the Link about the progress and result of discussion on the exit, as well as the proposed improvements.

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

- (a) TD had also received the notification from the Link earlier, stating that the exit of Yat Tung Estate Car Park No. 3 would be open on 20 July 2018. Subsequently, she conducted a site inspection to the exit with the representatives of the Link on 17 July 2018 and gave comments. After the site

inspection, TD opined that the 2 high walls on both sides of the ramp at the exit might obstruct the vision of motorists, and suggested the Link lower the height of the walls or consider converting the road marking at the exit from “Give way” to “Stop”. Vehicles coming out from the exit had to stop at the location, so that motorists would pay attention to the movement of buses at the adjacent bus stop and pedestrians crossing the road, if any, to ensure safety.

- (b) Having studied the comments with its works department, the Link responded to TD that the height of the walls could not be lowered due to the design plans but agreed to convert the road marking from “Give way” to “Stop”. As alteration of road marking and traffic sign was required, the Link informed TD that the opening of the exit scheduled on 20 July 2018 would be postponed until the relevant improvement measures were completed. TD had also reminded the Link that it should notify residents in the vicinity and motorists when the exit was to be open in the future because the exit had been closed for many years. The Link agreed to provide warning signs inside the car park and at the exit with a view to reminding the residents and motorists that the exit of the car park was reopen and that the public had to pay attention to vehicles coming out from the exit.

55. Mr LAU Chin-pang said that although residents hoped to solve the congestion problem in Yat Tung Street early, the traffic at Yat Tung Street would be affected seriously if the exit was open in haste and hence caused traffic accidents. He thus opined that public safety should always be put in the first place, and the exit should be open only after the Link completed the relevant improvement measures. Moreover, he hoped that the Link would notify IDC and TD prior to the opening of the exit to avoid the recurrence of the current situation, that is, problems were identified only after a decision had been made.

(Post-meeting note: The Link gave notification after the meeting about the opening of the exit of Yat Tung Estate Car Park No. 3 to users of the car park on 10 September 2018.)

56. Mr Eric KWOK expressed his views as follows:

- (a) He also received a notification from the Link on 9 July 2018 about the opening of the exit of Yat Tung Estate Car Park No. 3 on 20 July 2018. However, the Link subsequently informed him over the phone on 19 July 2018 that the exit could not be open on 20 July 2018 as planned after taking into account the comments given by government departments. He enquired of TD whether the Link had given prior notification to TD about its plan of opening the exit on 20 July 2018, and whether TD had discussed with the Link the relevant arrangement at meetings.
- (b) He had been concerned about the traffic congestion problem on Yat Tung Street, and had proposed to set up the Yat Tung Street planning working group at the IDC meeting held on 12 February this year with a view to expeditiously resolving the problem on Yat Tung Street.

57. Mr YEUNG Yiu-chung said that as the high walls at the exit would easily cause obstruction to the vision of motorists, the Police also supported the proposed conversion of the road marking at the junction from “Give way” to “Stop” and additional provision of indicator lights and warning signs at appropriate locations. He believed that the opening of the exit of Yat Tung Estate Car Park No. 3 in the future could help divert the traffic and alleviate the congestion problem at the roundabout on Yat Tung Street.

58. Ms YUEN Kit-fung said that TD received the notification from the Link later than Members. After learning such news from Members, TD had immediately contacted the Link to understand the situation.

VI. Question on the roundabout at Yat Tung Street, Tung Chung
(Paper T&TC 43/2018)

59. The Chairman welcomed Miss Esther SZETO, Property Service Manager/S (HKI) 3 of HD and Mr YEUNG Yiu-chung, District Operations Officer (Lantau) of HKPF to the meeting to respond to the question. The Link was unable to arrange representatives to attend the meeting but had provided a written reply for Members’ perusal.

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

61. Miss Esther SZETO responded as follows:

- (a) Yat Tung Estate comprised Yat Tung (I) Estate and Yat Tung (II) Estate, having a total of 25 blocks and accommodating more than 40 000 residents. The roundabout at Yat Tung Street (roundabout) was located at the centre of the estate, near Yat Tung Shopping Centre and public transport terminus. The roundabout was a common area of the estate, and a property management agency hired by HD was responsible for its day-to-day management. Apart from buses and Lantau taxis, other vehicles (including vehicles using the loading/unloading areas of the shopping centre and market as well as Car Park Nos. 2 and 3 in Yat Tung Estate) would also drive past the roundabout, making it a location with heavy traffic.
- (b) According to the existing arrangement for road control, vehicles were permitted to stay in the Roundabout for a short period. Parking was not allowed thereat, and offending vehicles would be subject to impoundment.
- (c) The property management agency of Yat Tung Estate would arrange security guards for executing road control and assisting in directing traffic at the roundabout to keep the road clear from 7:00 a.m. to 11:00 p.m. every day. The roundabout was wide enough to maintain 2-lane traffic. If any vehicles were found travelling slowly along the inner lane of the roundabout, the security guards would ask such motorist to drive the vehicle away and, if necessary, seek assistance from the Police. However, no vehicles were found parking on the inner lane of the roundabout so far.

62. Mr YEUNG Yiu-chung said that the roundabout was under HD's management. However, the Police would take enforcement actions if both the inner and outer lanes of the Roundabout were fully parked with vehicles because it would cause serious obstruction and hence disruption to traffic.

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

- (a) As shown in the photos provided by residents, parallel parking occurred at the roundabout, thus causing obstruction to passage of large vehicles such as school buses, coaches and goods vehicles. Traffic congestion was very serious in the peak hours between 7:00 a.m. and 8:00 a.m., and some motorists affected by the congestion might sound the horns continuously. Sometimes, such noise nuisance lasted for half an hour, which caused serious disturbances to the nearby residents.
- (b) The congestion problem on Yat Tung Street in morning peak hours was mostly caused by vehicles on the inner lane of the roundabout. Although parking at the roundabout was prohibited, vehicles might stay in the estate free of charge for a maximum of 30 minutes after they entered through the gate. Therefore, some motorists intentionally kept driving their vehicles slowly along the inner lane of the roundabout. As no parking was involved, HD could not impound those vehicles. To alleviate the congestion problem at Yat Tung Street, he suggested Link REIT, HD and the Police enhance cooperation by stepping up patrol and law enforcement in morning peak hours, driving away the vehicles which kept travelling slowly along the roundabout and taking prosecution actions against illegal parking behaviours.

64. Mr Eric KWOK expressed his views as follows:

- (a) The congestion problem on Yat Tung Street had existed for many years. Last year, he conducted a site inspection to the location with HD, TD, Highways Department (HyD) and the Police, and proposed short-term and medium-term solutions. As regards the short-term solution, he proposed HD to deploy staff to execute traffic control at the roundabout. As regards the medium-term solution, he recommended conversion of the passing bay off Kan Yat House to a temporary urban taxi stand. His proposals were supported by the departments concerned and were endorsed by the mutual aid committees in Yat Tung Estate at that time. However, he later received a notification from TD stating that the proposed solutions were shelved due to someone's objection, and the problem of traffic congestion remained unsolved.
- (b) Residents in the area had keen demand for urban taxi service. If the departments concerned could not provide a permanent urban taxi stand in Yat Tung Street but drove away the urban taxis awaiting passengers at the roundabout, it would only give rise to discontent among the residents and taxi industry and was not an effective solution.
- (c) At the IDC meeting held on 12 February this year, he recommended replanning of Yat Tung Street and put forward a long-term improvement proposal to

thoroughly resolve the problem of traffic congestion on Yat Tung Street. It was understood that HD, TD and HyD were actively studying the proposal which would also be followed up by the Traffic and Transport Committee Working Group (T&TC Working Group). He hoped that the departments concerned would implement the improvement proposal quickly as possible to respond to the demand of the residents.

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

- (a) He hoped that TD and the Police would explain in detail why the proposed provision of an urban taxi stand raised by a Member was rejected.
- (b) The congestion problem at the roundabout had lasted for many years and remained unresolved. Although a long-term improvement proposal was put forward at a meeting of T&TC Working Group, the proposal involved road works which required long-time planning and the problem could not be resolved within a short time. He believed that the problem could be immediately tackled as long as HD and the Police would step up enforcement action and re-establish the traffic order at the location.

66. Ms YUEN Kit-fung said that the proposed provision of an urban taxi stand at the passing bay off Kan Yat House was inappropriate because the passing bay was not long enough that it could only accommodate 2 taxis. Besides, the location was close to the entrance of the public transport interchange which was an access with a traffic flow of more than 100 buses in peak hours. If a taxi stand was to be set up there, it would only shift the congestion problem from the roundabout to the road section of the passing bay, and the situation would become less desirable. After listening to the comments of the departments and examining the impact of the proposed measure on the vicinity, TD opined that the proposal was not feasible at this stage. Identification of suitable places for provision of urban taxi stands and bus bays by TD was in progress with a view to improving the traffic condition on Yat Tung Street.

67. Mr YEUNG Yiu-chung said that the roundabout was under the management of HD, but the Police was willing to tie in with HD for taking law enforcement actions. It had provided assistance at scene upon receipt of report for several times in the past. However, when police officers arrived at the scene after receiving reports, the traffic was already seriously congested and the public had suffered from the nuisance to a certain extent. He therefore suggested that when the outer lane of the roundabout was fully parked with vehicles, the staff of HD should discourage the motorists who intended to park their vehicles on the inner lane from doing so or immediately ask them to leave the location to avoid traffic congestion.

