

(Translation)

Minutes of Meeting of Traffic and Transport Committee

Date : 19 September 2016 (Monday)
Time : 2:00 p.m.
Venue : Islands District Council Conference Room,
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong.

Present

Chairman

Mr WONG Man-hon

Vice-Chairman

Mr CHEUNG Fu

Members

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

Attendance by Invitation

Mr LEE Sai-hang, Kenneth	Engineer/Special Duty 1, Transport Department
Mr TANG Kam-kee	Senior Engineer/Covered Walkway 1, Highways Department
Mr Louis S Y Kung	Operations Manager, Citybus Limited
Mr POON Chun-kong, Jeff	Assistant Manager, Traffic Operations, Long Win Bus Company Limited

In Attendance

Mr CHOW Chit, Joe	Assistant District Officer (Islands 2), Islands District Office
Mr TO Chi-keung, Gary	Senior Transport Officer/Islands, Transport Department
Mr LEE Ka-hei, Haywood	Engineer/Islands 1, Transport Department
Ms CHAN Wai-yee	Maintenance Engineer/Islands & Computer Service, Highways Department
Ms LI Wing-yee, Wendy	Engineer 2 (Islands Division), Civil Engineering and Development Department
Mr CHAN Chiu-fai	District Operations Officer (Lantau), Hong Kong Police Force
Ms CHUNG Wing-yan, Carol	Assistant Police Community Relations Officer, Marine Port District, Hong Kong Police Force
Mr WONG Wah	Administrative Consultant, New Lantau Bus Co.(1973) Limited
Mr CHAN Tin-lung	Deputy General Manager, New Lantau Bus Co.(1973) Limited
Mr CHAN Kam-hung	Chairman, Lantau Taxi Association
Ms CHAU Shuk-man, Anthea	Corporate Communications Manager, New World First Ferry Services Limited

Secretary

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

Mr FAN Chi-ping	
Ms TSANG Sau-ho, Josephine	
Mr LAM Po-keung	
Mr WONG Shun-chuen	
Mr CHUA Kwok-cheung, Vincent	General Manager-DB Operations, HKR International Limited

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## Welcoming remarks

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

- (a) Ms Wendy LI, Engineer 2 (Islands Division) of the Civil Engineering and Development Department (CEDD), who succeeded Mr Alvin POON;
- (b) Ms Carol CHUNG, Assistant Police Community Relations Officer, Marine Port District of the Hong Kong Police Force, who attended the meeting in place of Mr Benji LAW; and
- (c) Ms CHAN Wai-yee, Maintenance Engineer/Islands & Computer Service of the Highways Department (HyD), who attended the meeting in place of Ms LEUNG Chiu-mei.

2. Members noted that Mr FAN Chi-ping, Ms Josephine TSANG, Mr LAM Po-keung, Mr WONG Shun-chuen and Mr Vincent CHUA were unable to attend the meeting due to other commitments.

## I. Confirmation of the Minutes of Meeting held on 18 July 2016

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

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

## II. Provision of Cover to Walkway (Paper T&TC 50/2016)

5. The Chairman welcomed Mr Kenneth LEE, Engineer/Special Duty 1 of the Transport Department (TD), and Mr TANG Kam-kee, Senior Engineer/Covered Walkway 1 of HyD to the meeting to present the paper.

6. Mr Kenneth LEE briefly introduced the provision of cover to walkway programme (the above programme) set out in the paper with the aid of PowerPoint presentation.

7. Mr CHOW Yuk-tong said that several district minor works (DMW) proposals related to provision of cover to walkway were raised at District Facilities Management Committee (DFMC). He suggested the proposals be considered under the above programme, so that works could commence soonest possible.

8. Mr CHAN Lin-wai said there were project proposals of provision of cover to walkway raised at DFMC. In order to cater for local needs, Members all along raised project proposals through Rural Public Works (RPW) and DMW programmes. However, the relevant proposals had yet been implemented. He hoped that by making use of the opportunity, departments concerned would handle the proposals expeditiously. District Council (DC) members of Lamma Island had years ago applied to the Government for providing a cover for the footbridge connecting Yung Shue Wan Pier, but there had yet been any progress so far. He opined that piers of Lamma Island were the worst in Islands District. As a result of geographical environment, the pier was long but the part of the footbridge had no cover. Piers of Cheung Chau, Peng Chau and Mui Wo were closer to roads and had already provided with covers. He hoped that the Government would not delay the provision of cover for the footbridge at Yung Shue Wan Pier because of limitation of fund. He also urged TD to assess the situation of the pier seriously.

9. Mr Holden CHOW said that the paper mentioned about collecting 3 alignment proposals from DCs within 3 months. He enquired whether the 3 alignment proposals were collated and selected from the proposals submitted by Members. As some DMW proposals were being h, he enquired whether the alignment proposals would overlap with these DMW projects. After the 3 alignment proposals were confirmed, could departments concerned implement works immediately?

10. Mr Bill TANG supported TD's implementation of the above programme. He believed communities requested for provision of cover at walkways because there were such needs. He had proposed many such projects at DC, but some were not feasible technically. He enquired that after Members raised their proposals, what mechanism would the Committee adopt to decide whether resource of DC or TD would be used to implement the projects. He enquired about the differences between DMW of DC and projects led by TD.

11. Ms Amy YUNG said that as far as she understood, works proposed by Members were usually RPW/DMW projects, whereas projects of TD or HyD were raised in response to the Policy Address, which invited DCs to propose the provision of cover at suitable major walkways in their respective districts. She understood the concerns of Members, especially about the issue of Yung Shue Wan Pier. If Members only focused on RPW/DMW projects, they might miss some opportunities. On the other hand, if Members put forward 3 alignment proposals, including the one of Yung Shue Wan Pier, it could ensure the implementation of the project as soon as possible.

12. Mr Randy YU said that during the last term of DFMC, there were 3 DMW proposals of provision of cover to walkway, and works had begun for 1 of which, while study was being conducted for the other 2. Over the years, he and other Members had proposed resolution in respect of the footbridge of Yung Shue Wan Pier. However, the Marine Department (MD) and TD said that as the bridge was built long time ago, structurally it could not support the load of a cover. He suggested combining the 2 DMW projects of provision of cover to walkway as proposed at DFMC and the one proposed by Mr CHAN Lin-wai and Ms YU Lai-fan, which was to provide cover for footbridge of Yung Shue Wan Pier. Totally there would be 3 project proposals for covers. He opined that the discussion on projects of

provision of cover took time and involved many details and departments. For example, the issue of Yung Shue Wan Pier would need to be discussed with MD. Thus he proposed that the issue be discussed in details by Traffic and Transport Committee (T&TC) Working Group first, before setting the priority of the projects. It would then determine which project would be implemented with TD's resources, whereas the other 2 would be followed up by DFMC. That would not miss any opportunity and could make efficient use of DFMC's resources.

13. Mr Eric KWOK enquired whether the \$30 million funding of TD for provision of cover to walkway was a dedicated funding, or whether it could be transferred to DFMC for use.

14. Mr Kenneth LEE made a consolidated response as follows:

- (a) With regard to time arrangement, TD would as soon as possible conduct study upon receipt of the Committee's alignment proposals. In order to expedite the handling procedures and save time, the Department hoped that the Committee would set out the priority when it submitted the alignment proposals. If the first alignment was found to be technically infeasible, study on the second proposal could then be conducted immediately. If consultation and funding application went smoothly, the project could commence in 2018 at the earliest.
- (b) The above programme was proposed in response to the 2016 Policy Address, and thus it was different in nature from DMW programme of DC. There was no dedicated funding for the above provision of cover to walkway programme. If the project cost of proposal exceeded \$30 million, the Department would upgrade the project from Category C to Category B, and even further to Category A. Funding application had to be made to the Legislative Council. He reiterated that if the project involved a cost of \$30 million or less, it could be implemented more expeditiously. If the cost exceeded \$30 million, there would be many uncertain factors and the Department could not determine the time of implementation.

