

(Translation)

Minutes of Meeting of Traffic and Transport Committee

Date : 23 September 2019 (Monday)
Time : 2:00 p.m.
Venue : Islands District Council Conference Room,
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong.

Members

Mr HO Siu-kei (Vice-Chairman)
Mr YU Hon-kwan, Randy, JP
Mr CHAN Lin-wai
Mr WONG Hon-kuen, Ken
Mr HO Chun-fai
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
Ms TSANG Sau-ho, Josephine
Mr KWOK Ping, Eric
Ms FU Hiu-lam, Sammi
Mr WONG Ma-tim
Mr WONG Fuk-kan
Mr YIP Pui-kei
Mr LEE Ka-ho
Mr TSANG Chun-hon

Attendance by Invitation

Mr KWOK Chi-hang	Administrative Assistant/Lands (District Lands Office, Islands), Lands Department
Mr Rayson LAW	Planning and Support Officer I, Long Win Bus Company Limited
Ms Annie LAM	Public Relations Manager - External Affairs, MTR Corporation Limited
Ms Jessica LEUNG	Senior Public Relations Executive - External Affairs MTR Corporation Limited

In Attendance

Mr AU Sheung-man, Benjamin	Assistant District Officer (Islands)1, Islands District Office
Mr WONG Tak-yeung	District Operations Officer (Lantau), Hong Kong Police Force
Mr WAN Chi-kin	District Engineer/General(2)B, Highways Department
Miss CHOI Siu-man, Sherman	Senior Transport Officer/Islands 1, Transport Department
Miss SIN Kai-wai Marie	Senior Transport Officer/Islands 2, Transport Department
Mr WAN King-ming, Alex	Engineer/Islands 1, Transport Department
Ms YUEN Kit-fung	Engineer/Islands 2, Transport Department

Mr WONG King-ho, Desmond	Engineer/32(L), Civil Engineering and Development Department
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 Sonja Chan	Assistant Corporate Communications Manager, New World First Ferry Services Limited
Ms LAM Wai-ling, April	General Manager, Hong Kong & Kowloon Ferry Holdings Limited

Secretary

Miss WONG Fong-yu, Kammy Executive Officer (District Council)3, Islands District Office

Absent with Apology

Mr WONG Man-hon
Mr CHOW Yuk-tong, SBS
Ms WONG Chau-ping
Mr YUEN King-hang
Mr LAU Chin-pang
Mr TSE King-tin
Mr CHAN Ling
Mr Vincent CHUA

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Welcoming remarks

The Vice-Chairman Mr HO Siu-kei said that as the Chairman was unable to attend the meeting due to other commitments, he would preside over the meeting. He welcomed Members and representatives of the government departments and organisations to the meeting and introduced the following representatives who attended the meeting:

- (a) Mr WONG King-ho, Desmond, Engineer/32(L) of the Civil Engineering and Development Department (CEDD) who attended the meeting in place of Mr AU Hok-lang, Tony, and
- (b) Ms Sonja CHAN, Assistant Corporate Communications Manager of New World First Ferry Services Limited who attended the meeting in place of Ms CHAU Shuk-man, Anthea.

2. Members noted that the Chairman Mr WONG Man-hon, Mr CHOW Yuk-tong, Ms WONG Chau-ping, Mr YUEN King-hang, Mr LAU Chin-pang and Mr TSE King-tin were unable to attend the meeting due to other commitments.

I. Confirmation of the Minutes of Meeting held on 22 July 2019

3. The Acting Chairman said that the above draft minutes had incorporated the amendments proposed by government departments, guests and Members, and had been distributed to Members for perusal before the meeting.

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

5. The Acting Chairman said that the Secretariat had drafted a checklist of follow-up items as at 20 September this year, which had been distributed to Members for perusal before the meeting. The document was tabled at the meeting.

6. Mr Randy YU said that this was the last meeting of Traffic and Transport Committee (TTC) of the current District Council (DC) term. Although DC would cease operation soon, Members would still be concerned about the follow-up items so he hoped that the Secretariat could notify Members in writing if replies were received from the departments concerned regarding the follow-up items during the period of suspension. He requested the Transport Department (TD) to report in detail the follow-up status of the items at the first TTC meeting in 2020 after Members of the sixth term of Islands District Council (IDC) were elected.

(Post-meeting note: The Secretariat had distributed replies of the departments concerned regarding the follow-up items to Members for perusal.)

II. Question on request for improvement of walkway outside MTR Tung Chung Station Exit D
(Paper T&TC 69/2019)

7. The Acting Chairman welcomed Ms Annie LAM, Public Relations Manager - External Affairs and Ms Jessica LEUNG, Senior Public Relations Executive - External Affairs of MTR Corporation Limited (MTRCL) as well as Mr WAN Chi-kin, District Engineer/General(2)B of the Highways Department (HyD) to the meeting to respond to the question.

8. Mr Holden CHOW briefly presented the question. He proposed removing the parapet wall shown in the enclosed plan of the paper or opening a hole on the wall, and providing barrier-free facilities to enable people in need including the elderly to access the pedestrian crossing without making a detour.

9. Ms Jessica LEUNG said that MTRCL noted Members' request for opening an access through the parapet wall outside Entrance/Exit D of MTR Tung Chung Station to facilitate passengers to use the pedestrian refuge nearby. However, the area outside the exit was situated at a low-lying area at the same ground level as Tat Tung Road. Under inclement weather condition, such as during the passage of super

typhoon “Mangkhut” in 2018, the flood wall could effectively prevent rainwater from flowing into the station, and therefore reduce the risk of flooding. MTRCL had been reviewing the proposal carefully, and had conducted a site visit with a number of Members of IDC and Lantau Area Committee as well as representatives of relevant government departments in June this year to listen to their views and suggestions. MTRCL was also reviewing the feasibility of opening an access through the wall, and initially considered it not impracticable preliminarily. MTRCL would continue with the study on improving the flood prevention capability in the design of the ancillary facilities and report to Members on the progress.

10. Mr Holden CHOW was satisfied with the response of MTRCL. He hoped that MTR could furnish an opening on the parapet wall without affecting the flood prevention capability and the proposal could be implemented soon.

11. Mr Randy YU expressed gratitude to MTRCL for proactively studying the proposal although the engineer had said on the day of site visit that it would not be easy. As for the potential risk of rainwater flowing into the station after an opening is furnished on the parapet wall and providing barrier-free access, he said that the annual number of days experiencing inclement weather was limited. Besides the construction of embankments in Tai O, the Drainage Services Department installed floodgates for some residences to keep out water. The floodgates, mainly made of aluminium panels, had high flood prevention capability and were easy to operate. He proposed that the engineers of MTRCL should pay a site visit to Tai O and study the measures taken. In view of the height of the parapet wall, he opined that provision of one or two floodgates would be enough and hoped that the proposal could be implemented expeditiously.

12. Mr Eric KWOK said that as mentioned by Mr LOU Cheuk-wing, former Chairman of Tai O Rural Committee (RC), residents returning to Lantau South by NLB bus route no. 3M usually accessed the bus stop by crossing Tat Tung Road near the taxi stand, giving rise to safety concerns as there were vehicles entering from the left very often. He enquired whether a fence could be provided at the roundabout near the Lantau taxi stand when the improvement works was in progress to prevent the residents from crossing Tat Tung Road thereat. As such, the residents had to access the bus stop using standard pedestrian crossing facilities.

13. Mr CHAN Kam-hung said that he had raised the proposal at the Trade Conference for Lantau Taxis and pointed out that due to the curved design of Tat Tung Road, when vehicles reached outside MTR Tung Chung Station Exit D, motorists had to pay attention to the traffic condition of the entire Tat Tung Road or they would be prone to accidents. In addition, when leaving the junction at Cheung Tung Road, motorists had to be aware of vehicles entering from Tat Tung Road and Fu Tung Street and whether there were any jaywalkers. As many traffic accidents had occurred at the location concerned, he hoped that the works could be implemented soon.

14. Mr WAN Chi-kin said that HyD was informed at the meeting on 12 June this year that MTRCL would explore the feasibility of opening a hole on the parapet wall

again. The department would co-operate accordingly if the works would interfere with the road drainage facilities under its purview.

15. Mr Eric KWOK said that if MTRCL remove the parapet wall and provide standard crossing facilities without erecting a railing at the taxi stand, residents going to the bus stop might jaywalk at Tat Tung Road for convenience. As such, he hoped that MTRCL and the department concerned could consider providing a railing.

16. Mr Randy YU agreed with Mr Eric KWOK's proposal of providing a fence. As mentioned by Mr CHAN Kam-hung, accidents might occur if vehicles entered while pedestrians were crossing the road. It was believed that road safety would improve if a hole was opened on the parapet wall, standard crossing facilities were provided and a railing was erected near the taxi stand to prevent jaywalking.

17. Ms YU Lai-fan said that since the proposal was considered feasible by the representative of MTRCL and relevant to the safety of the residents, it should be accorded priority to prevent the residents from crossing Tat Tung Road near the exit for convenience which might lead to accidents.