68. Miss Esther SZETO made a consolidated response as follows:

- (a) Vehicles were permitted to stay at the outer lane temporarily for pick-up/drop-off or loading/unloading activities only, but were not permitted to stay or be parked at the inner lane. Moreover, the road section off the emergency crash gate was an emergency vehicular access where parking of vehicle was prohibited.

- (b) Although vehicles on the inner lane were required to keep moving without causing obstruction to the road, some motorists refused to follow the instruction. Having consolidated the past experience of road control, the staff of HD could not impound vehicles if motorists were staying inside the vehicles. They could only seek assistance from the Police in case such motorists were uncooperative. In addition, only 4 vehicles could temporarily stay on the outer lane under the existing road control arrangements. Therefore, when the 5th vehicle wanted to enter the outer lane, the security guards would signal the motorist concerned to drive their vehicles away. However, some motorists were uncooperative or would keep driving their vehicles slowly on the inner lane.
- (c) Vehicles leaving Yat Tung Street had to pass through the roundabout. For this reason, the security guards could not drive away the vehicles in front of the gate. Even for empty taxis, the security guard had to let them enter and guided the drivers to leave through the other side of the gate.

69. Mr LAU Chin-pang said that the congestion problem at the roundabout was not alleviated because motorists of vehicles on the inner lane were unwilling to follow the instructions. As it took time for police officers to go to the scene after receiving reports from HD, the residents had already suffered from the nuisance for some time when they arrived. He opined that HD alone could not deal with the problem, and therefore requested the Police to consider deploying police officers to assist HD in executing road control at the location in morning peak hours.

70. Mr YEUNG Yiu-chung said that the Police had been deploying police officers to take enforcement actions at many busy road sections in Tung Chung in morning peak hours. Regarding the proposal of deploying police officers to assist HD in executing road control at the location in morning peak hours, he opined that it was inappropriate for the Police to have direct intervention at this stage having regard to manpower deployment and priority of police work. He suggested HD inform the Police when traffic congestion occurred and it would then deploy staff to provide assistance. The Police would maintain close liaison with HD for further improvement of the traffic condition at the roundabout.

71. Mr Eric KWOK proposed that HD should provide the Police with the data on traffic flow at the roundabout in the peak hours for police deployment at the location in the light of the traffic flow for control or patrol to enhance the deterrence effect.

72. Mr CHAN Kam-hung said that all vehicles except Lantau buses and taxis would travel via the roundabout to Yat Tung Street, causing very heavy traffic on Yat Tung Street. Traffic congestion did not only occur in morning peak hours but also in other timeslots (such as lunch hours). The vehicles were in slow motion passing the entry gate. In case motorists encountered any problems when tapping their cards at the card reader at the gate, blockage to the traffic would be caused. In addition, owing to the lack of urban taxi stand in Yat Tung Estate, drivers of empty urban taxis waiting for passengers might not follow the instructions of the security guards and leave the roundabout for their business. He recommended expeditious provision of an urban taxi stand to help address the congestion problem at the roundabout.

73. Miss Esther SZETO said that to her observation, traffic congestion at Yat Tung Street did not occur in morning peak hours only. During lunch hours, people would drive to Yat Tung Shopping Centre or go there by public transport, and some goods vehicles would travel to the loading/unloading areas of the shopping centre and the market. Moreover, motorists might encounter problems when they tapped their cards at the card reader at the entry gate and seek assistance from the staff of the car park. Traffic congestion might have occurred even if it only took 2 to 3 minutes to solve the problem. It was learnt that T&TC Working Group was following up on the item. HD would collaborate with the departments concerned and stakeholders with a view to providing an urban taxi stand near Yat Tung Estate shortly to alleviate the congestion problem at the roundabout.

(Mr CHAN Lin-wai left the meeting at about 3:50 p.m.)

VII. Question on residents' coach service of Discovery Bay
(Paper T&TC 38/2018)

74. The Chairman welcomed Miss CHOI Siu-man, Sherman, Senior Transport Officer/Islands 1 of TD and Mr Peter TSANG, Senior Manager-Transportation of DBTSL to the meeting to respond to the question. The written reply of Discovery Bay Services Management Limited (DBSML) had been distributed to Members for perusal before the meeting.

75. Ms Amy YUNG briefly presented the question.

76. Miss Sherman CHOI said that both residents and non-residents of Discovery Bay could use the residents' coaches (RC) service. Regarding the longer waiting time of residents for bus service due to the heavy visitor flow to Discovery Bay during public holidays, TD had requested DBTSL in writing for provision of enhanced bus service on public holidays to meet the demand of passengers.

77. Mr Peter TSANG said that passengers of the RC routes of Discovery Bay included residents, visitors and persons working in Discovery Bay every day. In recent years, DBTSL had introduced double-deck buses to enhance carrying capacity of external routes. The company had also actively renewed its bus fleet to push up availability of buses. According to observations, the frequency of RC service during weekend and public holidays was adequate to meet the demand of passengers. During public holidays or when events were held in the area, DBTSL and Discovery Bay Transportation Services Limited (DBTPL) would provide additional buses and sailings in response to the increase in passenger volume to ensure that adequate carrying capacity was available to provide service for passengers.

78. Ms Amy YUNG expressed her views as follows:

- (a) As the representative of TD had just said that residents and non-residents of Discovery Bay could travel by RCs of Discovery Bay, she asked TD about the legal basis for such arrangement. To her understanding, non-residents of other housing estates had to buy tickets in advance before using the RC services of such housing estates. She opined that the RC service of Discovery Bay should not be provided for non-residents. Otherwise, it would be no different

from franchised bus service. She queried whether the representative of TD clearly understood the relevant legislation, and expressed her discontent over the reply given in haste which stated that both residents and non-residents were eligible to use the RC service.

- (b) It was stipulated in the contract of RC service that the service was only provided for the residents and also their guests. However, she found that the service had been abused, especially by visitors from other districts. In her opinion, it was necessary for the developer to arrange separate means of transport for visitors when events were organised.
- (c) Discovery Bay was a private place. In light of the occurrence of several burglaries in the area, DBSML should restrict outsiders from entering Discovery Bay. As events were frequently organised in the area and would attract a lot of tourists, she enquired how DBSML would control and manage people flow, vehicular flow, bus service and local traffic conditions, etc. However, no representative of DBSML attended the meeting to give further explanation.
- (d) The representative of DBTSL had just said that suitable traffic arrangements would be made during public holidays or when events were held in the area. However, the Easter events held this year had attracted a lot of visitors to the area and led to a serious shortage of local transport services. Public buses were arranged by the parties concerned to pick up the residents only after complaints had been lodged. As the public bus service provided on that day was not a regular route, bus fare could not be charged as stipulated by the regulations. However, DBTSL said that the free journey was a concession given to residents, which was inconsistent with the fact.

79. Miss Sherman CHOI said that the target group of RC service was determined after the operator had obtained consent from the resident representatives. The operator of RC routes could specify the target service users at the time the application for operating RC routes was submitted. As she understood, the target service users stated by DBTSL in the application documents included residents and non-residents.

80. Mr Peter TSANG said that as regards the traffic arrangements during public holidays or when events were held in the area, DBTSL and DBTPL would improve the service frequency having regard to passenger demand. As far as he knew, the organiser of the event held in the area last weekend had provided transport service for the participants with vehicles hired from other operators of vehicle rental service. The bus service provided on last Saturday was adequate to meet the passenger demand, and traffic congestion or excessively long waiting time of passengers did not occur that day. DBTSL would closely monitor the passenger volume during the events and reserve adequate manpower and vehicles for adjustment on the service schedule in the light of change in passenger volume.

81. Ms Amy YUNG enquired how many RC routes in the territory provided service for both residents and non-residents and whether only RC service of Discovery Bay was available to non-residents. She requested TD to provide the relevant information. She queried why TD permitted RC service of Discovery Bay to serve non-residents because the service operator

might abuse the mechanism and the franchised bus service would also be affected. Moreover, she was discontent with DBSML for allowing non-residents to use RC service of Discovery Bay without consulting the residents. She requested DBSML to provide a copy of the application document which would enable residents in Discovery Bay to understand the arrangement.

82. Mr Ken WONG said that students residing on Peng Chau mainly went to Discovery Bay for bus interchange to schools in Tung Chung at present. In case the RC service of Discovery Bay no longer provided service for non-residents, TD or DBSML would need to discuss with Education Bureau how to address the transportation problem faced by students in Peng Chau attending schools in other districts.

83. Miss Sherman CHOI said that the relevant information was not available at present and undertook to follow up on Ms Amy YUNG's enquiry with the sections concerned after the meeting.

84. Ms Amy YUNG opined that all school buses should be permitted to enter the area of Discovery Bay, and requested the Secretariat to put her views on record.

VIII. Question on public housing development atop Siu Ho Wan depot of MTR Corporation Limited
(Paper T&TC 39/2018)

85. The Chairman welcomed Ms YUEN Kit-fung, Engineer/Islands 2 of TD to the meeting to respond to the question. The written replies of MTR Corporation Limited (MTRCL), TD and HyD had been distributed to Members for perusal before the meeting.