15. Mr TANG Kam-kee supplemented that the above programme covered only the works of provision of cover to walkway managed by TD, and did not cover structures such as bridge. The walkway outside Yung Shue Wan Pier mentioned by Members involved the bridge linking Yung Shue Wan and the pier. Whether it was suitable to be implemented under the project would necessitate further study.

16. Mr Holden CHOW hoped that prioritisation of projects be clarified. At present, several works of provision of cover were being considered under the DMW programme. He enquired whether cover works selected could commence immediately under the programme of TD. In addition, he enquired whether funds for the above TD programme was a separate fund from that of DMW of DC.

17. Mr Kenneth LEE responded that the above programme was different from DMW programme. He was aware that DC was discussing some works of provision of cover to walkway under the DMW programme. If Members reached a consensus, the relevant proposals could be relayed to TD and HyD for preliminary assessment, with a view to selecting a suitable proposal.

18. Mr Randy YU said that representatives of departments indicated that the above programme was applicable only to walkways managed by TD and HyD. Characteristics of Islands District were different from those of urban areas. As funds of the programme could exceed \$30 million and as the project could be upgraded to Category A, he enquired whether TD and HyD could co-ordinate with other departments (such as CEDD) to jointly implement the works of provision of cover to Yung Shue Wan Pier footbridge. The issue had been discussed for years and had yet been resolved. He hoped that representatives of departments would not be so rigid in responding to enquiries and not restrict the programme only to walkways managed by TD. He hoped that TD would co-ordinate with other departments to assist the Committee in discussing and determining the priority of alignment proposals. If TD and HyD were to limit themselves within the current framework, Members would have different considerations.

19. Mr CHAN Lin-wai appreciated the opinions of Mr Randy YU. According to the responses given by representative of the department, the above programme was not applicable to the footbridge of Yung Shue Wan Pier. He queried that TD had not conducted study on past proposals raised by Members in respect of Yung Shue Wan Pier footbridge, and that it ignored the needs of the elderly and disabled persons of Lamma Island. At present, Yung Shue Wan Pier was the only major transport link and there were a large number of users. With regard to the provision of cover for Yung Shue Wan Pier footbridge, the Government had been using the structural issue as excuse and solution could not be arrived at all along. He hoped that government departments would put themselves in the shoes of residents and seek feasible and practicable solution, or else it would be unfair to residents of Lamma Island.

20. Mr Ken WONG said that the previous “Universal Accessibility Programme” which provided elevators was already a failure. The Government aimed at urban areas and failed to tend to needs of Islands District. According to the response of the Department, only Tung Chung met the requirements of the programme. He proposed that departments concerned should reflect to the Chief Executive to directly allocate the \$30 million fund to each district and let DC handle the issue on its own. That would make matters simple.

21. Mr KWONG Koon-wan said that the above programme was proposed in the 2016 Policy Address. It only mentioned inviting DCs to nominate suitable major walkways, but did not mention any restrictions. He queried whether it was intended to mislead the Hong Kong people. He agreed with Mr Ken WONG’s proposal of directly allocating the \$30 million fund to each DC. As the Government would have restriction of this or that sort, the above programme did not suit Islands District. In addition, he opined that the above programme was arrangement in policy, but failed to tend to the actual needs of Islands District. There were many elderly and disabled persons in Islands District who were mobility-handicapped and could not use walkways. The provision of cover was useless to

them. As there was a lack of public transport in Islands District, many singleton and mobility-handicapped elderly and disabled persons could not be benefitted by policies of the Government. He hoped that departments concerned would relay to policy bureaux Members' opinions, the livelihood situation in Islands District and views of the members of the public.

22. Ms LEE Kwai-chun said that the provision of cover to walkway programme had been mentioned in the Policy Address years before. Members had raised their proposals correspondingly but there were many restrictions. While the Government would like to implement the above programme in the 18 districts, it placed restrictions of this or that sort on it. She was skeptical of the implementation of age-friendly community and she suggested the Government install ancillary facilities such as elevator in remote areas in order to provide convenience to pedestrians.

23. Ms YU Lai-fan said that the Government had implemented the installation of elevator programme in the 18 districts. However, Islands District was wide in area and there was difficulty in distribution of resources, especially in remote villages and places where the elderly lived. In facing the ageing population, she hoped that the Government would formulate policies to take care of the elderly. In addition, there were many tourists visiting Lamma Island on holidays or public holidays. After the implementation of the \$2 Public Transport Fare Concession Scheme, many elderly people visited Lamma Island. She opined that there was a need to install cover for every pier, in particular Lamma Island piers. There were many problems with Lamma Island piers. There was no toilet and the management was not satisfactory. The management work was shared by various government departments, including TD, MD, CEDD and Architectural Services Department. Since government departments were aware of the safety issue of Yung Shue Wan Pier footbridge and that cover could not be added onto it, she hoped there would be inter-departmental co-operation to proactively handle the problem.

24. Mr CHOW Yuk-tong understood Members' concern of the Yung Shue Wan Pier issue and hoped that departments concerned would continue to follow up. At present, there were several works of provision of cover to walkway being considered under the DMW programme. He proposed that the project proposals be submitted to TD for consideration and study. He proposed that cover proposals which cost less than \$30 million be considered first, so that works could be implemented the soonest possible. He hoped that Members would support the transfer of relevant DMW project proposals to TD for follow-up.

25. Mr Joe CHOW said that based on the discussions at the meeting, he proposed some observation for Members' consideration:

- (a) Members' opinions could be mainly divided into 2 aspects. First, they hoped that existing cover project proposals under the DMW programme could be implemented the soonest possible through applying funding from the above programme. Second, Members proposed the provision of cover facilities at Yung Shue Wan Pier footbridge.

- (b) With regard to prioritisation, Members hoped that projects not yet implemented under the DMW programme could be handled earlier, so that works could be implemented soonest. For other projects, Members hoped that TD and HyD would not be restrained by rigid requirements or conditions and continue to follow up. Thus, apart from relevant DMW proposals, TD should also consider Yung Shue Wan Pier footbridge project which was a matter of concern of Members.
- (c) As to whether TD funds and HyD funds could be combined with DMW funds, representative of TD responded that they were 2 different funds. Even though projects had been incorporated into the list of DMW, they could still be proposed under the above programme.
- (d) He enquired whether TD would report the proposals submitted by Members to the Committee, or it would follow up with Members concerned after the meeting.

26. Mr Kenneth LEE said that upon receiving information of cover alignment proposals from Members, TD would provide preliminary assessment data of the walkway, such as length and width, etc. If necessary and resources permitted, the Department would provide further information such as projected pedestrian flow, so as to assist the Committee in selecting appropriate proposals and setting priorities.

27. The Chairman concluded that the Committee agreed to give priority to consider DFMC's DMW proposals of provision of cover to walkway. The Committee would later submit relevant information alongside the proposal of adding cover to Yung Shue Wan Pier footbridge to TD for follow-up.

(Post-meeting note: DFMC had 4 DMW proposals of provision of cover to walkway, which were referred to TD and HyD on 9 November 2016 alongside the proposal of provision of cover to Yung Shue Wan Pier footbridge.)

(Mr Ken WONG and Mr Bill TANG joined the meeting at about 2:10 p.m.)

### III. Question on proposed use of Radio Frequency Identification (RFID) technology for Lantau Closed Road Permit (Paper T&TC 49/2016)

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

29. Mr YUEN King-hang presented the question.

30. Mr Gary TO said that the fees for Lantau Closed Road Permit was \$70 per month or \$900 per year. The renewal fee was \$55 per month or about \$600-odd per year. Lantau



Closed Road Permit was simple to use and easily identifiable. TD needed not gather data of road users and conduct real time monitoring. As such, there was no need to make changes for the moment. The Department noted the relevant proposal and would consider it in the future when the technology became more mature.

31. Mr Eric KWOK said that the Government focused on developing Lantau Island, but roads on Lantau were beset with problems. Members had requested time and again the improvement and enhancement of the road system on Lantau. He very much supported the proposal of using Radio Frequency Identification (RFID) technology for Lantau Closed Road Permit. Nowadays, many people drove their vehicle to tour Lantau without applying for Lantau Closed Road Permit. He noticed that some people even entered closed road section of Tung Chung Road. If no police road block was installed, they would direct other vehicles to enter. As there were many vehicles entering the closed road section of Lantau Island every day, he queried whether it was necessary for the Police to set up road block around the clock. He was concerned that TD did not formulate any measures to supervise or restrict the types of vehicles entering closed roads, especially heavy vehicles. RFID technology could assist in analysing and collecting data of vehicles. He queried why fees had to be charged for Closed Road Permit after the re-opening of Tung Chung Road.