18. Mr LEE Ka-ho said that he had witnessed residents crossing the road near the exit and requested TD to provide the number of traffic accidents occurred at the location over the past year for reference.

19. The Acting Chairman was pleased that MTRCL adopted a proactive attitude towards the proposal and requested TD to provide the number of traffic accidents occurred at the location.

20. Ms YUEN Kit-fung said that the number of traffic accidents occurred at the location could not be provided at present. The location was not a traffic black spot but the department would review the necessity of providing railings to improve road safety.

21. The Acting Chairman urged TD, MTRCL and HyD to follow up on the proposal proactively and hoped that progress could be made within this year.

III. Question on progress of improvement works for traffic light system at Tat Tung Road (Paper T&TC 70/2019)

22. The Acting Chairman welcomed Ms YUEN Kit-fung, Engineer/Islands 2 of TD and Mr WAN Chi-kin, District Engineer/General(2)B of HyD to the meeting to respond to the question.

23. Mr Holden CHOW briefly presented the question.

24. Ms YUEN Kit-fung said that the new traffic lights and underground conduits for the improvement works for traffic signal system at the junction of Tat Tung Road and Hing Tung Street had been completed in mid of this year, and the traffic signal

controllers had been connected to the designated signal cables in the control centre in August this year. TD would then have to implement temporary traffic arrangement for one day for completion of the remaining works. The works were anticipated to be completed in November this year.

25. Mr Holden CHOW said that he was informed by TD earlier that the connection works was anticipated to be completed in November. He enquired whether other departments were involved in the works. If yes, how would the relevant departments tie in with TD's arrangements to ensure that the whole project could be completed by November.

26. Mr Eric KWOK expressed his views as follows:

- (a) He had paid a site visit to the new bus terminus at Citygate (NBT) with the representatives of TD, HyD and Islands District Office (IsDO) as well as IDC Members. It was discovered that the entrance/exit of the NBT was at Tat Tung Road, with Tung Chung Swimming Pool and the bus stop off Tung Chung Cable Car Terminus on the left, Tung Chung Temporary Bus Terminus, non-franchised bus stop and the entrance/exit of the underground carpark of Citygate Phase 1 on the right. There were also crossing facilities off the terminus so he considered the design unsatisfactory.
- (b) At present, all buses plying between the Airport and Tung Chung West (i.e. Mun Tung Estate and Yat Tung Estate) routed via Tat Tung Road. The road section was connected to a number of junctions, among which two had traffic lights. When driving from Lantau South to Tat Tung Road in peak hours, traffic congestion occurred whenever the vehicle entered the junction near Tung Chung Swimming Pool. As part of the road was reserved as the entrance/exit of the NBT, motorists must drive in the left-hand lane. The road section would be even more congested after the entrance/exit of the non-franchised bus stop opened in the future. He proposed that TD should review the design of the location to divert vehicular flow. According to the Government's earlier prediction, 14 000 vehicles would travel to Hong Kong via Hong Kong-Zhuhai-Macao Bridge (HZMB) after its commissioning. If 10% (around 1 400) of them travelled to Tung Chung Town Centre, he believed that traffic in the area would be paralysed. He hoped that the representative of the department could relay his views to the top management so as to formulate solutions to the traffic problems at Tat Tung Road expeditiously.

27. Mr WONG Wah agreed that connection of Cheung Tung Road to Tung Chung Eastern Interchange proposed by Mr KWOK could divert Kowloon bound traffic.

28. Mr CHAN Kam-hung expressed his views as follows:

- (a) The design of Tat Tung Road was unsatisfactory. Strenuous efforts

were made by RC and DC Members in converting the section of Tat Tung Road near Tung Chung Swimming Pool into two-lane traffic, thus enabling vehicles to enter by making a left turn from Shun Tung Road. However, road markings at the road section were unclear that some motorists did not know a left turn could be made to enter Tat Tung Road. He proposed that the department should delineate two lanes on the ground and provide clear indication arrows.

- (b) Tung Chung Temporary Bus Terminus was located at the bend of Tat Tung Road. If two buses pulled in the stops with other vehicles negotiating the bend at the same time, there would be traffic obstruction. He proposed moving the stops outside the lay-by inside. As all vehicles entering Tung Chung would pass the bend, he proposed that TD should improve the design of the bus terminus as soon as possible to alleviate congestion thereat.

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

- (a) Regarding the progress of the improvement works for traffic signal system at Tat Tung Road in Tung Chung, HyD had completed civil engineering works in mid-2019. TD had also arranged the tele-communication company to connect cables and the remaining works would be taken over by the Electrical and Mechanical Services Department (EMSD) in November. To facilitate the connection works, traffic lights at the location concerned would cease operation and temporary traffic arrangement would be in place. To avoid delay due to inclement weather, TD would devise backup plans for the construction works to ensure the works to be completed by November.
- (b) As for the vehicular flow at Tat Tung Road, buses entered and left the NBT via the temporary vehicular entrance/exit at Mei Tung Street when the NBT commenced its operation early this year. At present, the buses would use the entrance/exit at Tat Tung Road instead. There were three carriageway lanes at Tat Tung Road near the entrance/exit of the NBT. One lane had been reinstated for southbound traffic and was exclusively used by buses and non-franchised buses departing from the terminus so that they no longer had to take a circuitous route along Yat Tung Road. After completion of the improvement works for traffic signal system at Tat Tung Road, traffic signals at the junction of Tat Tung Road and Hing Tung Street would be co-ordinated with those at the junction of Shun Tung Road and Tat Tung Road so that vehicles at Tat Tung Road could pass through both junctions in one go without waiting in general.
- (c) Regarding the proposed connection of Cheung Tung Road to Tung Chung Eastern Interchange, as the proposed point of connection, which was currently a vehicular entrance/exit, was not a public road and its design failed to meet the department's standard for safe operation of buses, the department had no plan to open the vehicular entrance/exit for buses.

- (d) With regard to unsatisfactory location of the bus stop at Tung Chung Swimming Pool, the department had converted the road section of Tat Tung Road connecting to Shun Tung Road into dual lane carriageway to shorten the waiting time for vehicles at junction entering Tat Tung Road and alleviate traffic congestion. As a number of buses routed via Tat Tung Road in peak hours, the department would review utilisation of the bus stop in due course and explore improvement measures when necessary.
30. Mr CHAN Kam-hung pointed out that road markings guiding motorists to make a turn from Shun Tung Road to Tat Tung Road were unclear and the left lane was too close to Tung Chung Temporary Terminus. In addition, the bus stop was too close to the traffic light.
31. Ms YUEN Kit-fung said that TD noted Members' views and would review the road markings concerned.
32. Mr Holden CHOW hoped that the tele-communication company could co-ordinate with EMSD as far as possible to ensure completion of the improvement works for traffic signal system at Tat Tung Road by November as scheduled, so as to alleviate the traffic problems thereat. Tat Tung Road was completed 20 years ago and its design was becoming inadequate to cope with the traffic demand. Although the improvement works for traffic signal system was underway, traffic problems at Tat Tung Road could not be fully resolved. He proposed that the Government should review the design of the entire Tat Tung Road comprehensively and explore improvement measures to tie in with the development of Tung Chung and accommodate the traffic demand of residents in the future.
33. Mr CHAN Kam-hung said that the traffic signals of some sections of Tat Tung Road were adjusted from time to time to facilitate traffic flow from Shun Tung Road. He enquired whether TD or the Police adjusted the traffic signals.
34. Ms YUEN Kit-fung said that relevant division of TD would adjust traffic signals according to the overall traffic condition and traffic flow of carriageway lanes in different directions. Some traffic lights were currently connected to the control centre of the department. Once congestion occurred due to accidents, the control centre could immediately adjust traffic signals at the location concerned according to the circumstances. For locations with the traffic lights which did not connect to the control centre, the Police would direct the traffic on site and adjust the traffic signals if necessary.
35. The Acting Chairman hoped that TD could review the design of Tat Tung Road comprehensively and solve the problems as soon as possible.

IV. Question on safety of Tung Chung Station Bus Terminus
(Paper T&TC 71/2019)

36. The Acting Chairman welcomed Ms YUEN Kit-fung, Engineer/Islands 2 and Miss CHOI Siu-man, Sherman, Senior Transport Officer/Islands 1 of TD; Mr WONG Tak-yeung, District Operations Officer (Lantau) of the Hong Kong Police Force (the Police); and Mr CHAN Tin-lung, Deputy General Manager and Mr WONG Wah, Administrative Consultant of the New Lantau Bus Co. (1973) Limited (NLB) to the meeting to respond to the question. The written reply of NLB had been distributed to Members for perusal before the meeting.