86. Ms Amy YUNG briefly presented the question. She regretted that MTRCL did not arrange representatives to attend the meeting. The recent incidents revealed that there were some potential problems with MTRCL's management system, long-term planning and arrangement, crowd management and works in MTR stations, etc. She opined that MTRCL should improve the preliminary planning of MTR stations and supervision of engineering works and fulfill its responsibility for good corporate governance. Seeing that there was no representative of MTRCL attending the meeting, she asked the Secretariat to put her opinions on record. The frequent occurrence of MTR incidents recently affected the general public, and the transparency of the incidents and the crisis management of MTRCL did not meet public expectations. She reprimanded the management of MTRCL as well as Transport and Housing Bureau in this regard.

87. Mr Holden CHOW expressed his views as follows:

- (a) MTRCL had carried out many superstructure development projects, and proposed to designate part of the site atop Siu Ho Wan depot for public housing development. MTRCL had to maintain close communication with the Government to ensure that the completion time of the public housing estate would be in conjunction with the commissioning time of the MTR station. This could avoid the situation that the adjacent MTR station was only open for use many years after the completion of the public housing estate, which was the problem faced by Ying Tung Estate at present.

- (b) The written reply of MTRCL stated that it was introducing a new signalling system for 7 MTR lines operating in urban areas including Tung Chung Line and the signalling system upgrade was expected to be completed by 2026, which he considered too slow in progress. With the ever-growing population in Tung Chung, the current frequencies of Tung Chung Line in morning peak hours were no longer adequate to cope with the passenger flow. Therefore, MTRCL should upgrade the signalling system of Tung Chung Line as soon as possible and improve train frequencies consequently.

88. Mr Eric KWOK said that there were about 300 000 families queuing up for public rental housing. Owing to scarce public housing supply, the average waiting time for public housing allocation for each household applicant was 6 to 7 years. He therefore strongly supported the proposed public housing development atop Siu Ho Wan depot. Moreover, the Tung Chung New Town Development Extension had been commenced and was expected to accommodate an additional population of 140 000 to 150 000 after completion. The demand for railway service would be very strong then. If MTRCL's signalling system upgrade could be completed only by 2026, it would lead to consequences beyond imagination.

89. Mr Randy YU said that the population of Tung Chung would increase by multiples in future. Even if MTRCL could complete the entire signalling system upgrade by 2026, the overall carrying capacity of MTR could only increase by about 10%. As such, he was worried that the MTR service would still be unable to meet the traffic demand in future. Apart from the residents of Tung Chung and Discovery Bay, residents of other areas on Lantau Island would also board on the trains of MTR Tung Chung Line in Tung Chung. For this reason, it was an issue involving Lantau Island as a whole. He hoped that MTRCL would provide a more detailed reply or consider attending the meetings in future to give response.

90. The Chairman asked the Secretariat to have further follow-up actions with MTRCL.

(Post-meeting note: The Secretariat had relayed Members' views to MTRCL in writing after the meeting, and had distributed the written reply of MTRCL to Members for perusal.)

IX. Question on request for retaining the existing routeing and service time of Citybus route no. E23 and introducing route no. E23A to serve Yat Tung Estate and Tung Chung North
(Paper T&TC 40/2018)

91. The Chairman welcomed Miss Sherman CHOI, Senior Transport Officer/Islands 1 of TD, Mr Calvin WONG, Senior Planning Officer and Ms Penny CHUNG, Senior Public Affairs Officer of New World First Bus Services Limited (NWFB)/Citybus Limited (Citybus)/ to the meeting to respond to the question. The written reply of Citybus had been distributed to Members for perusal before the meeting.

92. Mr Eric KWOK briefly presented the question.

93. Mr Calvin WONG briefly presented the written reply of Citybus.

94. Miss Sherman CHOI said that TD noted the concern of Members and Airport staff over the proposal of route no. E23. The objective of the proposal was to meet the transport needs of residents in Tung Chung North under the principle of optimal utilisation of bus resources having regard to various traffic demands. TD would carefully examine all the opinions collected and discuss with the bus company the route implementation arrangements.

95. Mr Eric KWOK expressed his views as follows:

- (a) He expressed doubt about the survey data on passenger volume provided in the written reply of Citybus, and enquired Citybus whether the survey was carried out on weekdays or holidays and where the survey was carried out. In June this year, he and his colleagues set up street booths at Tung Chung Cable Car Terminal on Tat Tung Road and Fu Tung Plaza in morning peak hours, and at Tung Chung Fire Station on Shun Tung Road in evening peak hours respectively every day to conduct a survey on the patronage of the frequencies of route no. E23 Tsz Wan Shan bound in the morning and Airport bound in the evening. It was discovered that buses departing in the busiest hour were almost full with some standees in the bus compartments. The visual assessment of the occupancy rate was 70%, and there was a great discrepancy between this figure and the data provided in Citybus's written reply.
- (b) Most passengers did not take "E" route buses from the Airport to the urban areas, and many of them would alight at en-route stops. Therefore, the data obtained from the survey at the bus terminus was not accurate. As most of the buses plying between Tung Chung and urban areas would travel along highways, he proposed that the bus company should carry out surveys at bus stops in front of highways (such as Yu Tung Court or Austin MTR Station).
- (c) It had been 18 years since the resident intake of Yat Tung Estate in 2000. The current population of the estate was about 46 000 and there was unmet demand for bus service in the area. However, in Tung Chung North whose population was around 25 000, bus route nos. E11A, E21A and E23A connecting to the urban areas had been provided. As reflected to him by many residents of Yat Tung Estate, the journey of route no. E23 was long, and the travelling time was often lengthened due to traffic congestion in Kowloon. During the period he set up booths on the streets for survey, he had received a total of 540 signatures of residents in support of retaining the existing routeing and service time of Citybus route no. E23 and introducing the new route no. E23A to serve Yat Tung Estate and Tung Chung North. He hoped that TD and Citybus would listen to residents' opinions.

96. Mr Calvin WONG made a consolidated response as follows:

- (a) The boarding and alighting survey mentioned in the written reply was conducted on weekdays during Monday to Friday, and the scope of survey covered the departures of a whole traffic day. Moreover, staff would be deployed to conduct the survey on buses of selective departures every hour. The surveyor would make record of the occupancy as well as the number of passengers boarding and alighting at each bus stop for the whole journey. As

to the discrepancy between the data collected by the bus company and that by Mr Eric KWOK, Citybus would clarify and follow up on the matter further after the meeting.

- (b) Citybus had been closely monitoring the development of Tung Chung West, change in travelling habits of residents in the area, as well as the demand of residents for public transport service. It would also conduct timely review with TD.

97. Mr Eric KWOK recalled his journey on route no. E23 2 months ago. He got on a bus at the bus stop at Fu Tung Plaza at 6:00 p.m. or so. As the bus was full, he was a standee for the whole journey. He reiterated his query about the survey data on patronage provided by Citybus.

98. Mr LAU Chin-pang said that he and Mr Bill TANG had repeatedly proposed to arrange “E” route buses operating via Tung Chung West, but the bus company refused to do so on grounds of lengthened journey time. However, the bus company proposed to re-route some bus routes via Tung Chung North for optimal utilisation of the spare carrying capacity. By comparison, the proposal of re-routeing via Tung Chung West would lengthen the journey time for a few minutes, and the extra journey time required was definitely less than that for re-routeing via Tung Chung North. He questioned whether the bus company had adopted double standards to assess these proposals. If any “E” routes had spare carrying capacity, he proposed to re-route them via Tung Chung West so that residents in this area did not need to make a detour for taking bus. He requested to put his opinion on record.

99. Mr Holden CHOW said that with the gradual intake of the new housing estates in Tung Chung East, the population would be on the increase. Many residents hoped that the bus company would provide additional bus routes operating via Tung Chung East. According to TD’s proposal, route no. E23 would be re-routed via Tung Chung North and Ying Hei Road, and he enquired about the frequency arrangement of the bus route.

100. Mr Calvin WONG said that the frequency of route no. E23A routed via Tung Chung North was almost similar to that of route no. E23.

X. Question on request for improving the routeing of village vehicle

(Paper T&TC 41/2018)

XI. Question on mechanism for regulating village vehicles on Cheung Chau

(Paper T&TC 42/2018)

101. The Chairman welcomed Ms YUEN Kit-fung, Engineer/Islands 2 of TD, Ms LEUNG Chiu-mei, Maintenance Engineer/Islands & Computer Services of HyD, Miss Esther SZETO, Property Service Manager/Service (Hong Kong Island & Islands 3) of HD, and Mr TAI Cheuk-yin, Assistant Divisional Commander (Operations & Crime) (Cheung Chau) of HKPF to the meeting to respond to the questions. The written reply of TD regarding Paper T&TC 42/2018 had been distributed to Members for perusal before the meeting.

102. Ms LEE Kwai-chun briefly presented the question stated in Paper T&TC 41/2018, and Mr KWONG Koon-wan briefly presented the question stated in Paper T&TC 42/2018.

103. Ms YUEN Kit-fung said that TD had submitted a written reply regarding the question in Paper T&TC 42/2018. As to another question, Nga Ning Court was not an area under the management of TD, and therefore TD had to consult HD first for further study on the feasibility of village vehicles travelling via Nga Ning Court.

104. Ms LEUNG Chiu-mei said that as regards vehicle skidding at the road section off Warwick Hotel, HyD had to conduct site inspection and discuss improvement measures with the contractor and had yet come to a conclusion about this. Members interested in joining the site inspection might contact HyD after the meeting.