32. Ms Amy YUNG supported the above proposal. If the Police had to set up road block every time to stop and inspect cars entering the closed road sections, it would be a waste of manpower, resources and money. With the advancement in technology, RFID technology could effectively identify and conduct real time monitoring of vehicles entering the closed road sections. It could be used to prosecute vehicles that violated regulations and be used for collecting data for statistical purpose. She hoped that TD would keep an open mind and proactively explore the feasibility of the above proposal.

33. Mr KWONG Koon-wan opined that the proposal was feasible. He hoped that TD would consider the proposal and not be perfunctory. He proposed that TD should study carefully the details of implementation, such as financial arrangements, whether to adopt the “user pays” principle, and the purpose of collecting data, etc.

34. Mr CHAN Chiu-fai said that Driving on Lantau Island Scheme was launched on 26 February of the current year. As at 31 August, the Police had conducted 432 road block exercises at Tung Chung Road, averaging an hour for each exercise. A total of 227 vehicles were stopped and all found not to possess Lantau Closed Road Permit and some were repeatedly prosecuted. As such exercises involved much resources, the Police had reflected to TD that manual stop-check and monitoring was not suitable.

35. Mr Eric KWOK said that if TD did not adopt the technology and forced the Police to deploy much resources, he queried that the department used other department’s resources in carrying out its own duty.

36. Mr WONG Wah enquired if vehicles unlawfully entered closed road section on Tung Chung Road, would the Police be notified immediately, and whether prosecuted vehicles could continue their journey further into the closed road section.

37. Mr KWONG Koon-wan said that road block exercises of the Police involved huge resources. He enquired of the Police about the penalties for cars violating relevant offences and whether third party insurance would be affected if vehicles were prosecuted.

38. Mr CHAN Chiu-fai made a consolidated response as follows:

- (a) Apart from irregular road block exercises, upon receiving reports from members of the public that there were cars (such as urban taxis or private cars) entering closed road sections illegally without a Lantau Closed Road Permit, the Police would try to stop the car based on the information provided. Summons would then be issued and drivers would be asked to leave the closed road as soon as possible.
- (b) Fixed penalty tickets would be issued to cars entering the closed road section illegally. According to legislation, a \$320 fine would be imposed to cars without Lantau Closed Road Permit. He believed that such actions had nothing to do with third party insurance.
- (c) Cars being stopped at road block would be asked to turn around immediately. If cars were stopped upon receiving information provided by members of the public, drivers would be advised to leave immediately. However, the Police did not exclude the possibility that some would enter closed roads again and be stopped at other road blocks. There was no upper limit for prosecutions conducted daily.

39. Mr CHAN Kam-hung supported the use of new technology to effectively monitor vehicles using closed roads and hoped that TD would take it into consideration. In the past, Lantau taxi, in reporting urban taxi entering the closed road section on Tung Chung Road, needed to make phone calls to the relevant police station apart from giving the location of the car. That was time-consuming. If the leading of traffic policeman was needed, it would be a waste of police resources. RFID technology would be helpful in detecting and prosecuting cars violating regulation and it would have deterrent effect on drivers. It would also be helpful in improving the situation of illegal parking at Tai O, South Lantau and Cheung Sha. In addition, he said that there was a “no entry” traffic sign at Shek Mun Kap and a fine of \$450 would be imposed for violation of the traffic sign.

40. The Vice-Chairman Mr CHEUNG Fu enquired of the Police whether cars entering closed roads without permit would be covered by insurance. He pointed out that cars illegally entering Tung Chung Road and South Lantau Road should be issued with 2 penalty tickets with a fine of \$450 and \$320 respectively.

41. Mr CHAN Chiu-fai said that the insurance of cars entering closed roads illegally needed further study. Past experiences showed that there was no linkage between the two. The issue of double penalties might be studied further.

42. Mr Bill TANG said that based on safety consideration, there should not be too many cars entering Tung Chung Road, and he agreed to limit the number of cars. He opined that drivers knowingly flouted the law by entering the closed roads illegally. Road safety was jeopardised and thus the cars should not be covered by insurance. He proposed that departments concerned (such as the Police or TD) should enquire of the Hong Kong Federation of Insurers for clarification.

43. Mr Randy YU supplemented that before the completion of the New Tung Chung Road, cars entering Tung Chung Road and South Lantau Road needed to apply for respective closed road permits. If cars entered illegally, 2 fixed penalty tickets would be issued. In addition, he said that TD's response to the RFID technology proposal was slapdash and perfunctory. At present, more than \$600 each year was charged for a Lantau Closed Road Permit and if more than 8 000 permits were issued annually, the total revenue would exceed \$5 million. However, the Government did not correspondingly deploy resources to maintain and improve the roads. He opined that the Government should allocate part of the revenue to explore enhancing existing facilities, such as installing a gate that could identify RFID technology permit at Shek Mun Kap. If cars entered illegally, data could be transmitted for real time monitoring. That could be helpful to law enforcement of the Police and he hoped that TD would study the proposal again.

44. Mr Gary TO said that TD would listen to different opinions and conduct study as appropriate when the technology became more mature, so as to consider whether to widely adopt the technology.

IV. Question on cancelled trips of Yat Tung Estate-bound bus routes S64 and S64C  
(Paper T&TC 51/2016)

V. Question on the service of bus route S64  
(Paper T&TC 54/2016)

45. The Chairman said that as agenda items (IV) and (V) were related, he proposed that they be discussed together. He welcomed Mr Gary TO, Senior Transport Officer/Islands of TD, Mr Jeff POON, Assistant Manager, Traffic Operations of Long Win Bus Company Limited (LWB) and Mr Louis Kung, Operations Manager of Citybus Limited (Citybus) to the meeting to respond to the question.

46. Mr Eric KWOK and Mr Holden CHOW presented the questions on Paper T&TC 51/2016 and Paper T&TC 54/2016 respectively.

47. Mr Jeff POON responded as follows:

- (a) With regard to peak-hour frequencies, special departures of route S64C were provided in evening peak hours from 3:00 p.m. to around 6:00 p.m. at a 13-minute interval. The aim was to provide service to staff getting off work from the Airport Cargo Area. The basic frequencies of route S64 operated from 4:00 p.m. to around 7:00 p.m. at a 13-minute interval.

- (b) With regard to the incident on 9 August this year, S64 bus departed as scheduled. As it was a circular route and there was no desirable midway timing point, the journey time of some departures might be affected by boarding and alighting and traffic situation. The time concerned was off-duty peak hours for the Airport Island. Buses of S64 had to use the same stop with other “E” route buses that travelled between the Airport and the New Territories and urban areas. As a result, buses had to queue for entering the bus stop to pick up passengers.
- (c) Route S64 buses departed from Yat Tung Bus Terminus in Tung Chung at a 12 to 13-minute interval. When they returned en-route the Airport, the waiting time for some midway stops might be prolonged to 15 to 20 minutes. If necessary, the bus company would deploy short-haul special departures to ease the flow of passengers. Usually, during evening peak hours, the passengers travelling from the Airport Cargo Area to Tung Chung would be more than the passengers travelling from the Airport to Tung Chung or Yat Tung Estate. As such, the company would adjust frequencies in accordance with needs of passengers. Details of special frequencies were set out in the service schedule. In addition, the company would also deploy buses of other routes to run special departures at route S64C during evening peak hours.
- (d) The Company had reflected to The Airport Authority Hong Kong (AAHK) that some bus stops on the Airport Island needed to be extended, so that more than 1 bus could enter the stop at the same time during peak hours. That could shorten the waiting time. The Company was discussing the issue with AAHK, so as to ease the crowdedness at some midway stops. It would also deploy field staff to observe the situation at Cathay City Bus Stop in order to dispatch buses timely. If there was abnormality in bus frequency, field staff would arrange buses to go directly to the stop to pick up passengers.
- (e) The Company would continue to closely monitor the service and frequencies of route S64. It would make arrangements according to passenger’s situation.