37. Mr Holden CHOW briefly presented the question.

38. Ms YUEN Kit-fung responded to part 2 of the question as follows:

- (a) In response to an earlier accident involving NLB buses at Tung Chung Station Bus Terminus, TD had reviewed the traffic arrangements in the terminus with NLB, the Police, and Citygate developer and its transport consultant, and recommended placing “Stop” signs at some of the vehicular egresses to ensure that the buses would only drive out after there would be no vehicles outside the terminus. The department had also issued letter to the bus companies for requesting them to remind the bus drivers to pay attention to road conditions and crossing pedestrians, and to drive slowly.
- (b) On completion of the works on Tat Tung Road and Mei Tung Street, all buses had been re-routed to Tat Tung Road for access to the NBT at Citygate while the temporary vehicular access on Mei Tung Street had been converted into footpath. Hence, pedestrians going to MTR Tung Chung Station and the NBT were no longer needed to cross any vehicular accesses. Once Citygate Phase 2 would be in full operation, passengers could go to the shopping mall and nearby facilities by way of the escalators in the NBT. The department would closely monitor the operation of the NBT and review the arrangements of the bus stops and pedestrian accesses in a timely manner.

39. Mr Holden CHOW pointed out that there was a lot of bus traffic at the access to the NBT at Tat Tung Road and that the traffic accident might be caused by the bus drivers driving at different speeds. Noting that TD had advised the bus drivers to drive slowly within the terminus, he enquired if the department had stipulated any speed limit.

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

- (a) At 3:30 p.m. on 7 September this year, there was another accident involving NLB buses at the access to the NBT at Tat Tung Road. He opined that the design of the access was undesirable, coupling with the fact that buses converged on the access for ingress and egress, resulting frequent accidents. He agreed with Mr Holden CHOW that speed limit in the terminus should be stipulated. He also pointed out that many

Members had already suggested so at the commissioning of the NBT.

- (b) The representative of TD indicated a moment ago that pedestrians could access MTR Tung Chung Station and NBT via Mei Tung Street. From his observation, however, other than elderly people, the mobility-handicapped and passengers pushing prams, most passengers still crossed the vehicular accesses for direct access to their destinations. He therefore suggested that the department should provide pedestrian crossing facilities at the locations to enhance road safety.

41. Mr Eric KWOK expressed his views as follows:

- (a) It was understood that the NBT, designed by the Citygate developer or the Swire Properties Management Limited, was composed of Tung Chung Station Bus Terminus and Tung Chung Town Centre Bus Terminus, and many buses would pass through the vehicular access between the two termini. As he had predicted before the commissioning of the NBT, some passengers of NLB route no. 39M would cross the vehicular access to go to MTR Tung Chung Station and use the escalators to reach Citygate Phase 2, instead of proceeding to MTR Tung Chung Station along the post office as the route planned by TD. As a result, accidents occurred.
- (b) Since pedestrian flow in Citygate Phase 2 was rather high, he suggested that the department should add railings at the bus stops in the terminus and direct passengers to go to the shopping mall via the escalators to prevent accidents.
- (c) Although improvement works would be carried out to the traffic signal system on Tat Tung Road, it could not completely solve the congestion problem. He urged the department to enhance the design of Tat Tung Road as soon as possible to tie in with the commissioning of the HZMB and the development of Tung Chung New Town.

42. Mr LEE Ka-ho expressed his views as follows:

- (a) Passengers had claimed that some buses were running at high speed in the terminus. He supported the stipulation of speed limit.
- (b) To prevent passengers from crossing the vehicular accesses, some Members had suggested before the commissioning of the NBT the provision of pedestrian crossing facilities. But the department only put up no pedestrian crossing signs on the railings. To save time, some passengers continued to cross the vehicular accesses to get to the bus stops in the terminus or cross Tat Tung Road to get to outdoor bus stops. He enquired if the department would explore other measures to prevent recurrence of accidents.

43. Mr WONG Tak-yeung advised that the traffic accident mentioned in the question was under the investigation of Traffic New Territories South. The preliminary result indicated that the bus driver was inattentive while driving. As for whether other elements such as road design were involved, it had to await further examination.

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

- (a) On the day of the accident, he saw an NLB route no. 39M bus suddenly crashed into the rear of a leaving route no. 38M bus. He agreed that the cause was driver's negligence. He asked the Police and the departments concerned to provide more information, including that of post-accident traffic contingency arrangements.
- (b) After the bus collision at the access to the terminus, buses could not go in or out. With another accident on Tat Tung Road on the same day, the traffic was paralysed. Some buses had to wait over 40 minutes before they could leave the NBT. He opined that as Tat Tung Road was a busy road, and any accident would certainly lead to traffic congestion. He asked if the Police and the departments concerned had drawn up any contingency measures for the future.
- (c) With the large number of passengers of some bus routes servicing public housing estates (such as route nos. 39M and 37M), and the proximity of their stops, chaos ensued in passenger queues from time to time. He asked if TD would consider adjusting the locations of the bus stops to mitigate the situation.
- (d) After the commissioning of the NBT a few months ago, Members had reached out to the community urging passengers not to cross any vehicular accesses, but many still jaywalked even currently. He opined that even if with railings, some passengers would still climb over them to cross the roads for convenience. He therefore asked if the department would consider providing additional crossing facilities for passengers to cross road safely.

45. The Acting Chairman pointed out that NLB was the main user of the NBT and invited NLB representative to give response. He also asked NLB to pay attention to the daily operation of buses and the driving attitude of bus drivers.

46. Mr CHAN Tin-lung explained that as the case was under investigation by the Police, it was not the time to disclose more details. NLB had performed a safety assessment in the terminus immediately after the accident and had submitted improvement recommendations to TD for consideration. Discussion on converting the road marking in the terminus from "Give way" to "Stop" was underway. Furthermore, NLB had deployed additional staff to provide assistance in the terminus, and reminded the bus drivers to stop at suitable points to observe traffic conditions in the terminus before proceeding, and used laser guns to detect bus speed in the

terminus from time to time. NLB had issued internal guidelines on driving speed to prevent recurrence of similar incidents.

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

- (a) In general, speed limit of vehicular access within bus terminus was the same as that for public roads, which was 50 kilometres per hour (km/h). Bus drivers had to pay attention to road conditions while driving and drive at appropriate speed. The department had written to the bus companies for requesting them to remind the bus drivers to drive slowly in the terminus.
- (b) Regarding the provision of pedestrian crossings in the terminus, the department found that passengers followed no fixed route from site observation. For example, some walked from route no. 39M stop, and some walked from Airbus shuttle no. S1 stop to route no. 39M stop. Furthermore, the addition of pedestrian crossings might affect the operation of buses, and the locations of passenger drop-off points and bus stop of NLB route no. 38. The department was studying from various aspects with a view to directing pedestrians to appropriate crossing points as well as reviewing the location of bus stops.
- (c) The department noted Members' concerns on the current traffic conditions on Tat Tung Road and understood that future development of Tung Chung might attract more pedestrian and traffic flows. The department would closely monitor the impact of population increase on traffic in the district.

48. Mr Eric KWOK pointed out that, with regard to constraint that prevented TD from stipulating a speed limit within the terminus, overseas highways or busy roads were equipped with speed sensors which vibrated or emitted a sound whenever a vehicle was speeding. He suggested that the department should install sensors at the vehicular accesses in the terminus and believed this could effectively limit bus speed to 50 km/h and reduce accidents.

49. Mr Holden CHOW expressed his views as follows:

- (a) The representative of TD said earlier that the constraint prevented TD from stipulating a speed limit for vehicular accesses in the terminus. Given that there had already been two accidents in the NBT since its commissioning, he urged the department to explore measures to limit bus speed in the terminus, including installing sensors on roads as proposed by Mr Eric KWOK.
- (b) He considered that the design of the NBT was undesirable and led to a large number of passengers crossing the vehicular accesses. He suggested that the department should add pedestrian crossing facilities in the terminus to solve the jaywalking problem and remind bus drivers to

slow down and watch out for pedestrians crossing the roads.

50. Mr WONG Wah advised that stakeholders had made a site inspection before the commissioning of the NBT and considered it necessary to stipulate a speed limit there. Although TD had written to bus companies asking them to remind bus drivers to drive slowly in the terminus, he reckoned that bus companies might have different interpretations on “drive slowly”. He enquired if the department could provide clear guidelines.

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

- (a) The bus terminus was designated as prohibited zone. Apart from emergency vehicles and those with permits issued by the Commissioner for Transport, vehicles other than franchised buses were prohibited from entering the bus terminus. TD had also written to the bus companies for requesting them to remind bus drivers to drive at appropriate speed in the terminus.
- (b) Regarding the suggestion of installing speed sensors on roads, if the devices would vibrate, it might affect passengers in the vehicles or even cause accidents. Hence the department did not recommend installing devices such as road hump on public roads that would make vehicles vibrate.
- (c) The department noted Members’ concerns on provision of pedestrian crossings and understood that enhanced publicity and education might not improve the situation of passengers crossing the vehicular accesses in the terminus. The department would review the suggestion and would consult Members and report the progress in a timely manner.