105. Miss Esther SZETO said that if village vehicles were to make a detour to the entrance of Nga Ning Court on Sai Wan Road, they would need to pass by Ho Chak House and Chun Chak House of Nga Ning Court, and travel to Cheung Chau Peak Road along Cheung Chau Peak Road West. The above route might affect about 306 households (or 73% of the total) of Nga Ning Court. HD had preliminarily consulted all members of Nga Ning Court Estate Management Advisory Committee on Ms LEE Kwai-chun's proposal and their views were consolidated as follows:

- (a) Buildings in Nga Ning Court were of multi-storey design and were more densely populated than the village houses in Cheung Chau. Concerns were raised about the potential hazards to residents, wheelchair users and cyclists if village vehicles passed through the housing estate.
- (b) Residents were concerned whether village vehicles would cause noise nuisance and air pollution.
- (c) Nga Ning Court was situated on a hill. Some village vehicles transported construction materials along the road of the housing estate and left some concrete on the roadside in November 2014 and January 2015. As it would be very difficult to remove hardened concrete, the housing estate had to immediately mobilise a lot of cleaners to clean the road surface. Residents were worried about the recurrence of similar incidents.
- (d) Residents were concerned that access to and from the housing estate by a lot of vehicles would have negative impact on security and public order, and would cause damage to the roads more easily, resulting in increased maintenance fee.
- (e) Nga Ning Court Estate Management Advisory Committee had reservations on the proposal and wanted to know the cause of accidents. The committee suggested TD and the Police consider providing more warning notices at the road section concerned, reminding motorists to engage in a lower gear when going uphill, drive with proper attitude and avoid overloading, etc.

106. Mr TAI Cheuk-yin made a consolidated response as follows:

- (a) Regarding the proposed routing of village vehicles in Cheung Chau along Cheung Chau Peak Road West via Nga Ning Court, the Police was willing to

explore solutions with the residents, HD, departments concerned and other stakeholders.

- (b) The Police had held meetings with TD and IsDO last October, discussing various issues such as the licensing system of village vehicles and vehicle specifications. The Police was very concerned about the traffic accident occurred on 29 June 2018. The Traffic Hong Kong Island would deploy staff to promote road safety and hold talks in Cheung Chau with a view to enhancing the road safety awareness of drivers of village vehicles.
- (c) According to the record of the Police, 2 traffic accidents involving village vehicles had occurred at the road section off Warwick Hotel since 2013. The first incident occurred in late 2017. A village vehicle lost control and turned over when going uphill, and the driver suffered minor injury. The second incident occurred on 29 June 2018. A village vehicle lost control and turned over when transporting concrete uphill at the road section off Warwick Hotel, and the driver was seriously wounded and died after admission to hospital. The case was handed over to the Traffic Hong Kong Island for investigation.

107. Ms LEE Kwai-chun said that as the road section off Warwick Hotel was very steep, pedestrians and persons using small handcarts would find it difficult to go up or down the steep road. She requested the departments concerned to implement road improvements at the road section.

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

- (a) He criticised TD for giving an irrelevant written reply. Many traffic accidents at the road section occurred when village vehicles were going uphill, which might be caused by improper driving attitude of motorists, abrupt turns or excessively steep road. Evidently, the road section concerned was dangerous. As many traffic accidents had taken place at the road section off Warwick Hotel in the past few years, he hoped that the departments concerned would resolve the problem early and take actions lest the recurrence of serious traffic accidents.
- (b) Some members of the industry suggested that village vehicles should travel along Cheung Chau Peak Road West and enter or leave the villages via Nga Ning Court, but residents of Nga Ning Court objected to the proposed re-routeing. There were about 1 500 residents in Nga Ning Court, and about 2 000 pedestrians would pass the road section concerned in Nga Ning Court every day. Residents were worried that the proposal would result in higher risk of mass casualties in case of traffic accident.
- (c) All the accidents occurred when the village vehicles involved were going uphill at the road section off Warwick Hotel. Village vehicles might skid backward when making turns due to heavy load. Some members of the industry had proposed to straighten the road section for enhancement of road safety. He requested the departments concerned to conduct a site inspection and had a discussion on the improvement measures as quickly as possible.

109. Mr Holden CHOW supported improving the road section to avoid recurrence of traffic accidents involving village vehicles. He also recommended the department concerned to stipulate maximum permissible load of village vehicle, install closed circuit television for surveillance of road conditions, as well as step up patrol and prosecution against offending motorists.

110. Ms LEE Kwai-chun said that several traffic accidents took place at the road section off Warwick Hotel, which was a very dangerous location. If there was no other access available for use by village vehicles, the departments concerned had to make improvements to the above road section.

111. Ms YUEN Kit-fung said that a task force had been set up earlier to review the conditions of Village Vehicle Permit. TD would discuss the issue with the stakeholders in Cheung Chau and Peng Chau in due course.

112. Mr KWONG Koon-wan said that Members requested TD to explore improvement measures to the problems of village vehicles many years ago, but TD deferred action until recently. It would be preferable for IDC to form a working group to monitor the work progress of TD in this respect.

113. Ms LEE Kwai-chun requested to include the issue of village vehicles as a report item of Islands District Management Committee.

114. Ms YU Lai-fan said that many roads in Islands District were shared by pedestrians and vehicles. Although village vehicle was an important means of transport on the island, the regulatory system of village vehicles was not reviewed over the years and had become outdated. Traffic accidents involving village vehicles occurred frequently in recent years, and some involved casualties. Nevertheless, the departments concerned still did not take the initiative to review and improve the outdated system. As a department responsible for regulating village vehicles and the issuance of Village Vehicle Permits, TD had a duty to properly manage the village vehicles in Islands District and step up cooperation with the Police to combat illegal driving behavior to ensure the safety of road users.

115. Ms LEE Kwai-chun said that as village vehicles were used in most areas in Islands District, she agreed that the issue of village vehicles should be followed up at working group level.

116. Mr CHOW Yuk-tong said that the total number of standing working groups under IDC should not exceed 12. IDC and its committees had formed 11 working groups so far, and only 1 more working group could be formed. He agreed to follow up on the issue of village vehicles but opined that follow-up actions could be continued without forming a dedicated working group for the time being.

117. Mr Randy YU suggested T&TC Working Group continue to follow up on and discuss the issue of village vehicles, and convene a working group meeting shortly. IDC Members and T&TC Members who did not join T&TC Working Group but were interested in the discussion of the item might attend the working group meeting.

118. Mr KWONG Koon-wan thought that it was necessary to form a dedicated working group because a fatal traffic accident involving a village vehicle occurred in Cheung Chau recently. If T&TC Working Group was to follow up on the item, it was necessary to expand its terms of reference and functions, and include the review of the mechanism for regulating village vehicles as an item for discussion with a view to enhancing accountability of various departments. In case the working group did not function effectively in the coming few months, a dedicated working group should be formed to urge the departments concerned to jointly tackle the problem of village vehicles in Islands District.

119. Mr Randy YU suggested T&TC Working Group invite the TD officers responsible for issue of village vehicles to attend the working group meeting and report the work progress. In addition, the duty visits of IDC in 2018 would be completed in October. The Islands District Council Working Group on Duty Visit would be dismissed then and a vacant slot might arise. Members could form an ad hoc working group with the vacant slot for follow up, or T&TC Working Group might continue to follow up on the issue of village vehicles.

120. The Chairman said that Members agreed to hand over the issue of village vehicles to T&TC Working Group for follow up, and requested the relevant departments to expeditiously arrange for a site inspection with the Members concerned.

(Post-meeting note: T&TC Working Group had held a meeting on 28 August 2018 to follow up on the issue of village vehicles.)

(Mr LAU Chin-pang left the meeting at about 4:35 p.m.)

XII. Question on insufficient parking spaces in Tung Chung (Paper T&TC 44/2018)

121. The Chairman welcomed Ms YUEN Kit-fung, Engineer/Islands 2 of TD and Mr YEUNG Yiu-chung, District Operations Officer (Lantau) of HKPF to the meeting to respond to the question. The supplementary information of TD was tabled for Members' perusal.

122. Mr Holden CHOW briefly presented the question.

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

- (a) According to the information of TD, there were altogether 7 773 parking spaces in residential developments and shopping centres and 281 on-street parking spaces in Tung Chung, and the detailed distribution of these parking spaces was set out in the supplementary information. TD did not possess information on the utilisation rate of parking spaces in residential developments and shopping centres.
- (b) TD provided parking spaces in Tung Chung mainly in the following ways: Firstly, it would provide on-street parking spaces at suitable locations to cope with the parking demand on the premises of not compromising traffic and road safety and not causing obstruction to road users. Secondly, TD would maintain close liaison with the departments concerned to identify suitable sites

for temporary car parks and would monitor the utilisation. If there was a strong demand for parking spaces of specific types of vehicles, TD would specify the number of parking spaces to be provided for those types of vehicles in the tendering or contract renewal of a temporary car park to meet the demand. Thirdly, TD would require the developer of a new development project to provide a certain number of parking facilities in accordance with the Hong Kong Planning Standards and Guidelines. TD would also take the traffic and transport aspects of the project into account and adopt a higher standard for parking facilities within the specification range. TD would incorporate the requirement for provision of public parking spaces in development projects as appropriate for compliance by developers.

- (c) TD had been closely monitoring the parking demand in the district and requested the District Lands Office, Island (DLO/Is) last year to rent out the vacant government land on Hei Tung Street, Tung Chung for car park under short-term tenancy. The proposed car park was expected to provide parking spaces for 12 large vehicles and 38 private cars. Consultation exercise on the proposed car park was being conducted by DLO/Is, which would continue to process the applications and tenancy formalities subsequently.