48. Mr Louis KUNG referred to the incident of lost trip of E21 bus during the peak hours on 9 August afternoon. That day an E21 bus departed from Asia-World Expo stop at 5:50 p.m. The driver took the E22 route wrongly. When the mistake was found, the next E21 bus had already departed and thus remedial actions could not be taken. As a result, the next bus arrived at Air Mail Centre Bus Stop only at 6:20 p.m. The Company had conducted investigation and follow-up action and would like to tender apology for the incident.

49. Mr Eric KWOK said that residents reflected that service of route S64 from 6:00 p.m. to 6:30 p.m. was not satisfactory and hoped that LWB would make improvement. He enquired whether the fact that bus stops on the Airport Island could not accommodate more

than 1 bus rendered it impossible to increase the bus frequencies, and whether the proposal of expanding bus stops on the Airport Island needed the support of TD.

50. Mr Jeff POON replied that some bus stops on the Airport Island could accommodate only 1 to 2 buses. As sometimes buses would depart in a clock-face manner (such as 00, 15, 30 hours), they would have to queue for entering the bus stop if several buses arrived at the same time.

51. Mr Bill TANG said that lost trips always occurred, and splitting bus routes could not completely resolve the issue. As a result, S64 buses were always full during peak hours. He suggested the Bus Company deploy more resources and increase the number of buses and drivers. In addition, he opined that deploying staff only at Cathay City Bus Stop to monitor and adjust bus frequencies would be unfair to passengers at other stops. He enquired whether the Bus Company would consider making similar arrangements at peak hours at Cathay Pacific Catering Services Bus Stop and Air Mail Centre Bus Stop.

52. Mr Holden CHOW said that buses would skip some mid-route stops or would skip stops when they were full. While the bus company did arrange field staff to conduct real time monitoring and deploy buses to ease the flow of passengers during peak hours, it should consider increasing the number of buses because there were too many waiting passengers. In the long run, he proposed connecting the artificial island of Hong Kong-Zhuhai-Macao Bridge (HZMB), the Airport Island and Tung Chung Town Centre by means of railway and light rail system, in order to reduce travelling time.

53. Mr Jeff POON made a consolidated reply as follows:

- (a) With regard to the number of buses serving S64 route, there was a total of 8 buses operating on the route the whole day, 2 of which operated during the peak hours up to 11:00 a.m. and 4:00 p.m. to 9:00 p.m. The Company would closely monitor the growth of population and development of Tung Chung to make adjustments to the service of S64 route. The Company would annually submit route planning programme to TD for approval. It was believed that the Department would perform gate-keeping role effectively.
- (b) The company would fairly treat all passengers, including those of Cathay City Bus Stop and other midway stops. It would adjust bus service according to the flow of passengers. Based on observation, the number of people getting off work at Cathay City Bus Stop exceeded those of Catering Road East and Catering Road West. Passengers of Cathay City Bus Stop mostly would go to MTR Tung Chung Station, whereas passengers of Catering Road East and Catering Road West had more bus routes to choose from. In addition, the destinations of passengers varied from person to person. Crowds gathered quickly at the S64 bus stop at Cathay City and thus field staff had to be flexible in deploying bus frequencies to ease the passenger flow.

- (c) S64C was a special short route. It went through Chun Wan Road, Catering Road East and Catering Road West, and then returned to Yat Tung Estate. Whether bus frequencies would be further increased depended on the prevailing situation. If there was congestion at bus stops ahead, frequencies might have to be adjusted immediately to ease the flow of passengers.

54. Mr Gary TO made a consolidated response as follows:

- (a) With regard to the expansion of bus bays on the Airport Island, as the Airport Island was managed by AAHK, TD recently explored with AAHK the expansion of bus stops and extension of bus bays on the Airport Island, so that more than 1 bus could be accommodated. The matter was being followed up on.
- (b) The number of passengers taking S64 bus at Cathay City Bus Stop was particularly numerous in the peak hours when people getting off work. The Bus Company would deploy special frequencies of bus to the stop to ease the flow of passengers in accordance with the passenger and service needs.
- (c) According to the Department's records, the patronage of route S64 was between 45% and 60%. The figures were similar to those of the Bus Company. The Department would regularly conduct spot check on the survey data of bus companies and review the need of deploying more resources.

55. Mr Bill TANG enquired that out of the 8 buses operating on route S64, whether 2 buses only provided service during peak hours, and whether the number of buses providing services at peak hours was 8 of 10. He opined that existing S64 bus service was inadequate to meet the demand and hoped that TD would perform effective monitoring. He proposed that LWB should increase the number of buses in the bus service plan for the following year.

56. Mr Jeff POON said that travelling time outside peak hours would be shorter, and 6 buses would be adequate to maintain the level of service. The service schedule required that 8 vehicles operating the basic frequencies. Counting in other special frequencies deployed from other routes, there would be 11 or 12 buses operating on route S64 at peak hours.

57. Mr Gary TO said that TD would maintain liaison with the Bus Company in respect of future bus route assessment development plan. Where resources permitted, he hoped that the Bus Company would further enhance the service of route S64.

VI. Question on request for extension of bus shelters beside YMCA of Hong Kong Christian College and in front of North Lantau Hospital with rain shelters and provision of a bus stop on Ying Hei Road  
(Paper T&TC 52/2016)

58. The Chairman welcomed Mr Gary TO, Senior Transport Officer/Islands of TD, Mr Jeff POON, Assistant Manager, Traffic Operations of LWB, Mr Louis Kung, Operations

Manager of Citybus, and 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.

59. Mr Eric KWOK briefly introduced the question.

60. Mr Louis KUNG responded as follows:

- (a) With regard to provision of shelter at the bus stop beside Chung Yan Road, the Company was conducting on-site evaluation. Study was also being conducted to determine whether there were facilities that would render the shelter works not practicable. If the works were found to be feasible, application for provision of shelter would be made to TD in order to meet local demand.
- (b) With regard to the proposal of provision of bus stop at Ying Hei Road, after the bus stops at Ying Hei Road outside The Visionary started operation, the Company had set up bus stops for routes no. S56, E11, E11S, E22S, E21A, E21X and N21A for picking up passengers.

61. Mr CHAN Tin-lung said that the route 37 bus stop beside YMCA of Hong Kong Christian College (YHKCC) had a shelter. After considering the patronage of the stop and that it was located at the front part of the various bus stops, it was believed that the facility was adequate and there was currently no plan to extend the bus stop shelter. He supplemented that the Company was conducting a review on the bus stop facilities of the entire Tung Chung North area, and if necessary, improvements would be considered as well.

62. Mr Eric KWOK said that while the patronage of route 37 bus stop was low, the flow of passengers increased when school finished for the day. The shelter was not adequate when it rained and the waiting passengers would be wet through. There was a housing project in Area 39 near YHKCC. In view of the future development of Tung Chung, he hoped that NLB would prepare for the future and conduct an early review on bus stop facilities at the said location and the nearby Tung Chung Road.

63. Mr Holden CHOW said that with the completion of The Visionary, Ying Tung Estate and nearby housing estates, the area's population kept increasing, it was hoped that the various bus companies would increase the number of bus stops and the bus frequencies in the area, so as to meet the service demand.

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

- (a) A number of development projects were underway in Tung Chung. The Company would re-arrange bus routes and proactively review bus stop facilities in the entire Tung Chung North to improve service level.

- (b) The Company recently wrote to government departments to request the provision of a bus bay at Yu Tung Road in Area 39 near YHKCC in order to enhance bus service in the future. The coastal section of Ying Tung Road was alongside rock blocks at which no mid-route stop could be set up. There was no bus stop all the way until Caribbean Coast Phase 2 at Man Tung Road. As a result of increase in population in the area, the demand for bus service kept increasing. He hoped that departments concerned would as early as possible formulate a comprehensive transport plan.