52. Mr Eric KWOK pointed out that only when a speeding vehicle passed a sensor on a road would the passengers obviously feel the vibration, but not to an extent that would alarm or injure them. In his view, drivers would slow down once they felt the vibration. He hoped the department would think over the suggestion.

53. Mr CHAN Kam-hung expressed that once an incident happened on Tat Tung Road, severe congestion lasting for 45 minutes to an hour might result. As short-term measures, he suggested that the Police should deploy officers to direct traffic at the location between Tung Chung Station Bus Terminus and Tung Chung Town Centre Bus Terminus, and to guide the pedestrians to head towards Mei Tung Street according to the direction of TD. In the long run, pedestrian crossing facilities should be added to solve the problem.

54. Mr WONG Tak-yeung indicated that the Police noted Members’ suggestions for improving safety in Tung Chung Station Bus Terminus. The Police had deployed officers to patrol Tung Chung Station Bus Terminus and remind pedestrians crossing the vehicular accesses the right way to use. However, owing to shortage of manpower at the moment, the Police had difficulty in deploying sufficient police

officers to carry out the duty but would further study the suggestions.

55. The Acting Chairman urged the departments concerned to review the feasibility of adding pedestrian crossing facilities in the terminus based on the actual situations.

V. Question on enhancement of holiday service of NLB route no. 37M and adjustment of bus stop location
(Paper T&TC 72/2019)

56. The Acting Chairman welcomed Miss CHOI Siu-man, Sherman, Senior Transport Officer/Islands 1 of TD as well as Mr CHAN Tin-lung, Deputy General Manager and Mr WONG Wah, Administrative Consultant of NLB to the meeting to respond to the question. The written reply of NLB had been distributed to Members for perusal before the meeting.

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

58. Miss Sherman CHOI responded as follows:

- (a) In response to Members' concern about the service of NLB route no. 37M during holidays, the highest one-hour occupancy rate in the peakiest hours was below 50% according to recent operation records, implying that the service was sufficient to cope with passenger demand at present. TD would closely monitor the service level of the route and follow up on it with the bus company when necessary.
- (b) Since the opening of the new bus terminus, the department had been paying close attention to its operation and passenger queuing situation. The terminus was generally in smooth operation and good order and the department had requested the bus company to deploy additional manpower for maintaining order and providing assistance in the terminus during peak hours.

59. Mr CHAN Tin-lung supplemented that relevant government departments were in charge of the fan installation works for the new terminus. The departments and developers had commenced the works.

60. Mr Eric KWOK enquired when the proposed re-routing of NLB route no. 37 via Mun Tung Estate raised in the Area Committee meeting would be implemented, and after implementation, whether combination of the stops of route nos. 37M and 37 would be considered to enable residents to travel to Tung Chung West more conveniently.

61. Mr Holden CHOW enquired that in view of the keen demand of residents of Tung Chung North for the holiday service of route no. 37M, whether its frequency could be enhanced to five to eight minutes. As for improvement to the waiting

environment of the new bus terminus, he and Mr YIP Pui-kei had conducted a site visit with representatives of TD and relevant government departments. He thanked the departments concerned for installing fans in the terminus in response to Members' request, but hoped that they could also consider changing the location of the stop of route no. 37M to improve the waiting environment and rationalise bus resources.

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

- (a) He thanked relevant departments for installing fans in the terminus expeditiously in response to Members' request.
- (b) Although many Tung Chung residents had to work or travel to the urban area on Saturdays, route no. 37M operated the whole day at an interval of 10 to 12 minutes during weekends and public holidays. He proposed enhancing the bus frequency for the holiday periods to the service level on weekdays (for example every five to eight minutes in peak hours). Frequency enhancement on Saturdays to the weekday service level should be considered at least if a full enhancement of holiday service was infeasible.
- (c) There were a considerable number of passengers waiting for buses in peak hours on weekdays that sometimes the queues extended to the bend at the entrance of Citygate Phase 2. According to his observation, two buses pulled in the stop consecutively at 6:40 p.m. from time to time. The bus arrived first was usually fully loaded while the one following departed with only a few passengers on board. He proposed that NLB should adjust the bus arrival time to divert passenger flow.
- (d) The bus stop of route no. 37M was located at the inner position of the terminus with a relatively narrow queuing area so the waiting environment was unsatisfactory. With the increase in demand of residents of Mun Tung Estate for bus services, the queue for NLB route no. 39M extended to the stop of route no. 37M in peak hours very often. He hoped that TD and NLB could consider adjusting the location of the stops concerned to avoid confusion.
- (e) Some passengers of route no. 37M could also take route no. 37 but the stops of the two routes were at a walking distance of half a minute from each other. While waiting at the stop of route no. 37M, passengers who saw a bus of route no. 37 pulling in might not be able to reach the stop of route no. 37 and board in time. He proposed combining the stops of the two routes to enable passengers to take buses flexibly according to the circumstances and reduce the possibility of missing a departure.

63. Mr CHAN Tin-lung noted the proposals of Mr YIP Pui-kei and would study them with TD in detail.

64. Miss Sherman CHOI made a consolidated response as follows:

- (a) As for reshuffling the stops of route nos. 37 and 37M, TD and NLB had to take into account a basket of factors including the impact on the passengers and patronage, queuing arrangements and pedestrian safety in reviewing the feasibility of adjusting the location of various stops in the terminus.
- (b) In response to the proposed combination of the stops of route nos. 37 (Yat Tung Estate bound) and 37M mentioned by Mr Eric KWOK, she clarified that Mr YIP Pui-kei proposed combining the stops of route nos. 37 (Ying Tung Estate bound) and 37M instead. The department would discuss with the bus company in October this year the feasibility of arranging special departures of route no. 37 (Yat Tung Estate bound) detouring Mun Tung Estate. If the proposal was implemented, the department would further review the stop arrangement for the route.
- (c) The department noted the views on enhancing the frequency of route no. 37M on Saturday morning, and would discuss and follow up on the proposal with the bus company.

65. The Acting Chairman hoped that TD could follow up on the proposals of Members as soon as possible.

(Mr Bill TANG left the meeting at around 3:10 p.m.; Ms Josephine TSANG, Mr KWONG Koon-wan and Mr Ken WONG left the meeting at around 3:15 p.m.)

VI. Question on prolonged occupation of motorcycle parking spaces at Man Tung Road by numerous abandoned motorcycles
(Paper T&TC 73/2019)

66. The Acting Chairman welcomed Ms YUEN Kit-fung, Engineer/Islands 2 of TD, Mr WONG Tak-yeung, District Operations Officer (Lantau) of the Hong Kong Police Force (the Police), Mr KWOK Chi-hang, Administrative Assistant/Lands of District Lands Office, Islands (DLO) and Mr AU Sheung-man, Benjamin, Assistant District Officer (Islands)¹ of the Islands District Office (IsDO) to the meeting to respond to the question.

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

68. Mr WONG Tak-yeung said that the Lantau Police District (including Lantau North Divisional Police Station and Lantau South Divisional Police Station) received similar complaints from time to time, and would refer them to several teams for follow-up. After receiving the cases, the Police would find out if the vehicles were abandoned, review if they would cause serious obstruction and finally check if they were involved in any criminal offences. The Police had paid a site visit to the motorcycle parking spaces at Man Tung Road to understand the situation and ruled out the above possibilities preliminarily. The Police would take follow-up actions

and notify relevant departments to remove the vehicles according to an agreement with DLO. It would also file each case and conduct patrol regularly. Relevant departments would be contacted again for removal operations if the vehicles concerned remained at the site.

69. Mr KWOK Chi-hang said that according to the existing mechanism, abandoned vehicles occupying public roads (including pavements) and public parking spaces were outside the purview of DLO so the cases would be followed up by the Police. DLO would handle cases of unlawful occupation of unleased and unallocated government land by abandoned vehicles according to the enforcement priority.

70. Mr YIP Pui-kei said that the residents had complained to various government departments about the problem of abandoned vehicles via phone calls in September 2018. However, the complaints were not processed so the residents reflected the situation to him. He had written to a number of government departments, including DLO and the Food and Environmental Hygiene Department (FEHD). DLO replied that the problem had been referred to the Police, TD and HyD for follow-up but no action had been taken so far. According to the representative of the Police, if the abandoned vehicles were not missing vehicles and would not cause obstruction or pose immediate impact on traffic, they should be handled and removed by DLO. He had contacted IsDO in mid-2019 to express his hope that the problem could be resolved as soon as possible. He pointed out that insufficient parking spaces had been a long-standing problem in Tung Chung North. The abandoned vehicles occupied the motorcycle parking spaces in Tung Chung North and began to rust but relevant departments claimed that the problem was outside their purview. He enquired of IsDO to which department would it refer the issue and hoped that the problem could be handled as soon as possible.

71. Mr Holden CHOW proposed making it clear which department was responsible for handling abandoned motorcycles at the meeting given that all relevant government departments had sent representatives to the meeting.