124. Mr YEUNG Yiu-chung said that the Police would regularly take enforcement action and prosecute against illegally parked vehicles on Fu Tung Street, and would continue to monitor the situation. He believed that the problem of illegal parking could be alleviated if TD could provide more parking spaces in the district.

125. Mr Holden CHOW expressed his views as follows:

- (a) With the growth of population in Tung Chung, the demand for parking space was ever-increasing. For this reason, he suggested constructing a car park. As regards site selection, Members had repeatedly proposed to make optimal use of the site of the temporary bus stop adjacent to the Tung Chung Cable Car Terminal. The site was government land zoned for the construction of a municipal complex to provide facilities such as public market, cooked food market and multi-storey car park.
- (b) According to the supplementary information of TD, there were 568 parking spaces for private cars in One Citygate. He enquired of TD the number of parking spaces provided in Two Citygate soon to be completed.
- (c) He hoped that the Police would step up law enforcement by taking prosecution actions against the illegally parked vehicles. TD would also have to increase the number of parking spaces in the district to tackle the problem at source.

126. Mr Eric KWOK expressed his views as follows:

- (a) The population, visitors and vehicular flow in Tung Chung would be ever-increasing with the imminent commissioning of the Hong Kong-Zhuhai-Macao Bridge, the new hotel soon to be opening in Citygate as well as the gradual resident intake of many new housing estates in Tung Chung. However, owing

to inadequate planning of the road network and traffic arrangement in Tung Chung, many pressing problems such as insufficient parking spaces arose. He requested TD to resolve the traffic and parking space problems as soon as possible by widening the roads and considering the construction of a multi-storey car park.

- (b) After resumption of the temporary car park in Area 39 of Tung Chung, many large vehicles were parked in the area. Although the representatives of TD had just said that 10 more parking spaces for large vehicles would be provided on Ying Hei Road, he opined that such provision could not fully meet the parking demand. He suggested TD take short-term measures by permitting temporary parking of large vehicles at the car park off Sunny Bay MTR Station.

127. Mr YIP Pui-kei said that the development of Tung Chung was rapid in recent years. With the completion and resident intake of the new housing estates such as Century Link, The Visionary and Ying Tung Estate, the traffic demand of residents was on the increase. The supplementary information of TD showed that the parking spaces for light, medium and heavy goods vehicles as well as coaches were seriously inadequate in Tung Chung. For example, there were only 115 private car parking spaces in Ying Tung Estate. The Government's vigorous efforts to develop Tung Chung New Town had attracted massive population movement to this area. However, inadequate parking spaces and comprehensive transport ancillary facilities were provided in the district, and thus the daily life of residents was adversely affected. As regards the proposed car park on Hei Tung Street mentioned by TD, he enquired about the progress and timetable of the works.

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

- (a) As regards the proposed construction of a municipal complex and multi-storey car park, TD would, as just mentioned, require the developer to provide parking facilities for a new development and would, according to the demand for parking spaces in general or parking spaces of specific types of vehicles in the area, recommended the developer concerned to provide a corresponding number of public parking spaces. TD would continue to monitor the latest development of the proposal of constructing a municipal complex.
- (b) Two Citygate was expected to be completed between late 2018 and early 2019. The data on the number of parking spaces to be provided in Two Citygate was not available at present and she would follow up on it after the meeting.

(Post-meeting note: According to the information provided to TD by the organisation concerned, 127 private car parking spaces, 7 motorcycle parking spaces and 1 coach parking space would be provided in Two Citygate. The above data was for reference only.)

- (c) The car park off Sunny Bay MTR Station was a car park under short-term tenancy and parking spaces for large vehicles were provided thereat.

- (d) As regards the works progress of the car park on Hei Tung Street, LandsD was consulting the departments concerned and would launch the next stage of work as soon as possible after collecting comments. The timetable of the works was not available at present. TD estimated that parking spaces for 12 large vehicles and 38 private cars would be provided in the car park, and would consider increasing the proportion of parking spaces for large vehicles.

XIII. Question on request for early enhancement of facilities at bus stops
(Paper T&TC 45/2018)

129. The Chairman welcomed Miss Sherman CHOI, Senior Transport Officer/Islands 1 of TD, Mr Rayson LAW, Planning and Support Officer I of Long Win, Mr Calvin WONG, Senior Planning Officer of NWFB/Citybus, as well as Mr WONG Wah, Administrative Consultant and Mr CHAN Tin-lung, Deputy General Manager of New Lantao Bus Co. (1973) Limited (NLB) to the meeting to respond to the question. The written reply of Citybus had been distributed to Members for perusal before the meeting.

130. Mr Holden CHOW briefly presented the question.

131. Miss Sherman CHOI said that the Government subsidised the franchised bus companies to install seats and real-time bus arrival information display panels (display panels), providing better and more advanced ancillary facilities for passengers waiting at bus stops, especially the elderly and those in need. The initiative would include installation of seats at more than 2 000 covered bus stops across the territory and installation of display panels at more than 1 000 covered bus stops with electrical installation on a matching basis. Owing to the large number of bus stops involved, the installation works would be implemented in 3 phases and had commenced in 2017. The project was expected to be completed in 2020. The franchised bus companies would install 13 seats and 9 display panels at the bus stops in Tung Chung in Phase 1. As at 16 July 2018, 13 seats and 1 display panel had been completed, and the remaining 8 display panels would be arranged for installation within this year.

132. Mr Rayson LAW said that Long Win had installed 9 seats at various major bus stops in Tung Chung, including those subsidised by the Government. Long Win had also installed 4 display panels at the major bus stops in Tung Chung, and the remaining 7 were expected to be gradually installed within 2018.

133. Mr Calvin WONG briefly presented the written reply of Citybus. He added that Citybus would install display panels at 3 bus stops in Islands District. The phased installation works was expected to be implemented in 2019 or 2020.

134. Mr CHAN Tin-lung said that NLB would install seats and display panels at 14 bus stops, including a display panel in Tung Chung, and planned to complete all the installation works in 2018.

135. Mr Holden CHOW enquired Citybus about the locations of the 3 bus stops planned for installation of display panels. To his understanding, display panels would generally be installed at bus stops with electrical installation. He asked whether installing display panels at bus stops without electrical installation was infeasible, and whether there was any solution

to address the problem of power supply. Despite the gradual resident intake of Ying Tung Estate recently, some bus stops between Ying Hei Road and areas around Ying Tung Estate had not been installed with seats and display panels. He enquired when TD would install the facilities.

136. Mr Randy YU said that, as just indicated by the representative of NLB, seats and display panels would be installed at 13 bus stops. He enquired about the locations of these bus stops. Moreover, as no seats were installed at the bus terminus in Tai O and the waiting time was usually long thereat, the passengers would easily feel tired in particular the elderly. He wanted to further understand the arrangements for installation of seats and display panels at the bus terminus in Tai O and at other bus stops.

137. Mr YIP Pui-kei said that resident intake of Ying Tung Estate had commenced, but the facilities such as seats were yet to install at the bus terminus in Ying Tung Estate. Residents hoped that these facilities could be provided as soon as possible. He had checked the actual bus arrival time against the information provided on the official website of NLB and found that the arrival time shown online was inaccurate. He enquired NLB whether the bus arrival time provided online was real-time information or a projection made based on the operation mode of bus departures.

138. Mr Calvin WONG replied that Citybus planned to install display panels at 3 bus stops at Fu Tung Plaza, Tung Chung Cable Car Terminal and Citygate on Tat Tung Road.

139. Mr CHAN Tin-lung made a consolidated response as follows:

- (a) Although the new bus terminus in Tai O was not included in the Government's subsidy scheme, NLB still planned to install seats and display panels in the terminus. The new bus stops in Ying Tung Estate were also not subsidised by the Government for provision of such facilities. NLB would decide if these facilities were to be provided subject to the feasibility of installation and the relevant situation.
- (b) As regards the real-time bus arrival time, NLB would input the information on scheduled departures of each bus route into the computer system in advance. The system would be updated with real-time information according to the actual bus departure time provided by staff of the bus stop concerned, and the relevant information would be disseminated to passengers through computer or mobile applications.

140. Mr YIP Pui-kei said that as NLB undertook to consider the proposal of installing seats at the bus stops in Ying Tung Estate, he hoped NLB would give a more concrete reply in future. In addition, many residents reflected that NLB route no. 37M was a route of low frequency. Having missed a departure, passengers had to wait for more 10 minutes for the next one. Moreover, as the real-time bus arrival information provided by NLB was not so accurate, he wanted to further understand how NLB came up with the information, that is, whether the location of a bus was shown in the real-time bus arrival information system or was projected by the system according to the information input manually at departure of the bus.

141. Mr CHAN Tin-lung added that NLB would need to study the details and feasibility of the proposed installation of seats at the bus stops in Ying Tung Estate and a reply would be given in due course. As regards the alleged inaccuracy of the real-time bus arrival information provided via mobile application, he would give a reply after checking whether human factors were involved.