65. Mr Gary TO said that TD had requested CEDD to designate a bus bay at eastbound Ying Hei Road in Area 56 outside The Visionary. As for the Bus Company's request of providing a bus bay at Yu Tung Road in Area 39 near YHKCC, the Department had followed up on the proposal with departments concerned. To tie in with the schedule of intake of residents of Tung Chung North, The Visionary, Century Link and Ying Tung Estate, the Department would co-ordinate with bus companies to enhance bus services and improve the design of bus bays.

(Mr Bill TANG left the meeting at about 3:35 p.m.)

VII. Question on solving traffic congestion before the traffic light at the junction of Shun Tung Road and Tat Tung Road, Tung Chung  
(Paper T&TC 53/2016)

66. The Chairman welcomed Mr Haywood LEE, Engineer/Islands 1 of TD and Ms CHAN Wai-ye, Maintenance Engineer/Islands & Computer Service of HyD to the meeting to respond to the question.

67. Mr Eric KWOK presented the question.

68. Mr Haywood LEE said that with regard to the proposal of allowing left turn to Tat Tung Road from Shun Tung Road near Tung Chung Swimming Pool, so that vehicles on the fast lane could go straight ahead or turn left, while vehicles on the slow lane could still turn left, TD had conducted on-site inspection and found the proposal feasible. It would necessitate the widening of bend and changing of road markings, so as to ensure that vehicles could turn smoothly into Tat Tung Road.

69. Mr Eric KWOK enquired about the commencement time and estimated completion time of the improvement measures.

70. Ms CHAN Wai-ye responded that upon receipt of the Works Request Form, HyD would conduct site inspection, arrange contractors to design temporary traffic diversion arrangement scheme and then seek comments from the relevant departments. It generally would take several months. Upon acceptance of the proposal by the relevant departments, the works could be commenced.



71. Mr CHAN Kam-hung agreed with Mr Eric KWOK's proposal and opined that it would bring convenience to road users. At present, there was often traffic congestion at Shun Tung Road, Tat Tung Road and the roundabout. There were often repairs works at the traffic light and traffic was affected. If vehicles were allowed to turn left from Shun Tung Road, it would help ease the traffic flow. He hoped that departments concerned would implement the works expeditiously.

72. Mr Haywood LEE said that HyD had many projects at hand awaiting implementation. The Department would prioritise the works projects in accordance with manpower and resources.

73. Mr Eric KWOK worried that it would take years before the works commenced and he hoped that HyD could provide a concrete schedule.

74. Ms CHAN Wai-yee responded that upon receipt of the Works Request Form, HyD would conduct site inspection and review the quantities of projects at hand when scheduling the programme of works.

VIII. Question on the progress of the improvement works of Tung Chung Town Centre roundabout (Paper T&TC 55/2016)

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

76. Mr Holden CHOW presented the question.

77. Mr Haywood LEE responded as follows:

- (a) With regard to the proposal of providing loading and unloading spaces outside Exit A of MTR Tung Chung Station, TD had already issued the consent on commencement of works. With regard to the date of implementation, it was believed that HyD would prioritise the works projects in accordance with works at hand, manpower and resources.
- (b) In view of the present traffic condition on Tat Tung Road, the Department would not conduct major works in the vicinity before the works at Tung Chung Town Lot No. 11 were completed, in order to avoid increasing the traffic pressure at Tat Tung Road. As such, the Department would only consider identifying suitable location at Tat Tung Road and outside Exit A of MTR Tung Chung Station for provision of loading and unloading spaces, so as to avoid increasing the traffic load due to major works.
- (c) When the works at Lot No. 11 were completed, the Department would discuss with departments concerned to make good use of the existing temporary bus terminus. The bus terminus would be moved back to the

original site. The vacated site of the temporary bus terminus could be considered for use as loading and unloading spaces for tourist coaches, goods vehicles or private cars. It was believed that the traffic pressure of Tung Chung (Tat Tung Road in particular) would be alleviated.

- (d) If opportunity arose for development of the location outside Exit A or D of MTR Tung Chung Station, TD would re-design the roads outside the 2 exits with relevant departments so as to provide more loading and unloading spaces and maintain the smooth flow of traffic in Tung Chung. It would also provide additional public parking spaces as far as possible to meet the need of the public.

78. Mr Holden CHOW enquired about the implementation date of the works of providing loading and unloading spaces outside Exit A of MTR Tung Chung Station. After the completion of the Citygate extension works, the existing temporary bus terminus would be moved back to the original site at the ground floor of Citygate Phase II. The temporary bus terminus site would be vacated. Members had many times proposed to relevant government departments such as the Planning Department (PlanD) that a municipal services building and market be built to make good use of that government land. However, TD said that the temporary bus terminus might be converted to loading and unloading/parking spaces for tourist coaches, goods vehicles or private cars. Its use was different from that of municipal services building as earlier proposed and he hoped that the Department would explain.

79. Mr Haywood LEE responded as follows:

- (a) With regard to the time of implementation of works, as HyD had many works projects at hand awaiting implementation, including the bend improvement works at Keung Shan Road and South Lantau Road, bus stop improvement works, and the provision of a number of traffic signs and large directional signs in Tung Chung to tie in with the completion of HZMB and Tuen Mun-Chek Lap Kok Link Project. HyD said that if this new project was to be placed at the end of the list, works were projected to begin in 2018. If there was urgency for the works to be implemented soonest, discussion could be conducted with HyD to explore adjusting the priority of works. However, if resources remained unchanged, the progress of other projects would be affected.
- (b) With regard to the future arrangement of the temporary bus terminus, PlanD had to determine the land use planning first. If, as proposed by Members that a municipal services building was to be constructed, TD might propose that the lowest floor be used as bus terminus or loading and unloading spaces in order to satisfy demand of various users. If necessary, the Department could relay the proposal to PlanD.

80. Mr Holden CHOW said that according to the response of TD, the 2 uses were not contradictory. He was concerned that the works of setting up loading and unloading spaces

would only begin in 2018 at the earliest, but the congestion at the roundabout had been long existed. He had proposed resolutions to TD but the problem persisted. He hoped that departments concerned would proactively tackle the issue and implement works the earliest possible.

81. Mr Eric KWOK urged departments concerned to expeditiously resolve the traffic congestion currently existed at the roundabout. With regard to short term measures, he proposed that the time interval of traffic lights be adjusted to ease the flow of traffic and the congestion of Tat Tung Road. As for long term measures, he hoped that the relevant departments would conduct planning again and implement the works the soonest possible.

82. Ms Sammi FU said that many private cars or goods vehicles were parked at the roundabout (the bus stop of Caribbean Coast coaches) outside Exit A of MTR Tung Chung Station. Apart from stepping up law enforcement, she enquired whether TD would formulate some short term measures to improve traffic congestion, such as restricting entry of vehicles other than those prescribed during peak hours.

83. Mr Haywood LEE made a consolidated response as follows:

- (a) With regard to adjusting the time interval of traffic lights, on 1 September the day the school year began, TD staff conducted an inspection at the site and found that traffic was busy in the morning peak hours. After following up with the staff responsible for traffic lights, he learnt that the traffic light at the junction of Tat Tung Road and Shun Tung Road near Fu Tung Estate had been adjusted, and that the green time for vehicles turning from Tat Tung Road into Shun Tung Road had been extended. The Department would later deploy staff to conduct on-site inspection to study whether improvement could be made to the timing of other traffic lights in the area.
- (b) With regard to the proposal of restricting vehicles from entering the roundabout outside Exit A of MTR Tung Chung Station, he said that based on on-site observation, the loading and unloading situation was acceptable most of the time. However, there were vehicles shortly parked at the bend waiting to pick up passengers, which was not a good use of the bend and affected its operation.

84. Mr CHAN Kam-hung said that the design of the roundabout had caused great pain to drivers. As the Lantau taxi stand was far away, many Lantau taxis chose to wait at the urban taxi stand at the roundabout, but there was always traffic congestion. Furthermore, he had proposed the construction of a road linking Cheung Tung Road and Tung Chung East Interchange, which would provide convenience for vehicles travelling to the Airport and the urban areas, thereby easing the traffic congestion currently existed at Tat Tung Road. However, TD replied that it was not feasible. He queried that TD was simply perfunctory in its response and had not sought resolution proactively.