72. Ms Sammi FU said that some residents complained about the six to eight motorcycles without displaying vehicle licence and vehicle registration mark parking for at least two years at the motorcycle parking spaces at Man Tung Road near the Sinopec petrol station at Hei Tung Street. With the increasing population in Tung Chung and gradual intake of housing estates in the vicinity, the parking spaces had been fully occupied and there were motorcycles parking outside the parking spaces very often. Some motorists even removed motorcycles at the parking spaces so as to park theirs. She said that she had written to TD in April this year but the department avoided the issue and only responded that additional motorcycle parking spaces would be provided at other locations in Tung Chung. She enquired which department was responsible for handling abandoned motorcycles occupying parking spaces.

73. Ms YUEN Kit-fung said that after receiving the reports, TD would refer them to relevant departments including the Police and DLO for taking enforcement actions. The department would provide additional parking spaces in Tung Chung and consider

providing motorcycle parking spaces in the short-term tenancy carpark at Hei Tung Street to meet the demand of parking spaces for the residents in Tung Chung.

74. Mr Benjamin AU said that IsDO had referred Mr YIP Pui-kei's request to DLO, TD and the Police for follow-up. Removal of abandoned motorcycles was outside the purview of IsDO but it would take up the co-ordination role if inter-departmental co-operation was required for handling district affairs. IsDO would obtain more information from the departments concerned and co-ordinate inter-departmental operations if necessary.

75. Mr YIP Pui-kei said that according to the representative of the Police, the problem existed in both Lantau North and Lantau South and the cases would be referred to the departments overseeing matters of the corresponding area. He enquired of the Police whether the motorcycle spaces at Man Tung Road were managed by DLO and if so, whether DLO should be responsible for removing the abandoned vehicles. He opined that the problem remained unresolved because all departments referred the cases to one another, and hoped that the department in charge could be made clear at the meeting so Members could contact the right department regarding the problem in the future.

76. Mr KWOK Chi-hang said that daily management of public parking spaces was outside the purview of DLO.

77. The Acting Chairman said that motorcycles without displaying vehicle licence and vehicle registration mark should not occupy public parking spaces normally and enquired under what conditions could the Police remove abandoned vehicles.

78. Mr Holden CHOW said that the response of the representatives of various departments suggested that no government department was responsible for handling the problem at present. Given that the Police only referred the cases received to departments overseeing matters of the corresponding district, the location was outside the purview of DLO and TD according to their representatives, and IsDO was only responsible for referring the cases to relevant departments and co-ordinate inter-departmental operations, he enquired which department should handle the problem concerned. He opined that it was necessary to figure out which government department was responsible for handling the problem at the meeting. Since the problem existed in more than one district, there should be a responsible department.

79. Mr YIP Pui-kei said that abandoned bicycles would be removed in inter-departmental joint operations. However, motorcycles, which were categorised as vehicles, were involved in the case so the practice of removing abandoned bicycles could not be adopted directly. He hoped that Members could formulate work plans or the problem might persist.

80. Mr WONG Tak-yeung said that the agreement between the Police and DLO stemmed from the audit report in 2000, which suggested the Police to refer the duty of removing abandoned vehicles to DLO to spare manpower for handling emergency incidents, such as obstruction to road traffic due to illegal parking of large vehicles.

Since removal of abandoned vehicles (such as abandoned motorcycles left at the roadside) was a non-emergency incident, the Police could not exercise any authority to remove the vehicles concerned. In addition, the abandoned vehicles had been parked at the parking spaces for a long time and had lost their functions as vehicles so they should be treated as refuse.

[Post-meeting supplementary information from HKPF:

According to the established procedures, HKPF would deploy officers to the site for inspection after receiving complaints about abandoned vehicles. If the abandoned vehicles caused serious obstruction or danger to other road users, police officers would remove them according to section 103 of the Road Traffic Ordinance (Cap. 374). As for cases of abandoned vehicles not causing serious obstruction or danger to other road users, HKPF would refer them to the Lands Department (LandsD) for follow-up after preliminary work. HKPF was reviewing the arrangement with LandsD at present.]

[Post-meeting supplementary information from DLO:

According to the existing arrangement, the handling of traffic matters at public roads (including pavements and public parking spaces) caused by abandoned vehicles was out of LandsD's scope of work. In response to the audit report in 2000 which stated that section 107 of the Road Traffic Ordinance (Cap. 374) only provided the authority to remove abandoned vehicles without imposing the penalties on offenders, LandsD would, as advised by the bureau concerned, try to invoke the Land (Miscellaneous Provisions) Ordinance (Cap. 28) and follow up in the same way as the cases of unlawful occupation of government land according to enforcement priority. In addition to resource constraints, DLO encountered difficulties in the process of evidence gathering and prosecution of cases of abandoned vehicles, so discussion with HKPF and TD on the latest arrangement for handling abandoned vehicles was underway.]

81. Mr Eric KWOK said that similar situation existed behind Yung Yat House, Yat Tung Estate two years ago. The residents complained to him that the parking spaces thereat had been occupied by three abandoned motorcycles for a long time. They had no choice but to park their motorcycles at the roadside and received fixed penalty notices from the Police as a result. The Police had requested TD to examine whether the licences of the abandoned vehicles were valid at the site. If not, the Police should have requested DLO to handle the case like other miscellaneous cases. DLO would then put up notices on the vehicles. If the abandoned vehicles remained at the location, they would be handled by FEHD.

82. Mr HO Chun-fai said that similar problem existed in Lantau South as well. The problem had been reflected at earlier meetings but had not been dealt with properly. The cases involved two abandoned vehicles with identical vehicle registration mark, one of which was still left at the pedestrian refuge at the roundabout, causing inconvenience to the residents. He opined that making clear which were the responsible departments was the key to tackling the problem promptly. He said that some residents questioned why the Police only took enforcement actions

against vehicles causing traffic obstruction, and urged relevant government departments to face the problem squarely.

83. The Acting Chairman proposed discussing ways to handle the problem with Ms TAM Nga-ching, District Commander (Lantau) of HKPF.

84. Mr Holden CHOW said that the Police had been referring cases of abandoned vehicles to DLO. He queried why DLO pointed out that it was not responsible for handling abandoned vehicles in areas under its purview, which contradicted what Mr Eric KWOK said about the arrangement for abandoned vehicles.

85. Mr KWOK Chi-hang said that before the meeting, DLO had sought advice from LandsD, which clearly replied that DLO mainly took enforcement actions against abandoned vehicles occupying unleased and unallocated government land, while those at public roads, pavements and public parking spaces were outside their purview. He said that abandoned vehicles might have been handled in the way mentioned by Mr Eric KWOK but what he just said was the current arrangement.

86. Mr Holden CHOW enquired if abandoned vehicles at the locations concerned was outside the purview of DLO, which department was responsible for handling abandoned vehicles at public roads. He opined that the issue should be clarified at the meeting.

87. The Acting Chairman asked the Secretariat to put the question on record, which enabled DC to request the department in charge, after it was identified, to remove abandoned vehicles.

88. Mr Randy YU said that abandoned vehicles had been found off Ngan Ho Court, and the problem was later referred to the Police, HyD, FEHD and DLO for follow-up under the co-ordination of IsDO. Abandoned vehicles with notices placed would be removed by relevant departments if they were not claimed by the owners. Although which government department would be responsible for removing abandoned vehicles was not yet made clear, the case of Ngan Ho Court was co-ordinated by one department and then jointly handled by relevant departments, which was similar to the situation mentioned by Mr Eric KWOK. He said that when handling district affairs, relevant department should take a step further to complement one another and tackle the problems by consolidating views from the community. He considered leaving the problem for the next term of DC inappropriate. Relevant departments should conduct joint operations in removing abandoned vehicles expeditiously and report the progress at the meetings of the next term of DC. The problem would be followed up by DC Members of the area involved afterwards.

89. Mr CHAN Kam-hung said that a number of vehicles were abandoned at the bus terminus at Pui O for years and the problem remained unresolved. He would like to reflect the problem of abandoned vehicles thereat but had no idea which government department he should contact, and enquired whether he should lodge a complaint to IsDO. He pointed out that some owners of vehicle repair workshops removed the abandoned vehicles placed with notices elsewhere, attempting to strip

functional parts before disposing of the vehicles. However, there was no channel for the residents to complain so he hoped that the Government or DC could provide appropriate guidelines on lodging a complaint about the problem of abandoned vehicles for the residents.

90. The Acting Chairman hoped that IsDO could play a co-ordinating role to facilitate relevant government departments to handle the problem, and asked the Secretariat to put it on record for follow-up by the next term of DC.

91. Mr Benjamin AU said that IsDO was not an enforcement department but it would further follow up on the cases with the departments concerned after the meeting.

(Post-meeting note: IsDO liaised further with HKPF, TD and DLO after the meeting and was informed that the departments concerned were discussing the latest arrangement for removal of abandoned vehicles. IsDO would continue to maintain close liaison with the relevant departments.)