142. Mr Randy YU thanked NLB for planning to install seats and display panels at the bus terminus in Tai O to meet the needs of the elderly. While talking on the discussion item, he would like to reflect the situation of the new bus terminus in Tai O in the past 2 to 3 weeks:

- (a) The bus terminus in Tai O was relocated to the existing site in July due to works. Although the bus terminus had been put into service, some facilities therein had not been completed yet. During the earlier passage of the tropical storm Son-Tinh, some bus shelters were damaged.
- (b) In a consultation exercise conducted a few months ago, NLB mentioned the planned installation of solar panels at the bus shelters at the new bus terminus in Tai O, but the installation works had not commenced so far. Some residents reflected that the bus shelters failed to provide shelter to passengers from the sun and rain, and therefore enhancement of their design was needed. Mr LOU Cheuk-wing, the Chairman of Tai O Rural Committee, and residents in the area were very concerned about the facilities of the bus stops and had conducted a site inspection on 19 July 2018, but no conclusion had been made. He enquired how TD and NLB would enhance the design of bus shelters so that they could shelter passengers from the sun and rain.

143. The Chairman said that the Secretariat had received some emails from district organisations before the meeting commenting on the shelters at the passenger waiting areas at the new bus terminus in Tai O. The emails had been distributed to Members for perusal before the meeting.

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

- (a) There were inadequacies in the design of the bus shelters at the new bus terminus in Tai O. With both sides slanting upward, the cover could not provide effective shelter, and the passengers waiting underneath were exposed to sunlight or rain. It happened to be raining during the site inspection conducted by him and the representatives of TD and NLB on 19 July 2018. The bus shelters failed to function as rain shelters, and they had to stay under the rain shelter at the adjacent taxi stand.
- (b) The bus shelters at the bus terminus in Tung Chung were constructed by NLB, and many residents appreciated the shelter design. As the bus shelters at the new bus terminus in Tai O were also undertaken by NLB, residents originally thought that the design of the bus shelters would be identical to that at the bus terminus in Tung Chung. They, however, found that the designs of bus shelters at both bus termini were different after the commissioning of the new bus terminus and strong reaction was thus aroused.

- (c) To his understanding, the works contractor of the new bus terminus in Tai O had informed NLB that they were ready to commence the works of bus shelters in order to ensure project implementation according to schedule. However, the project was delayed for a few months because NLB's design plan of the bus shelters was rejected twice by the Advisory Committee on the Appearance of Bridges and Associated Structures (ACABAS). The design plan was approved only after amendments had been made in accordance with the comments given by ACABAS in the third submission. He queried why the design plan of bus shelters had to be examined by ACABAS prior to the construction works concerned and, in his opinion, the amended design was unsatisfactory.
- (d) Some bus shelters at the new bus terminus in Tai O were damaged when typhoon signal No. 3 was in force recently with no injuries. After cancellation of typhoon signal, he and Mr Randy YU immediately liaised with the representatives of the departments concerned and bus companies to follow up on the issue, and raised suggestions as follows: (i) They requested NLB to improve the bus shelter design to enhance the effectiveness of sheltering passengers from sunlight and rain, and to connect the bus shelters of various passenger waiting areas so that the public could walk to various passenger waiting areas along the covered access; (ii) The waiting time for NLB route no. 11 was long, and therefore a long queue often appeared. To provide a comfortable waiting environment for passengers, he requested CEDD to extend the bus shelter at the passenger waiting area of route no. 11 to the junction of the promenade in Tai O; (iii) Loading/unloading area for goods vehicles and passenger pick-up/drop-off area for taxis were provided in the rear portion of the piazza beside the new bus terminus in Tai O. However, passengers alighted there might not follow the designed routeing and access to Wing On Street, Tai O by making a detour. Therefore, he proposed to provide pedestrian crossing facilities at the piazza to facilitate public access to Wing On Street, Tai O via the piazza; and (iv) It was learnt that NLB had spent \$8 million on the construction of the shelters at the bus terminus in Tai O, but most people were not satisfied with the design. He suggested TD and CEDD enhance the design of the bus shelters. After initial observations, some people opined that it was necessary to reconstruct the bus shelters, but there was a lack of funds. In his opinion, as the new bus terminus in Tai O was part of Phase 2 of Improvement Works at Tai O, government departments should be responsible for the enhancement of bus shelter design, and might apply for supplementary funding for the works where necessary.

145. Mr Eric KWOK queried why the works of bus shelters were not undertaken by departments such as CEDD, TD and HyD since the bus terminus in Tai O was part of the Improvement Works at Tai O. He proposed TD to set up a task force to deal with the following matters: (i) To find out which department was responsible for examining the works of the new bus terminus in Tai O and granting approval of its commissioning; (ii) To investigate why bus shelters were constructed by NLB at its own cost as bus stops were public facilities and, according to established procedure, the Government should carry out the related works; and (iii) To request the government departments and NLB to give a detailed account of the incident.

146. Mr CHAN Tin-lung made a consolidated response as follows:

- (a) NLB had discussed with the departments concerned and Members improvements to the design of bus shelters at the new bus terminus in Tai O, and would continue to follow up on it.
- (b) NLB had submitted the design plan of the new bus terminus in Tai O to ACABAS a few months ago. The bus shelter design in the preliminary design plan was similar to the design of the shelter at the adjacent taxi stand, and had been rejected until several amendments were made. The design of the bus shelter thus gradually developed to the existing form. The approval process lasted for 3 to 4 months and resulted in delay in the commencement of works. To hand over the site to other departments for works implementation as soon as possible, NLB had provided a temporary bus stop for public use. Before completing the installation of bus shelters, the engineering company had temporarily installed aluminium plates as shelters of the bus stops. On the night when typhoon signal No. 3 was hoisted, NLB immediately deployed staff to remove the aluminium plates and the demolition work was completed the next morning. NLB had installed permanent 3-layer aluminum plates, the middle layer of which was a thermal insulating layer, at the existing bus shelters.

147. Miss Marie SIN made a consolidated response as follows:

- (a) On 19 July 2018, TD, together with Mr LOU Cheuk-wing and representatives of NLB, conducted a site inspection to the new bus terminus in Tai O. NLB had made some suggestions such as adjustment in operation and fine-tuning of bus shelter design. She understood that NLB could complete the short-term measures within the next 2 weeks to enhance the effectiveness of the bus shelters in providing protection from sunlight and rain.
- (b) Having regard to availability of resources and operation, NLB would install bus shelters at its own cost in general. TD would maintain close liaison with NLB, urging the latter to expeditiously complete the installation of bus shelters so as to minimise the inconvenience caused to passengers. It would also require NLB to ensure the safety of passengers during construction.

148. Mr AU Hok-lang said that CEDD noted Members' views and would reflect them to the section responsible for the Improvement Works at Tai O for follow up.

149. Mr WONG Wah said that NLB had requested the Government to shoulder the construction cost of the bus shelters during the initial discussions on the works of the new bus terminus in Tai O because the Government had demolished the original bus shelters provided by NLB. However, after discussion for many years, CEDD still insisted that NLB should be responsible for all facilities at bus stops and should bear the works cost of these facilities. Under such circumstances, NLB had no choice but bear the construction cost of the bus shelters concerned.

150. Mr Randy YU expressed his views as follows:

- (a) As the works of bus shelter had nothing to do with bridges or their appearance, he queried why the design of bus shelter was to be examined by ACABAS. As regards bus shelters, emphasis would be put on practicality rather than appearance. ACABAS might not understand the real needs of passengers in the actual environment such as queuing for buses under exposure to sunlight and rain. He and Mr LOU Cheuk-wing were willing to explain to ACABAS the problems of the existing design and state the needs of residents when necessary.
- (b) The preliminary design of bus shelter proposed by NLB was similar to that of the shelter at the adjacent taxi stand. A bus shelter using this design would be lower in height with a wider cover, being more effective in sheltering users from sunlight and rain. Contrarily, the design of the existing bus shelters was a mere good form but could not perform the original function of the facility effectively.
- (c) Although the representative of TD had just said that NLB would make improvements to bus shelters through short-term measures, he opined that substantial adjustment rather than short-term measure was needed at present. To resolve the problem completely, it was necessary to adjust the shelter design substantially, reconstruct the bus shelters and so on.
- (d) Seeing that the Improvement Works at Tai O was underway, the Government should coordinate the overall design of the new bus terminus in Tai O after demolition of the original one. This was what the developer did after demolishing the bus stops of Citybus at Citygate. The existing problems arose out of the lack of co-ordination by the Government. He hoped that CEDD would reflect the situation to the departments concerned, and collaborated with them, including TD, and NLB to deal with and follow up on the issue.

151. Mr Eric KWOK expressed his views as follows:

- (a) Since public facilities involved public interest and safety, he enquired what criteria were adopted to examine whether bus stops were open for public use.
- (b) NLB was required to obtain approval from ACABAS before it could commence the installation works of bus shelters at the new bus terminus in Tai O. But in the end, the approved design plan was seriously problematic and completely failed to meet the practical needs. He enquired as if TD had handed over the authority of monitoring, investigating and examining the bus shelter project to ACABAS.
- (c) He requested CEDD, TD, NLB and the departments concerned to give a detailed explanation to the Committee, and to consult the local residents when re-designing the bus shelters.

152. Mr YUEN King-hang said that, as learnt from the Internet, ACABAS was chaired by an Assistant Director of HyD. He enquired HyD about the function and power of ACABAS, and the examination criteria adopted.

153. Ms LEUNG Chiu-mei said that, as she understood, ACABAS's major function was to advise on the aesthetic quality of designs of bridges and associated structures. She would provide more information on the functions of ACABAS after the meeting as necessary.