85. The Vice-Chairman Mr CHEUNG Fu proposed that TD, HyD and Members conducted on-site inspection to explore the feasibility of the proposal.

(Ms YU Lai-fan left the meeting at about 3:55 p.m.)

IX. Question on outside vehicles on Discovery Bay  
(Paper T&TC 56/2016)

86. The Chairman welcomed Mr Gary TO, Senior Transport Officer/Islands of TD, and Ms CHAN Wai-ye, Maintenance Engineer/Islands & Computer Service of HyD to the meeting to respond to the question.

87. Ms Amy YUNG presented the question.

88. Mr Gary TO said that Discovery Bay Tunnel (the Tunnel) was privately built and owned. TD regularly conducted inspection on its cleanliness, lightings, traffic signs, rescue vehicles and manpower, etc. Based on the data of the previous 3 years, annually there were 1 to 3 vehicles making mistake in reading the traffic signs and wrongly entering the Tunnel. The situation was not serious. According to TD Notice No. 6093, starting from 26 October 2014, the restriction on types of vehicles in Discovery Bay North was relaxed. Urban and Lantau taxis, and some tourist coaches were allowed to enter into the area. The Notice also specified that maintenance vehicles of the Tunnel and specified vehicles such as police cars, fire engines and government vehicles on public duties could also enter the Tunnel. Recent information revealed that operation of the Tunnel was normal on the whole. If unpermitted cars were found entering the Tunnel, verification of TD could be sought with the registration mark of the vehicle concerned.

89. Ms Amy YUNG raised opinions as follows:

- (a) She opined that the crux of the issue was that the management of vehicles entering the Tunnel was left entirely to the Discovery Bay Road Tunnel Company Limited (the Tunnel Company), whereas Discovery Bay Service Management Limited (the Management Company) was responsible for the licensing of vehicles permitted to operate in Discovery Bay. As both companies were subsidiaries of HKR International Limited, there was suspicion of “insiders regulating insiders”.
- (b) In accordance with Section 23 of the Discovery Bay Tunnel Link Ordinance (Cap 520), a fine of \$100,000 could be imposed on unauthorised use of the Tunnel and the matter had to be reported to the Governor in Council. The license of vehicle involved might be revoked. In accordance with the Ordinance, the Government had the responsibility for supervision.
- (c) She had witnessed or seen from photographs provided by residents private cars parked in the private car park of Discovery Bay Directors’ houses.

There were also light goods vehicles not for transportation use parked at the doors of the Management Company for a long time. There were even cases of taxis entering the vicinity of Discovery Bay Plaza. She was suspicious that these vehicles were not the specified vehicles permitted to enter the area and that their entry or parking was unauthorised. She had seen CID cars of the Police carrying staff to play soccer with personnel of the Management Company and those of the security company. She was suspicious of the saying that they were on public duty.

- (d) She was concerned that many major projects were in progress in Discovery Bay at present, and that there were many heavy vehicles and traffic diversion measures were implemented from time to time. She was worried that traffic accidents would happen. If HyD and TD did not conduct supervision in accordance with Section 23 of the Ordinance (Cap 520), they did not do what they should do.
- (e) She suggested TD and HyD consider installing CCTV at toll booths at the entrance of the Tunnel, so as to monitor vehicles entering the Tunnel. While the Tunnel was not long in length, she learnt that there was 21 maintenance vehicles and most of them were private cars. Some residents had taken photographs of these private cars parked at the private car park of Discovery Bay Directors and she suspected that there was abuse of the use of these cars. If it was true, the Government had the duty to conduct law enforcement and prosecute vehicles that had violated regulations.
- (f) TD said that every year only 1 to 3 cars entered Discovery Bay by mistake, but she saw similar incidents every day. She queried whether the incident had to be reported to the Department every time, or should the matter be relayed to the media for reporting.

90. Mr Gary TO said that the fine stipulated in Section 35 of the Ordinance would be imposed only when there was major structural problem. According to the information of the Department, incidents of cars entering the Tunnel by mistake were not many. Once found, staff of the Tunnel would immediately advise the cars to leave. The Department did not have information in regard to the number of tunnel staff, maintenance vehicles and cars for staff use and their usage. As far as he understood, the Tunnel Company regulated vehicles of Discovery Bay by means of “closed area permit”. Entry of vehicles not permitted by the above Notice into the Tunnel was unlawful. He supplemented that CID cars not with AM license plates were used during special tasks.

91. Ms Amy YUNG said that TD did not understand the seriousness of the issue. It did not conduct proper supervision on non-compliant vehicles. The Tunnel Company was allowed to regulate itself without control. She enquired about the number of maintenance vehicles in other long tunnels (such as Tate’s Cairn Tunnel), whether private cars would be used, and whether the use of private cars for maintenance purpose was suitable. She welcomed government cars entering Discovery Bay to carry out public duty (including those

not with AM license plates), but she indeed witnessed unknown cars entering Discovery Bay to carry police officers to play soccer with staff of the Management Company and those of security company. If there was no reasonable explanation, it was violation of regulation. She suspected that TD and HyD were negligent in their duties, and that they did not conduct supervision intentionally or that they dared not carry out supervision. She was worried that collusion as reported in the newspaper would occur in Discovery Bay. She had enquired of the Owners' Committee about the issue of unauthorised entry of vehicles into Discovery Bay and raised the issue at DC meetings. If the Administration did not step up law enforcement, she would have to make public the incident.

92. Mr Gary TO said that if vehicles entered the Tunnel without reasonable explanation, it was unlawful. The Department would not tolerate such incidents and would initiate prosecution correspondingly. As to whether the police vehicle was carrying out public duty, the Police might provide information.

(The Vice-Chairman Mr CHEUNG Fu left the meeting at about 4:10 p.m.)

X. Question on request for construction of coastal highway connecting Tung Chung and Tai O  
(Paper T&TC 48/2016)

XI. Question on landslide on Lantau bringing traffic to a standstill  
(Paper T&TC 57/2016)

93. The Chairman said that as the contents of agenda items (X) and (XI) were related, he proposed that they be discussed together. Although the question of agenda items (XI) was received after the deadline, considering that the incident occurred after the deadline and that there was urgency to the matter, he gave special approval that the matter would be discussed at the meeting. He welcomed Mr Gary TO, Senior Transport Officer/Islands, and Mr Haywood LEE, Engineer/Islands 1 of TD, and Ms CHAN Wai-yee, Maintenance Engineer/Islands & Computer Service of HyD to the meeting to respond to the questions. The joint written reply of Transport and Housing Bureau (THB), TD, HyD and CEDD had been distributed to Members for perusal before the meeting.

94. Mr LOU Cheuk-wing presented the questions on Paper T&TC 48/2016 and Paper T&TC 57/2016 respectively.

95. Mr Haywood LEE responded as follows:

- (a) With regard to the proposal of constructing a coastal highway from Tung Chung to Tai O, TD had given a written reply to Tai O Rural Committee (RC) on 2 August this year. It was mentioned in the letter that the Government had conducted a preliminary feasibility study in 1998 on the proposal of constructing a road linking Tung Chung and Tai O. The results of the study then revealed that from the viewpoint of traffic demand or environmental factors, there was no adequate justification to support the construction of the linking road. The Department and other departments concerned had all

along closely monitored the use of roads on Lantau Island. Appropriate improvement works had been conducted where necessary and feasible. For example, the Tung Chung Road widening works conducted from 2006 to 2009 had significantly improved the traffic between Tung Chung and Tai O. Bend improvement works had been conducted at various locations along Keung Shan Road and South Lantau Road in recent years to further smoothen the traffic flow. The various works mentioned above had significantly improved the outward bound traffic of rural areas of Lantau Island. In addition, according to the proposed development strategy for Lantau publicised by Lantau Development Advisory Committee in January of the current year, Northwest Lantau (including Tai O) was recommended to be mainly used for conservation, leisure, cultural and green tourism. Large scale development was not recommended. Based on the 2 points above, the Government currently had no plan to construct a coastal highway linking Tai O and Tung Chung.