VII. Question on traffic arrangement in line with the commercial development of Tung Chung Area 6
(Paper T&TC 74/2019)

92. The Acting Chairman welcomed Ms YUEN Kit-fung, Engineer/Islands 2 of TD and Mr WONG King-ho, Desmond, Engineer/32(L) of CEDD to the meeting to respond to the question. The written replies of the Planning Department (PlanD) and CEDD had been distributed to Members for perusal before the meeting.

93. Mr LEE Ka-ho briefly presented the question.

94. Ms YUEN Kit-fung, in response to part 3 of the question, said that in order to alleviate the traffic congestion and enhance the safety of pedestrians at the interchange outside MTR Tung Chung Station Exit A, TD planned to implement a series of improvement measures, which included alterations to the planters and motorcycles parking spaces as well as parking spaces for the people with disabilities, in order to provide more pick-up/drop-off points, widen the carriageway and improve the alignment of walkways. The works were expected to commence in the third quarter of this year and be completed in the first quarter of 2020.

95. Mr Desmond WONG briefly presented the written reply.

96. Mr LEE Ka-ho expressed his views as follows:

- (a) He reckoned that the contents of the written replies of the departments concerned were not much different from the information provided in March this year and expressed dissatisfaction about this. As indicated in CEDD's written reply, the consultant had completed the initial

assessment in the middle of this year and the result of which revealed that rezoning Tung Chung Area 6 as “Commercial” zone would not have a significant impact on the nearby traffic as the pedestrian and traffic flows would be similar to that of the previous “Government, Institution and Community” (GIC) zone. As pointed out by Members at the meeting just now, the capacity and utilisation of Tat Tung Road could not cope with the demand, coupling with the increase in pedestrian and vehicular flows in Tung Chung and the planned construction of shopping malls nearby, he opined that the commercial development of Area 6 would further aggravate the traffic problem.

- (b) Since the representative of TD responded that the department would implement a series of road improvement measures, he enquired about the specific impacts of the measures on the traffic at the roundabout and the number of improvement works.

97. Mr Holden CHOW expressed disappointment at the replies of relevant departments. Since the traffic in Tung Chung Area 6 was already very busy, residents were concerned about the transport arrangement and the traffic problems that might be generated in the future if commercial buildings and public market were built, and thus objected to the construction of public market thereat. He had time and again proposed at meetings of DC and TTC that an alternative site should be identified for construction of public market. However, representatives of relevant departments said that initial traffic impact assessment indicated that commercial development of Tung Chung Area 6 would not have a significant impact on the traffic there. He considered that the reply was not convincing and commercial facilities would attract people flow and lead to an increased vehicular flow in the area. He proposed that the department should carry out comprehensive review and replanning of Tat Tung Road (including the roundabout), as well as identify an alternative location for construction of public market.

98. Mr Eric KWOK said that regarding part 1 of the question, CEDD indicated in the written reply that “relevant departments would consult IDC on the traffic arrangement relating to the development in due course”. He hoped that the department would replan the overall transport network of Tung Chung and explore the construction of flyovers, at-grade roads or tunnels to connect Yu Tung Road and North Lantau Highway (NLH), so as to reduce the volume of vehicles heading for NLH via Tat Tung Road and completely resolve the problem with one-way circular traffic on Tat Tung Road, limited road space and excessive vehicular flow, etc.

99. Ms YUEN Kit-fung said that the series of road improvement measures of TD included provision of additional pick-up/drop-off spaces that could accommodate six private cars at the location concerned. During peak hours, there might be vehicles picking-up/dropping-off passengers directly on the carriageway outside the pick-up/drop-off points which caused obstruction to the traffic. The oncoming private cars or taxis might need to wait when leaving the roundabout. It was anticipated that some of the vehicles could be diverted to the proposed pick-up/drop-off points. Moreover, the improvement measures included altering the planters near the existing

pick-up/drop-off points in order to widen the carriageway, thereby alleviating congestion and traffic pressure. She would provide the design drawing to Mr LEE Ka-ho for reference after the meeting.

(Post-meeting note: The design drawing of the road improvement measures for the interchange outside MTR Tung Chung Station Exit A was sent to Mr LEE Ka-ho for reference after the meeting.)

100. Mr CHAN Kam-hung said that since Tat Tung Road was a U-shaped road, when passengers took a taxi to MTR Tung Chung Station, the taxi driver had to detour via Tung Chung swimming pool to head for Lantau taxi stand, thereby charging more incremental fees. Many residents were reluctant to make the detour and argued with the drivers. To avoid arguing with passengers, some drivers had no choice but dropped off passengers at urban taxi stand. Nevertheless, they were afraid that police officers might take photos on the bridge and issue penalty tickets. Moreover, taxis dropping off passengers at urban taxi stand had to compete with private cars and shuttle buses of Caribbean Coast for road space. He opined that the design of Tat Tung Road caused much inconvenience to drivers. He said that many years ago some stakeholders had requested TD to link up Lantau taxi stand and urban taxi stand and allow Lantau taxis to pass through urban taxi stand to head straight for Lantau taxi stand outside MTR Tung Chung Station Exit D without having to make a detour. Moreover, the congestion problem was aggravated by the operation of several traffic signals at the location concerned. While the department concerned said that the commercial development of Tung Chung Area 6 would not affect the traffic thereat, he considered as impossible.

101. The Acting Chairman opined that TD's road improvement measures could do little to ease the vehicular flow. He hoped that relevant departments would consult IDC on the proposals concerned in the future, and asked the Secretariat to put on record what was discussed for future discussion and follow-up by Members and government departments.

102. Ms LEE Kwai-chun said that since the project was of a substantial scale and involved various departments, it would be difficult to amend or change the proposal after it was finalised. She hoped that the departments concerned would consult DC before planning.

103. Mr LEE Ka-ho pointed out that CEDD's written reply provided no justifications for the finding that after rezoning to "Commercial", the pedestrian and traffic flows thereat would be similar to that of the previous GIC use. The pedestrian and traffic flows brought about by a government building would definitely not be comparable with that of a nearly 100-metre tall commercial building and the department did not provide relevant information for the period from March this year to date. He did not support the use of Tung Chung Area 6 for commercial development.

104. The Acting Chairman asked the representative of CEDD to give response to help Members better understand the proposal.

105. Mr Desmond WONG said that PlanD had responded to part 2 of the question in writing for Members' perusal.

106. Mr Holden CHOW said that Tung Chung Area 6 was designated as GIC zone in the early stage, and if there was plan for the construction of a 100-metre tall commercial building over 20 years ago when Tung Chung was developed, corresponding adjustments could be made to the design of roads and transport ancillary facilities to align with the changes in pedestrian and vehicular flows. However, according to the existing planning and design of Tung Chung town and Tat Tung Road, it was difficult to make corresponding adjustments. Since Tat Tung Road was already very busy, if additional facilities were provided on the road and commercial development was carried out in Tung Chung Area 6, the traffic problem would be further aggravated. As such, he considered it infeasible to construct high-rise buildings at the location.

107. The Acting Chairman said that IDC would keep a close eye on the commercial development of Tung Chung Area 6 and improvement works for Tat Tung Road, and the departments were welcome to gather the views of IDC on the development and works.

VIII. Question on facilities of bus stops in Mun Tung Estate and Yat Tung Estate
(Paper T&TC 75/2019)

108. The Acting Chairman welcomed Miss CHOI Siu-man, Sherman, Senior Transport Officer/Islands 1 of TD; Mr Rayson LAW, Planning and Support Officer I of Long Win Bus Company Limited (Long Win); as well as Mr CHAN Tin-lung, Deputy General Manager and Mr WONG Wah, Administrative Consultant of NLB to the meeting to respond to the question. The written replies of Long Win, NLB and Citybus Limited (Citybus) had been distributed to Members for perusal before the meeting.

109. Mr Eric KWOK briefly presented the question.

110. Miss Sherman CHOI said that Long Win had earlier applied to TD for provision of shelter to route no. E31 bus stops at Mun Tung Estate, and the department was seeking the comments of relevant departments on the technical matters concerning the works. Long Win had also in last weekend submitted application for provision of shelter to route no. E31 bus stop at Yu Tung Road behind Yat Tung Estate, and the department would follow up on it. As for Members' proposal of provision of shelters and seats at other bus stops, the department had referred to NLB and Citybus and requested them to proactively consider the proposal.

111. Mr Rayson LAW said that Long Win had earlier submitted the relevant applications to TD and would continue to follow up with the department on the applications and arrangements.

112. Mr CHAN Tin-lung said that the project of provision of seats at bus stops in Mun Tung Estate had entered the tendering stage and was expected to be completed within this year. As stated in the written reply, when considering and exploring the feasibility of providing bus stop covers, NLB had to examine factors such as the use of resource and financial arrangement.