154. Mr LOU Cheuk-wing said that the representative of TD had just mentioned that the cost of re-constructing or improving bus shelters would be borne by NLB. He enquired what TD would do if NLB was not willing to shoulder the cost. Because of the time involved for the approval process of ACABAS, NLB came under severe criticisms for the poor design of bus shelter. He therefore opined that the loss should be borne by the Government instead of NLB.

155. Mr Randy YU said that the departmental representative might not be able to give an immediate response because the item involved a deep-rooted problem. He recommended T&TC Working Group to convene a meeting in a short time to discuss the items regarding village vehicles and the new bus terminus in Tai O together, giving the departmental representative sufficient time to prepare for the meeting and for provision of the relevant information.

156. Mr Holden CHOW agreed with Mr Randy YU. In his opinion, the problem lied in whether all bus shelter projects had to be examined by ACABAS, and whether ACABAS was qualified or accountable for doing so. Since the problem was related to the operation of the entire system, it was necessary to clarify the ambiguities at the working group meeting.

157. The Chairman requested the departments concerned and NLB to follow up on Members' questions and suggestions, and asked the Secretariat to coordinate the working group meeting.

(Post-meeting note: T&TC Working Group convened a meeting on 16 August 2018 to follow up on the issue regarding bus shelters at the new bus terminus in Tai O.)

(Mr KWONG Koon-wan left the meeting at about 5:40 p.m.)

XIV. Question on improving public bus services in Tung Chung East (Paper T&TC 46/2018)

158. The Chairman welcomed Miss Sherman CHOI, Senior Transport Officer/Islands 1 of TD, Mr Rayson LAW, Planning and Support Officer I of Long Win, Mr Calvin WONG, Senior Planning Officer of NWFB/Citybus, as well as Mr WONG Wah, Administrative Consultant and Mr CHAN Tin-lung, Deputy General Manager of NLB to the meeting to respond to the question. The written reply of Citybus had been distributed to Members for perusal before the meeting.

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

160. Miss Sherman CHOI said that with the completion of the bus terminus in Ying Tung Estate in the first quarter of 2017, some bus routes had extended service to Ying Tung Estate, including NLB route nos. 37, 37H, 37M and N37, Citybus route nos. E21X, E22S and S56, as well as Long Win route nos. E31, E32A and S64P. To tie in with the population growth in Ying Tung Estate, TD proposed in the Bus Route Planning Programme (BRPP) 2018-2019 of Islands District to enhance the service of NLB route no. 37M, Long Win route nos. E32A and S64P, as well as Citybus route no. S56. TD also proposed to re-route Citybus route no. E23 via Tung Chung North at specified time, and introduce Citybus route no. S52A to ply between Tung Chung North and the Aircraft Maintenance Area at the Airport. The proposal about route no. S52A would be implemented from 23 July 2018. TD and the bus companies would closely monitor the population growth and change in passenger demand in Tung Chung North for further enhancement or optimisation of the service of the routes concerned.

161. Mr CHAN Tin-lung said that NLB had enhanced the service of route no. 37M by replacing 2 single-decked and 2 double-decked buses with 4 double-decked buses. NLB would continue to closely monitor the patronage and review the service of the route with TD as appropriate.

162. Mr Rayson LAW said that Long Win would increase the frequencies of route nos. E32A and S64P to meet passenger demand in accordance with the guidelines on bus service improvement, and would continue to closely monitor the population growth in Tung Chung East and passenger patronage, and timely review the service of the route.

163. Mr Calvin WONG said that BRPP of this year covered the proposed arrangements for Citybus route nos. E11S, S56, S52A and E23A. The proposals on route nos. S56 and S52A would be implemented on 22 and 23 July 2018 respectively. Regarding the proposals on route nos. E11S and E23A, Citybus would continue to discuss with TD the detailed arrangements, and liaise with Members prior to implementation.

164. Mr Holden CHOW said that although NLB had allocated additional double-decked buses to operate route no. 37M, he still hoped to further increase the frequency to every 2 to 3 minutes per departure to tie in with the population growth because the bus route was the main means of public transport to residents in Ying Tung Estate for travelling to Tung Chung town centre. The residents in Ying Tung Estate had also demanded bus service travelling to various districts such as Sheung Shui in North District, Sha Tin or New Territories East. He hoped that NLB would consider such passenger demand when studying new bus routes in future.

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

- (a) Although NLB had allocated additional double-decked buses to operate route no. 37M, the passenger demand for the service of route no. 37M would increase since only half of the households of Ying Tung Estate had moved to the estate at present and resident intake would continue gradually. According to the bus schedule published by NLB, the frequency of route no. 37M was highest between 7:10 a.m. and 8:12 a.m., that is in about 6 minute intervals. The bus route operated at an interval of 8 to 10 minutes in other timeslots, and even operated at an interval of 15 minutes after 9:00 p.m., which was very low in frequency. However, the service of NLB route no. 38 could maintain at an interval of 2 to 3 minutes between 4:00 p.m. and 8:30 p.m. Regarding route

no. 37M, he proposed that NLB should not only increase the number of double-decked buses operating this route but also increase the service frequency such as every 6 minute per departure between 5:00 p.m. and 8:00 p.m.

- (b) NLB route no. N37 was the only means of public transport travelling to Ying Tung Estate between 1:00 a.m. and 2:00 a.m. Owing to the inadequate transport services in the area, residents of Ying Tung Estate who went to work early in the morning had to walk for half an hour to Tung Chung town centre for the first departure of some bus routes. For this reason, he hoped that NLB would enhance the service of route no. N37 as quickly as possible to bring convenience to the residents.
- (c) According to the information provided by Citybus, spare carrying capacity was still available for route no. E23A. He suggested that the bus route re-route via Ying Tung Estate or Ying Tung Road to meet the transport needs of residents in the area. It was noted that the proposed re-routeing of route no. E23A via Tung Chung North would be implemented in the third quarter of 2018, and he hoped that Citybus would announce the details as soon as possible.
- (d) As proposed in BRPP 2017-2018 of Islands District, Long Win route no. E31 would be re-routed by omitting Tung Chung North, and route no. E32A would be extended to a whole-day service. Nevertheless, many residents reflected that route no. E32A could not replace route no. E31 for 2 reasons. Firstly, route no. E31 operated with headway of 15 minutes but route no. E32A operated at a frequency of 20 minutes. Secondly, en-route stops of route no. E31 were provided in Tsing Yi but route no. E32A only travelled via Tsing Yi without stopping. The proposal therefore would adversely affect the residents whose workplace or school was in Tsing Yi.
- (e) As Long Win route no. N31 was not routed via Ying Tung Estate at present, residents needed to walk for a while to the bus stops. Apart from inconvenience caused to residents especially at night, this also involved law-and-order concern. He therefore proposed to divert the above route via Ying Tung Estate.

166. Mr Calvin WONG said that Citybus would discuss with TD the arrangement regarding route no. E23A and would maintain communication with Members for early implementation of relevant details. Citybus noted the proposals about diverting bus routes via Ying Tung Estate and would study them further.

167. Mr Rayson LAW made a consolidated response as follows:

- (a) Regarding the proposed provision of a route plying to and from North District or Sha Tin, similar proposals had been made in BRPP a few years ago. Long Win and TD would review the latest development and progress of the projects.
- (b) Regarding the proposed service of route no. E32A, the original intention was to provide more direct and faster bus service for residents in Tung Chung North to access Tsuen Wan and Kwai Fong. Passengers going to Tsing Yi could

interchange for other bus routes at Lantau Link Toll Plaza. Long Win noted the re-routing suggestion of route no. N31 via Ying Tung Road or Ying Tung Estate, and would examine the feasibility of the suggestion, as well as their impact on bus frequency and journey time.

168. Mr WONG Wah said that regarding the proposal of increasing the frequencies of route no. 37M in the evening and at night, NLB would look into its feasibility such as making frequency adjustment to the route from every 15 minutes to every 12 minutes per departure after 9:00 p.m.

169. Mr Holden CHOW said that “N” route buses did not route via Ying Tung Estate at present. Passengers had to first walk to Ying Hei Road if they wanted to travel by bus, and this was inconvenient for them in particular at night. He hoped that Long Win would consider the proposal of diverting route no. N31 via Ying Tung Estate.

170. Mr Rayson LAW said that Long Win adopted an open attitude to the suggestion on providing overnight bus service for the residents at Ying Tung Estate, but had to examine its impact on bus frequency, journey time and noise nuisance caused by buses to residents in the vicinity, and strike a proper balance among various aspects.

171. Mr YIP Pui-kei added that he had submitted all the residents’ signatures collected to TD before the meeting. Many residents requested for re-routing route no. N31 via Ying Tung Estate to facilitate their visits to Princess Margaret Hospital for consultation or for services provided at the accident and emergency department at night.

172. The Chairman hoped that the bus companies would consider and follow up on Members’ views.

XV. Question on request for provision of a footpath from Ying Tung Estate to Ying Hei Road
(Paper T&TC 47/2018)

173. The Chairman welcomed Mr AU Hok-lang, Engineer/22 (Lantau) of CEDD, and Ms LEUNG Chiu-mei, Maintenance Engineer/Islands & Computer Services of HyD to the meeting to respond to the question. The written reply of CEDD had been distributed to Members for perusal before the meeting.