- (b) With regard to the figures mentioned in the letter, the road capacity designed for South Lantau Road and Keung Shan Road was 8 000 vehicle trips per day. According to the Department's statistics, at present, South Lantau Road recorded about 3 200 vehicle trips per day, the South Lantau Road to Sham Wat Road section of Keung Shan Road recorded about 2 560 vehicle trips per day, and the Sham Wat Road to Tai O Road section recorded about 1 110 vehicle trips per day. Traffic congestion rarely occurred. The Department opined that South Lantau Road was able to cater for the existing vehicular flow and there was no need of expansion in the near future.
- (c) While the Department had no plan to construct the coastal highway from Tung Chung to Tai O, it was learnt that CEDD was planning to establish Lantau Development Office, which would be dedicated to implement and manage the Lantau development plan, including conducting overall traffic and transport study for various Lantau development projects. It was believed that the highway situation between Tai O and Tung Chung and the proposal of constructing a coastal highway would be reviewed at that time.

96. Mr LOU Cheuk-wing expressed disappointment at the response of TD. He disagreed with the saying that the traffic volume was low and that there was no adequate data to support the construction of a coastal highway. All roads in Hong Kong were toll-free and Lantau Island was the only exception. Application of closed road permit was required for vehicles entering South Lantau Road. He said that South Lantau Road was not a standard road, and the minor improvement works conducted by the Government simply could not resolve the problem. Although the population of Tai O was small, the number of tourists was large. He asked TD to conduct on-site observation from 1:00 p.m. to 7:00 p.m. on holidays to understand the situation. Apart from considering the data on traffic volume and visitor flow, TD should tend to the long term living need of Lantau residents and the need of sustainable development. As a result of lack of transport ancillary facilities, residents were forced to leave the villages to urban areas, leading to a sharp decrease in the population of a

number of villages (such as Fan Lau, Yi O, San Tau Village and Sha Lo Wan, etc.) Take Sha Lo Wan as an example, its population fell from around 1 000 to less than 100 at present. He opined that TD had not taken into account factors such as livelihood of residents, economic and sustainable development. He considered the Department's response ridiculous.

97. Mr Randy YU gave opinions as follows:

- (a) The issue had been discussed at DC for a long time, but TD just gave a large number of figures on traffic volume to whitewash the issue. If figures were to be discussed, government departments should not only mention quantity, but quality as well. For example, the impact arising from the landslide incident such as many areas of Islands District being isolated from the outside world.
- (b) The location of the slope where the landslide occurred did not fall into the scope of the landslip mitigation programme of CEDD. It was because the slope was small in area and it was not easy to detect its potential risk. After the hit of Typhoon Hagupit in 2008, various government departments did not conduct improvement works to slopes not covered in the programme. There were many slopes on Lantau with the risk of landslide occurring any time, but residents could do nothing. After the landslide incident occurred, residents were not able to travel to urban areas until about 4 hours later when the Government arranged special ferry service to carry residents. That was what he meant by quality figures. There were problem with the loading capacity of Tai O. In case of mishaps (such as landslide) and roads had to be temporary closed, evacuation of tourists would be difficult and livelihood of residents would also be greatly affected. In addition, the travelling time for residents going to work and school was different than that of urban areas, a return trip would take several hours and it would affect quality of life.
- (c) THB shifted the problem of developing Lantau to Development Bureau (DEVB) and totally disregarded the transport and living environment of residents in Tai O and other remote areas. To residents of Lantau Island, the Government neglected the living needs of residents of Islands District. Even though it was now planning to develop Lantau, most places of South Lantau were not benefited. While the development in North Lantau would bring certain benefits to Tai O, he was concerned that the existing road capacity of South Lantau was inadequate to cater for the vehicular flow brought about by the future development of Lantau and the commissioning of HZMB. In addition, government departments lacked long term road reconstruction and improvement plans. Over the years, the Government conducted only minor repairs on South Lantau Road which was a "construction road" and did not upgrade it to a standard road. The consequences were unimaginable if accidents occurred. Apart from the issue of slope, there were problems with the subgrade, width and bends of South Lantau Road. He hoped that



relevant departments would put on record that after the establishment of Lantau Development Office, consideration should be first given to the proposal of Tai O to Tung Chung coastal highway.

98. Mr Holden CHOW said that if the Government was to build the coastal highway, a journey from Tung Chung to Tai O would take only 15 minutes. He believed that the cost-effectiveness for such a highway was very high. The Government should conduct study the earliest possible and should not delay.

99. Mr CHOW Yuk-tong said that he learnt that environmentalists objected to the proposal of constructing the coastal highway and that it would be not easy for the works to pass the EIA. He opined that Tai O's capacity had reached saturation point, especially on holidays when traffic was very congested. The Government should not only listen to the voices of opposition of environmentalists, it should also tend to local needs. In developing Lantau, the Government should make long term consideration. Without transport ancillary facilities, the development of Lantau would lose its meaning. He urged the Government to implement the study on constructing the coastal highway the soonest possible and strike a balance between development and environmental protection.

100. Mr Ken WONG said that if bus companies would buy more buses, the pressure on traffic could be eased. However, it would be unfair if residents had to share the maintenance fees of vehicles. He was perplexed that the Government planned to develop Lantau Island but did not build the coastal highway. TD said that the current data was insufficient to support the construction of the highway. He queried that there was also no data to support the construction of HZMB. Owing to the recent landslide incident and implementation of the restoration works, the navigation channel between Lantau and the Airport Island was designated as prohibited area. Vessels were not allowed to enter except ferries of Fortune Ferry Company Limited, or else MD could initiate prosecution. He opined that government departments each administered in its own way and had not taken all-round consideration of transport ancillary facilities when developing Lantau Island. As a result, conflicts between residents and tourists occurred. The data of TD revealed that South Lantau Road was adequate to cater for the vehicular flow, but he queried that the data did not reflect the reality.

101. Mr WONG Wah said that the increase in number of buses would not help if the roads were jammed. There was a certain degree of difficulties for South Lantau Road to accommodate more buses. With regard to environmental protection, he enquired why it was all right in the past to conduct excavation and reclamation works for building Lantau Link, and it was considered infeasible when it came to the construction of Tung Chung to Tai O coastal highway.

102. Mr LOU Cheuk-wing said that TD indicated that Tai O would be used for conservation, leisure, cultural and green tourism, but there was no transport ancillary facilities and tourists simply could not go to Tai O. He gave the example of the landslide incident in 2008 during which roads were closed for nearly a month and Tai O was isolated from the outside world. While water transport could solve part of the problem, travelling by vessels was time-consuming and the number of vessels were inadequate. Thus it could not

expeditiously and effectively solve the transport problem. The recent landslide occurred at Shui Hau, and the repair works were relatively simple and could be completed within a short period of time. If unfortunately similar accidents happened at Shek Pik Reservoir or other locations, he enquired how the Government would respond to it.

103. Mr Randy YU said that as North Lantau Hospital was unable to provide dental service to the elderly, he planned to collaborate with a charity organisation to arrange a “dental car” to provide dental service for the elderly on Lantau. Unfortunately, during on-site inspection, the charity organisation found that South Lantau Road was plagued by issues of bends and subsidence. The wear and tear of the “dental car” and its equipment would be worsened by running on the road. He disagreed with TD’s saying that there was significant improvement for the outward bound traffic and various bends of South Lantau Road. He opined that the actual achievement of improvement works was limited. He criticised TD for aiming at proving to the media that conditions of South Lantau Road had been greatly improved as a result of many bends improvements works, so as to avoid conflict with environmentalists. That was the reason it rejected the construction of the coastal highway from Tai O to Tung Chung.

104. Mr Eric KWOK said that the issue of traffic congestion from Tai O to Tung Chung should be resolved as early as possible. With regard to environmental protection, he had last year suggested DEVB make reference to the SkyTrain between Vancouver and Burnaby and explore building an overhead railway in Tung Chung. That could address the environmental protection issue, preserve the coastal scenery and provide a comfortable and efficient means of transport linking Tai O to Yat Tung Estate in Tung Chung, Tung Chung New Town, the Airport and the artificial island of HZMB. He believed that the above railway system would be able to resolve completely issues raised by Members. He criticised the Government for allocating vast capital to construct the three-runway system of the Airport, but unwilling to allocate resources to resolve the urgent transport issue facing residents of South Lantau.