113. Mr Eric KWOK expressed his views as follows:

- (a) He thanked TD and Long Win for giving positive response to the proposal of provision of covers and seats at route no. E31 bus stops in Mun Tung Estate and at Yu Tung Road, and hoped that Long Win would provide the works schedule.
- (b) NLB's written reply stated that "we needed to obtain understanding from TD on whether projects of construction, reprovision, alteration or relocation of similar bus stop covers would soon be implemented by other bus companies for reference and detailed consideration. When considering the construction of bus stop covers, we had to carefully examine factors such as whether provision of cover at the location concerned could tie in with the operation of the bus stop and whether it would have an impact on the footpath space, underground utilities, resource utilisation and financial arrangement, etc." He was perplexed because the bus stop cover would be installed on top of the bus stop and should not affect the road space and underground utilities. He pointed out that Long Win and Citybus had provided covers to the bus stops at Chung Yan Road outside North Lantau Hospital, whereas NLB refused to do so making all sorts of excuses. He questioned why NLB encountered difficulties in provision of covers while other bus companies did not. He enquired what was the role of TD in projects of provision of bus stop facilities and how would it facilitate NLB in constructing the covers.

114. Miss Sherman CHOI said that TD had always encouraged bus companies to improve bus stop facilities and the provision of relevant facilities at individual bus stop would be considered according to factors such as business environment and passenger demand. Upon receipt of application for provision of bus stop facilities from the bus company, engineers of the department would assess the impact of the facilities on various aspects such as the flow of people in the vicinity, give advice on the project design and seek the views of relevant departments (such as on whether the facilities would affect the underground utilities). If no objection was raised by the relevant departments, the application would be normally approved.

115. Mr WONG Wah said that Chung Yan Road bus stop was shared by various bus companies as drop-off point and the cover of which was built by the Government. NLB considered it unnecessary to reconstruct the cover of the bus stop.

116. Mr Eric KWOK expressed his views as follows:

- (a) Most of the drop-off points at Chung Yan Road bus stop were installed

with cover except that of NLB route no. 38. He invited Mr WONG Wah for a joint site visit to understand the situation.

- (b) Regarding the provision of covers and seats for Long Win route no. E31 bus stops at Mun Tung Estate and Yu Tung Road, and the provision of covers to bus stops of NLB route nos. B6 and 39M at Yu Tung Road, he hoped that the bus companies would provide the works schedule.

117. Miss Sherman CHOI responded as follows:

- (a) Regarding the works schedule of provision of shelters and seats at bus stops, upon receipt of application for provision of bus stop facilities from bus companies, TD would seek the views of relevant departments and follow up on the application accordingly. In case relevant departments considered that it was technically difficult to implement the works or that it was not suitable to provide the facilities at the location concerned, TD might need a longer time to process the application and even conduct consultation again. Regarding Long Win's application for provision of bus stop facilities at route no. E31 bus stops at Mun Tung Estate and Yu Tung Road, since the department had not yet received the views of all relevant departments, it could not assess the vetting time required but would report the vetting progress to Members as and when appropriate. Regarding the time required for the works concerned, she asked Long Win to provide further information later.
- (b) The department had not received NLB's application for provision of bus stop facilities at bus stops of route nos. B6 and 39M at Yu Tung Road. The department would continue to encourage NLB to erect shelters at its bus stops to provide passengers with a comfortable waiting environment.

118. Mr Rayson LAW said that once the department approved the application for provision of facilities at route no. E31 bus stops at Mun Tung Estate and Yu Tung Road, Long Win would commence the works as soon as possible and maintain close communication with the department. It would also carefully examine whether the works would affect other facilities (e.g. underground utilities) in accordance with established procedures.

119. Mr CHAN Tin-lung said that NLB would proactively study the proposal of Members of provision of covers to bus stops. Nevertheless, when considering the provision of bus stop covers, NLB had to carefully examine factors such as the use of resource and financial arrangement.

120. The Acting Chairman said that the issue had been raised time and again by Mr Eric KWOK. He proposed that NLB should give priority to providing covers to route no. B6 bus stops with high pedestrian flow and progressively improve the facilities of other bus stops.

IX. Question on introduction of Long Win route no. S65
(Paper T&TC 76/2019)

121. The Acting Chairman welcomed Miss CHOI Siu-man, Sherman, Senior Transport Officer/Islands 1 of TD and Mr Rayson LAW, Planning and Support Officer I of Long Win to the meeting to respond to the question. The written reply of Long Win had been distributed to Members for perusal before the meeting.

122. Mr Eric KWOK briefly presented the question.

123. Miss Sherman CHOI advised that TD had asked Long Win to consider lowering the fare of route no. S65 and was proactively reviewing with Long Win the routeing, frequency and fare level of route no. S65 with a view to providing convenient bus service to passengers and striking a balance between the expectations of the residents and the operational needs of the bus company. The department would proactively follow up on the implementation details of route no. S65 with Long Win and expected to introduce the route in the fourth quarter of the year.

124. Mr Rayson LAW briefly presented the written reply.

125. Mr Eric KWOK pointed out that Long Win route no. E31 routed through Mun Tung Estate but not Tung Chung North, and that the operational data showed that the patronage of route no. E31 was very satisfactory. Many residents of Yat Tung Estate and Mun Tung Estate who worked at the airport welcomed Long Win's plan of introducing route no. S65 by the end of the year and enquired of him from time to time about the actual date of implementation. The patronage of the morning special trips of Long Win route no. S64 was very high, and he believed route no. S65 which was to depart from Mun Tung Estate and go via Yat Tung Estate would have sufficient patronage. He therefore suggested that Long Win should consider increasing the service frequency during the morning and evening peak hours to cope with the demand of the residents. In addition, as many residents had reflected to him that the proposed fare of \$4.7 of route no. S65 was too high, he suggested that TD should liaise with Long Win for lowering the fare to \$3.6.

126. Mr Rayson LAW advised that in view of the keen demand of passengers, Long Win had re-organised the service of route no. E31 in February this year and increased the frequency twice in April and August. After route no. S65 was put into service, Long Win would explore the feasibility of adjusting the service level based on actual passenger demand so as to provide appropriate service to passengers. Long Win noted Members' concern of the implementation date and fare level of route no. S65. Once the ancillary facilities and frequency schedules had been settled, Long Win would liaise with TD promptly with regard to the implementation date of route no. S65. If the work went smoothly and subject to the approval of TD, Long Win would introduce route no. S65 by the end of the year in accordance with the proposed details under TD's bus route planning programme.

127. Miss Sherman CHOI said that TD noted the views of Mr Eric KWOK and would continue to follow up on the arrangements for route no. S65 with Long Win

and report the progress to Members as and when appropriate.

X. Question on bus stops at Pui O San Wai Tsuen, Lantau Island
(Paper T&TC 77/2019)

128. The Acting Chairman welcomed Miss SIN Kai-wai Marie, Senior Transport Officer/Islands 2 and Mr WAN King-ming, Alex, Engineer/Islands 1 of TD to the meeting to respond to the question.

129. Mr HO Chun-fai briefly presented the question.

130. Miss Marie SIN responded as follows:

- (a) TD, IsDO and NLB, together with Mr HO Chun-fai and the locals, conducted a site inspection at the bus stops at Pui O San Wai Tsuen on 6 September this year. Regarding the situation of the bus shelter (Mui Wo bound) at Pui O San Wai Tsuen, after discussing with NLB, the department opined that the location of the bus shelter might be adjusted to free up space for the footpath near the bridge. NLB was exploring with the contractor the feasibility of relocating the bus shelter northwards, which was expected to be completed in two weeks. If there were underground public utilities at the location concerned, consideration would be given to relocating the bus shelter eastwards. The department would urge NLB to complete the above-mentioned review as soon as possible and would consult relevant stakeholders in due course.
- (b) The department noted that there were many passengers waiting at Pui O bus stop (Tung Chung bound) during public holidays. NLB would implement a series of measures in response to the situation, which included providing special trips departing from Pui O, arranging two buses to pick up passengers at the same time and facilitating passenger boarding with strengthened manpower, with a view to shortening the boarding time of passengers and reducing the number of passengers waiting at the bus stop. She asked Mr Alex WAN to introduce the facilities on footpaths.

131. Mr Alex WAN said that the bus stop inside Pui O car park was located on a footpath of 65 metres long and two metres wide. At present, the car park could accommodate three coaches for parking and, where necessary, more space could be freed up for two buses to load/unload passengers concurrently or for temporary parking purpose. The department would closely monitor the queuing situation and, as and when appropriate, request the bus company to deploy more staff to direct waiting passengers to the waiting point, and set up mills barriers or provide cautionary crossings to maintain orderly queuing.

132. Mr HO Chun-fai expressed his views as follows:

- (a) He believed that the bus stop mentioned by the representative of TD just now referred to Pui O bus terminus. During the swimming season, buses of special route running on public holidays would pick up and drop off passengers at the said bus stop to ease passenger flow. However, he pointed out that during ordinary days and weekends, there were also heavy flows of people in Pui O, especially around San Wai Tsuen. He enquired how TD eased the people flow.
- (b) He remarked that the additional bus trips did not depart from Pui O bus terminus but the bus stop (Tung Chung bound) at South Lantau Road outside Pui O San Wai Tsuen. The footpath was only half metre wide and damaged, rendering it unable to allow two pedestrians to pass through concurrently. After the earlier site inspection, TD and relevant departments agreed to set back and widen the footpath. He extended gratitude for this and asked the department to provide the works schedule, hoping that the works could be completed in six months to one year.