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

175. Mr YIP Pui-kei said that owing to closure of the original southern access of Ying Tung Estate by CEDD, residents of Ying Tung Estate who wanted to travel by bus had to make a detour by walking for 5 to 10 more minutes to Ying Hei Road, and this was inconvenient to residents in particular children and the elderly. If residents could walk through the southern access, it would only take about 30 seconds for them to access Ying Hei Road. As such, he requested TD to open the access to enable residents to leave and enter the estate conveniently. He also regretted at the written reply of CEDD and raised questions as follows:

- (a) Regarding the temporary vehicular access mentioned in the written reply, he observed that only a few 7-seat cars and private cars would use the access, and

the vehicular flow of which was not heavy. He enquired what types of works vehicles would use the above vehicular access, how works vehicles would enter the works site, and what would be the daily traffic volume upon commencement of works.

- (b) The access to the site in Area 89 of Tung Chung was situated on Ying Tung Road. He enquired TD whether works vehicles travelling to the waterfront area for works implementation had to first enter the works site via Ying Tung Road.
- (c) If the authority finally decided to extend the closure of the access, he would like TD to explain the decision to residents by providing justifications and specific details.

176. Mr AU Hok-lang said that the access to the site aimed to facilitate travelling of works vehicles to the reclamation area (that is, the area to the east of Ying Tung Estate and to the north of the waterfront area) after entering the works site in the future. It was necessary to provide an access road for passage of heavy machinery and heavy vehicles. Regarding the vehicle type and vehicular flow, no relevant information was available at present and he would follow up on the matter with his colleagues after the meeting.

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

- (a) He opined that CEDD was preoccupied solely with the smooth entry of works vehicles into the site without considering the inconvenience caused to residents. As it was merely putting the cart before the horse, he hoped CEDD to reconsider the arrangement. Given the closure of the original southern access of Ying Tung Estate due to the works, he requested CEDD to conduct a site inspection and study the provision of a footpath at the south of Ying Tung Estate leading to Ying Hei Road to facilitate access by residents.
- (b) The traffic loading of Ying Tung Road was already very heavy. Traffic gridlock would occur at the location if a few buses used the road at the same time. With an increased number of works vehicles using Ying Tung Road in the future, the traffic condition would be worrying. In his opinion, the access to the site was adjacent to the site office and would be convenient for the engineering staff to enter and leave the work site, but it was not the only path for works vehicles. He suggested CEDD arrange works vehicles to enter and leave the work site through other accesses so that residents could access to Ying Hei Road without making a detour.
- (c) He enquired CEDD how long the closure of the southern access of Ying Tung Estate would last. In case the closure would last until completion of the reclamation works, that is, for 5 to 10 years, it would seriously affect the daily lives of residents. He suggested CEDD open up part of the access road for use by residents outside the construction period.

178. Mr Holden CHOW agreed with Mr YIP Pui-kei. Residents had to reluctantly take a circuitous path to get to Ying Hei Road, which was particularly inconvenient to the elderly.

He hoped that the department concerned would open the southern access of Ying Tung Estate to facilitate smooth access by residents. Understanding that the measure was implemented for safety reasons, he still considered it could be handled with flexibility. For example, part of the access road could be opened up for resident use outside the construction period.

179. Mr Eric KWOK proposed the department concerned to provide additional road safety facilities such as traffic lights and zebra crossing at appropriate locations to resolve the problem.

180. The Chairman hoped that CEDD would conduct a site inspection with Members with a view to resolving the problem as quickly as possible.

(Post-meeting note: CEDD had conducted inspections and discussion on the item with Mr Holden CHOW and Mr YIP Pui-kei on 13 August 2018 and with Ms Sammi FU on 5 September 2018 respectively. CEDD would pro-actively study the feasibility of providing a temporary footpath with the contractor.)

XVI. Question on request for provision of road facilities at Tai O Road near Ling Yan Monastery
(Paper T&TC 48/2018)

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

182. Mr LOU Cheuk-wing briefly presented the question. He said that, as stated in the written reply of TD, appropriate road markings and traffic signs had been provided on the carriageways on Tai O Road near Ling Yan Monastery. He, however, opined that the road markings such as “Stop” and “Slow” would not have much practical effect. It was because motorists driving out from Ling Yan Monastery could see the vehicles travelling from Tai O to Keung Shan Road only when they arrived at the junction. Similarly, motorists driving from Tai O to Tung Chung could see whether there were vehicles entering or leaving from Ling Yan Monastery only when they approached an area close to the junction at Ling Yan Monastery. Vehicles at the location usually travelled at a speed of no less than 70 km per hour. It was dangerous because motorists might not be able to make a sudden stop when they saw the oncoming traffic. He made 2 proposals as follows: (i) to cut the slope at the road section which had caused obstruction to the sightline of motorists; or (ii) to install a convex mirror (commonly known as fish-eye mirror) opposite the junction at Ling Yan Monastery for viewing vehicles travelling from Ling Yan Monastery. TD might conduct a site inspection with Members if necessary.

183. Mr Randy YU opined that the written reply of TD was prepared without comprehensively considering the dangerous situation arising out of vehicles leaving from Ling Yan Monastery. He supported the proposed installation of a fish-eye mirror at the location off the junction at Ling Yan Monastery. By doing so, motorists of vehicles coming from Tai O or from Ling Yan Monastery could see the opposite stream of traffic with the aid of the facility. This would greatly enhance road safety at low cost.

184. Mr WONG Wah said the location of TD's warning sign "Hidden road ahead" provided in front of the junction of Ling Yan Monastery on the carriageway bounding from Tai O to Keung Shan Road was too close to the junction. The motorists could not see until their vehicles arrived at the junction. He suggested TD provide the warning sign at a location farther from the said junction at the road section, or provide additional warning signs at the road section to remind motorists to reduce speed.

185. The Chairman hoped that TD would consider Members' views and could conduct site inspections with Members when required.

186. Mr LOU Cheuk-wing said that if TD would install a fish-eye mirror at the junction of Ling Yan Monastery, it would be unnecessary to arrange a site inspection for Members.

187. Ms YUEN Kit-fung said that TD did not support the installation of a fish-eye mirror on a public road due to the great difference between the image shown in a fish-eye mirror and the actual situation, in particular the location, distance and speed of vehicles. When a vehicle reached the junction, its motorist might, if relying solely on the image reflected in a convex mirror, inaccurately estimate the location, distance and speed of the approaching vehicles. This would cause inappropriate speed reduction or negligence of road condition by motorist, and would easily lead to traffic accidents. She would relay Members' views to the officers concerned for further study after the meeting.

188. The Chairman said that many places in the territory (including car parks) were installed with fish-eye mirrors. If TD thought that there were potential hazards due to installation of fish-eye mirrors, it should examine all fish-eye mirrors installed in the territory. If TD did not consider the proposal of installing a fish-eye mirror, it should arrange a site inspection with the Members concerned to tackle the problem as quickly as possible.

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

XVII. Any Other Business

Highways Department's Minor Traffic Improvement Projects and Works Schedules

189. The Chairman welcomed Ms LEUNG Chiu-mei, Maintenance Engineer/Islands & Computer Services of HyD to the meeting to respond to enquiries. HyD had submitted before the meeting the Islands District Minor Traffic Improvement Projects and Works Schedules as at early July this year. The paper was tabled at the meeting and Members were invited to raise enquiries and opinions.

190. Mr WONG Wah enquired whether projects that had been completed or would not be commenced were not stated in the works schedules as the project items set out in the works schedules were significantly reduced in number. Although widening of the bend at Fat Wah Yuen had to be implemented, the project was not stated in the paper. He enquired about the latest development of the project.

191. Ms LEUNG Chiu-mei said that the works schedules only set out projects that would be commenced or completed shortly. Projects that would not be commenced shortly due to conditions of individual cases or those pending processing of application would not be set out

in the works schedules. The bend at which a site inspection was conducted by Members had been incorporated as an item under works planning.

192. Mr WONG Wah said that the works schedules had set out the proposed improvement works at planning stage in the past. However, the improvements to the bend at Fat Wah Yuen under planning was not included in the works schedules. He asked whether it meant that the project would not be implemented.

193. Mr WONG Fuk-kan said that Members proposed earlier to implement anti-skid road surfacing works at the road section near the site of Nam Shan Swire House Holiday Home. Under Item 3 of the works schedules, the project was only indicated as completed without information on the time to carry out the anti-skid road surfacing works. Moreover, the lower slope at San Shek Wan was often full of puddles due to blockage of sewers. It would be dangerous when motorists tried to avoid passing over the puddles. Despite FEHD's earlier clearance of drains, the effectiveness was unsatisfactory. He hoped HyD would follow this up further. He could provide photos showing the relevant locations when necessary.

194. Ms LEUNG Chiu-mei said that the contractor had removed the gravel and fallen tree leaves in sewers at San Shek Wan twice, and HyD would ask the contractor to follow up on the problem of puddles. Moreover, HyD and Mr WONG Fuk-kan had conducted a site visit to the location where anti-skid road surfacing works would be implemented. As the project was at the planning stage, it was different from the project stated in Item 3 of the works schedules.

195. Mr WONG Wah proposed to include the projects under planning in the works schedules.

196. The Chairman hoped that HyD would follow up on Members' views and consider including the projects under planning in the works schedules.

XVIII.. Date of next meeting

197. The meeting was adjourned at 6:40 p.m. The next meeting would be held at 2:00 p.m. on 17 September 2018 (Monday).

-End-