105. Mr CHAN Kam-hung said that a well-developed road network was crucial in solving traffic issues. He indicated that as Lantau’s road network was not well-developed, many Lantau taxi drivers were unwilling to go to Tai O to carry passengers on holidays. If an island-wide highway was built on Lantau, even if landslide occurred at Shui Hau again in the future, there would still be other roads connecting Tung Chung. He requested the Government to as far as possible improve the road network on Lantau Island in order to solve traffic issues.

106. The Chairman hoped that TD would consider Members’ opinions.

(Ms LEE Kwai-chun left the meeting at about 4:50 p.m.)

## XII. Reports by Working Groups

107. Members noted and endorsed the report of T&TC Working Group.

### XIII. Any Other Business

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

108. The Chairman welcomed Ms CHAN Wai-yee, Maintenance Engineer/Islands & Computer Service of HyD to the meeting to present the paper. He said that HyD had submitted to the Committee the Minor Traffic Improvement Projects and Schedule (the Schedule) as at early September this year before the meeting. The Schedule was tabled at the meeting and Members were invited to raise enquiries and opinions.

(Improvement works at Bend K10 near Shek Pik Reservoir Link Road)

109. Mr WONG Wah enquired why Bend K10 works were remarked "to be reviewed" in the Schedule. The project had recently been endorsed by the Committee and scheduled to commence in August of the current year. He learnt that at present there was local groups objecting to the works and he enquired about the justifications. He enquired whether the project would be cancelled as a result of objection and whether works would be implemented as scheduled.

110. Mr LOU Cheuk-wing said that representatives of several societies/local groups of Tai O would attend the meeting to be held on 28 September. He opined that Bend K10 works had been endorsed by the Committee and if the works were cancelled because of objection of some local groups, it was a disrespect of the Committee's decision. He further enquired whether the "to be reviewed" commencement time was the decision of TD or HyD, and he hoped that the department concerned would give explanation.

111. Mr WONG Fuk-kan said that Bend K10 was very dangerous and the problem had remained unsolved over 10 years. While the works had been endorsed by the Committee, consultation had to be conducted again because of objection of some local groups. He queried that TD intended to delay the project, making it unlikely to be completed in foreseeable future. He enquired whether it would necessitate the occurrence of an accident on Keung Shan Road to force the Administration to face to the issue squarely.

112. Mr HO Siu-kei said that Hong Kong was a democratic society. However, demand of the majority of people was overthrown by unreasonable demand of a few. That applied even to projects already endorsed by DC and that was unreasonable. He enquired whether it would necessitate Lantau Island residents to take action to arouse the Government's attention.

113. Mr Randy YU said that Bend K10 project had been confirmed and date of implementation had been scheduled. He could not understand why the opinion of a few people would cause delay. He originally thought the purpose of the meeting on 28 September was to explain the details of works. He then realised that it was for consultation of various local groups and works could begin only after their opinions were taken into account. If DC/T&TC and RCs were not sufficiently representative, there was no need to

consult them on future projects because there would be no assurance that projects could be implemented upon their endorsement.

114. Mr Holden CHOW said that projects endorsed should be implemented. If consultation had to be conducted once again because individual local group raised objection, works would be delayed or everything had to be started anew. He queried that it was a violation of procedures. Since the project had been endorsed, the decision of DC had to be respected.

115. The Chairman said that the Committee was totally unaware of the “to be reviewed” progress of Bend K10 works. He hoped that relevant departments would explain.

116. Mr Ken WONG said that there was urgency to improve road safety. At present, Bend K10 works had been indecisive and trapped in inaction. TD started the process anew because of the objection of a few groups and initiated consultation again. He queried that the practice of the Department was improper.

117. Mr Haywood LEE said that there were opinions from local groups with regard to the temporary traffic arrangement for Bend K10 works. In order to listen to opinions of local groups, the Government had arranged to meet them at late September to explain the temporary traffic arrangement for Bend K10 works. The Government also hoped that Bend K10 works could begin as early as possible.

(Post-meeting note: At the meeting on 28 September, the Government listened to opinions of local groups. Subsequently, the Government contacted the Chairman and Vice-Chairman of Islands District Council (IDC), Chairman and Vice-Chairman of T&TC of IDC and DC members of the constituency, and secured their support of the project. After balancing various factors, such as the benefits brought about by the completion of works, and the support of IDC and most of the local communities, the Government decided to implement the project. The project commenced on 25 October 2016.)

(Improvement works of Bend K12 at Keung Shan Road near Tai O Road and Bend K1)

118. Mr WONG Fuk-kan said that Bend K12 was located outside the bus stop. He did not find any problem with the road section when he drove past. On the contrary, the road section of Bend K1 near the catchwater channel was seriously damaged and the road surface was uneven. Cars would find the road section bumpy and repairs were urgently needed. He proposed that concrete road surface, which was more durable, should be used. In reality, there was greater urgency in repairing Bend K1 than Bend K12 and he proposed that HyD should first implement Bend K1 improvement works.

119. Mr WONG Wah concurred with Mr WONG Fuk-kan that the road surface at Bend K1 was badly damaged and road safety was affected. Although repair had been conducted many times, the condition was still not satisfactory.

120. Mr CHAN Kam-hung said that Keung Shan Road was uneven and there were many bends. When it rained heavily, rainwater would pour onto the surface of the road and traffic safety would be compromised. He hoped that departments concerned would conduct improvements to Keung Shan Road as soon as possible in order to enhance road safety.

121. Ms CHAN Wai-yee said that with regard to the condition of road from Bend K1 to K12, after the continuous downpours of rain in South Lantau in early September this year, the manhole located at Keung Shan Road near Tai O Road junction was full with a vast amount of rainwater over-flowing onto the nearby roads. As a result, road surface was seriously damaged. HyD deployed staff to conduct site inspection at the location that day. When the weather condition became better, temporary repairs were carried out and completed immediately. With a view to the cause of flooding was due to insufficient drainage capacity, HyD liaised and conducted joint site inspection with the Drainage Services Department (DSD) to discuss and devise the drainage improvement works. According to the arrangements, HyD and DSD would work together to install drain pipes of greater drainage capacity beneath the road so that the rainwater could be drained away effectively. Subsequently, permanent re-surfacing of roads would be conducted. Both works would require the implementation of temporary traffic diversion measures at Keung Shan Road.

122. Mr WONG Fuk-kan opined that HyD still failed to explain the effects of Bend K12 works. The current use of asphalt to repair roads would make it easy for the asphalt to be carried away by rain and was not durable. He suggested HyD use other materials to replace asphalt in repairing roads. With regard to improvement works of drainage system, he proposed that DSD should use larger outfalls to collect rainwater and enlarge the manholes, so as to collect and carry away rainwater effectively and to reduce blockage. He requested HyD and DSD to co-ordinate for early commencement of works in order to enhance road safety.

(Other business)

123. Mr KWONG Koon-wan raised opinions about frequencies of Cheung Chau ferries. He said that starting from the beginning of school year on 1 September, the schedule arrangement of Cheung Chau ferries was not satisfactory and residents were much pained and aggrieved by it. For example, from 1 to 19 September, the ferry scheduled to depart from Cheung Chau at 6:20 a.m. (0620 trip) departed about 3 to 10 minutes earlier than the scheduled time. Many students and residents were late to school or work as a result. He hoped that New World First Ferry Services Limited (NWFF) and TD would face the issue squarely and handle the matter at the soonest possible. In the previous week, TD contacted him and said that it would discuss with NWFF the use of vessel of large capacity for the 0620 trip. He had reflected the issue of frequencies to NWFF in December last year, but NWFF gave excuses instead of addressing the issue and there was no improvement so far. He urged the Government to conduct review on the arrangement of the operation of Cheung Chau ferry route by NWFF.

XIV. Date of next meeting

124. There being no other business, the meeting adjourned at 5:30 p.m. The next meeting would be held at 2:00 p.m. on 21 November 2016 (Monday).

- End -