133. Mr Randy YU expressed his views as follows:

- (a) The representative of TD just now indicated that the bus stop (Mui Wo bound) at Pui O San Wai Tsuen might be moved northwards or eastwards subject to the study result. He agreed that the position of the bus stop be adjusted but opined that it could only treat the symptoms. In the long run, TD and HyD should explore widening the bridge to completely solve the problem. Nevertheless, TD had not responded to the feasibility of widening the narrow section of the bridge.
- (b) The representative of the department just now indicated that Pui O car park could accommodate two to three coaches and more space could be freed up for two buses to load/unload passengers concurrently or for temporary parking. He remembered the department had said so repeatedly in the recent one to two years but according to the photos attached to the paper, the bus stop had very limited space and the waiting passengers almost had no place to stand. This situation always happened during public holidays and under good weather conditions. If the footpath at the bus terminus could accommodate over 200 people, as what the department said, passengers would not have needed to stand on the carriageway waiting for buses. He considered that the department's data could not reflect reality and the root of the problem was that the bridge was narrow.
- (c) The bus stop (Mui Wo bound) at Pui O San Wai Tsuen was located next to the bridge and it was difficult to extend the footpath towards Mui Wo direction as the road was very narrow. In view of this, he proposed that the road be widened to allow sufficient space at the footpaths on both sides for provision of bus stop and queuing facilities. He remarked that since the current term of DC would soon expire and Mr HO Chun-fai had completed electioneering, he hoped that the department would discuss the

matter with Mr HO Chun-fai in the next three months for follow-up by the new term of DC.

134. Mr Eric KWOK expressed his views as follows:

- (a) The Chief Executive Mrs Carrie LAM had indicated that the Government would change its policy direction and pay heed to livelihood issues; however, according to the meetings he attended in the past four years, he felt that the views of Islands District residents were ignored by government departments. He took the question on bus stops at Pui O San Wai Tsuen as an example. The representative of TD just indicated that the bus stop and small car park opposite the primary school of Pui O could accommodate two to three buses for parking, but it seemed that the department was not aware of the great difference in the traffic volumes of people in Pui O during public holidays and on ordinary days. He opined that the small car park was unable to meet the demand of local residents, in particular the residents of San Wai Tsuen and Lo Wai Tsuen for private car parking spaces. He had witnessed several times five to eight private cars being parked at the entrance of the car park, making it difficult for buses to enter the car park. It would become more congested when several buses entered the car park at the same time. Pui O beach was well received by visitors and there were always a lot of people at the nearby bus stops, which had only very limited space. Even if NLB deployed more buses to carry passengers for easing pedestrian flow, the bus stops were unable to accommodate several buses to load/unload passengers. Therefore, he proposed that the department should first address the problem with the bus stops and then co-ordinate with the bus company to strengthen bus service for easing the flow of passengers.
- (b) During public holidays, a large number of visitors took NLB buses to Lantau Island but NLB was unable to enhance bus service to cope with passenger demand due to manpower deployment. He enquired how the department monitored the operation of NLB. Moreover, in his opinion, no serious accident had happened on South Lantau because drivers of South Lantau were polite, tolerant and patient. In the case of drivers from other districts, a number of traffic incidents might have occurred. He enquired how the department addressed the structural problem of roads on South Lantau.

135. Mr WONG Wah said that the roads on which the two bus stops (Mui Wo bound and Tung Chung bound) at Pui O San Wai Tsuen located were very narrow and waiting passengers had to stand on the carriageway, which caused dangerous situations. As such, he supported the adjustment of bus stop locations. As for the arrangement for queuing at Pui O bus terminus, during summer holidays, NLB would deploy additional manpower to the terminus to maintain order and instruct waiting passengers to queue in the direction of the beach to avoid the queue from extending to South Lantau Road. Since NLB route no. 3R plying between Tung Chung and Pui O

only provided service in summer; and on other days, passengers had to take other buses at Lo Uk Village bus stop or San Wai Tsuen bus stop, he considered it necessary to enlarge the bus stops at Pui O San Wai Tsuen.

136. Mr CHAN Kam-hung expressed his views as follows:

- (a) Due to limited space of the bus stops, buses parked thereat would obstruct oncoming vehicles and it would be very dangerous when vehicles overtook from behind. As such, he supported the proposal of improvement of San Wai Tsuen bus stops.
- (b) Lay-bys were available at both Lo Wai Tsuen and Lo Uk Village of Pui O whereas only old bus stops were available in San Wai Tsuen. He considered it unreasonable. He indicated that when a vehicle was moving downwards from the upper road section at San Wai Tsuen and there were buses or two private cars parked on the road, the vehicle would be unable to turn into the main road heading towards Mui Wo or Tung Chung, and it would even cause danger if there was overtaking of vehicles. In view that a sitting-out area managed by government department was located at the road section heading towards Mui Wo from San Wai Tsuen, he proposed that a bus bay be provided thereat for vehicles to pull into and give way to vehicles behind.
- (c) During public holidays, the bus stop (Tung Chung bound) outside San Wai Tsuen was overflowed with people who went camping in Pui O carrying a lot of luggage. Since the footpath on which the bus stop located was very narrow with defects, many passengers were forced to stand on the carriageway and some of their luggage even fell into the trench. He proposed that TD should improve the two bus stops at San Wai Tsuen as soon as possible to protect the safety of passengers.

137. Mr HO Chun-fai said that photos 2 and 3 of the paper showed that a large number of passengers were forced to stand on the carriageway. He opined that relevant departments should explore improvement measures to protect the safety of waiting passengers. Moreover, the bridge near San Wai Tsuen bus stop (Mui Wo bound), built over 50 years ago, was ageing badly and had fallen into disrepair; and the road was very narrow but no widening works had been carried out. He said that after site inspection, the departments concerned indicated that funding application was required for large-scale bridge improvement works. He considered the funding application and works involved complicated and time consuming, and proposed provision of temporary footpaths at both sides of the bridge. He urged the departments concerned to solve the problem lest the passengers would have to stand on the carriageway.

138. Mr Alex WAN gave a consolidated response as follows:

- (a) The departments concerned and Members visited Pui O San Wai Tsuen earlier and conducted site inspection at three locations, including the

two-metre wide and 65-metre long footpath at Pui O car park mentioned earlier. After inspecting San Wai Tsuen bus stop (Mui Wo bound), the department opined that there was insufficient space for waiting passengers and had proactively considered widening the road section to reduce the number of waiting passengers clustering at the front of the bus stop. Regarding the timetable, the department was examining the land boundary and land use with relevant departments and would, after finalisation of the proposal, provide the consultation document to South Lantau RC for perusal and input. The department would continue to follow up on the work concerned.

- (b) Regarding the bridge near San Wai Tsuen bus stop (Mui Wo bound), it was about 6.4 metres wide with two-lane traffic. To the north of bridge was a footpath and to the south were a number of public utilities, a lot of trees and the main drainage outlet. Before studying the proposal of widening the bridge, the department had to carefully consider the relevant justifications and the issue of existing public utilities. At this stage, the department would endeavour to improve the order of queuing by instructing waiting passengers to queue in the direction of the beach, as previously mentioned by the representative of NLB, to avoid the queue from extending to South Lantau Road and any impact on other drivers. During the peak tourist season in summer, the department and NLB would, as and when necessary, consider enhancement measures such as relocation of bus stop or improvement of queuing arrangement to improve pedestrian safety and the waiting environment. The department would seek the views of RC on the proposal in due course.

139. Mr HO Chun-fai opined that the arrangement of instructing the waiting passengers to queue in the direction of Chi Ma Wan during summer holidays as suggested by Mr WONG Wah previously could effectively ease the people flow. However, during public holidays, with a large number of people and high traffic volume, coupling with local tour groups, the entire Chi Ma Wan Road would be packed with vehicles extending all the way to the beach. Since the road section concerned implemented one-lane two-way traffic, if passengers stood on the carriageway waiting for buses, vehicles would be unable to pass through. He urged the departments concerned to pay attention to the problem.

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

- (a) He considered it necessary to provide temporary footpaths at both sides of the bridge near San Wai Tsuen bus stop (Mui Wo bound). The representative of the department just pointed out that there were a lot of trees beside the bridge, while photos 2 and 3 of the paper showed that there was only an *Acacia confusa* tree. To his understanding, there were fresh water mains and cables at the upper section of the road. He enquired whether TD could remove the *Acacia confusa* at the lower section of the road for erecting temporary iron poles to alleviate congestion at the bus stop. He believed that the expense for provision of

temporary footpaths was not high and proposed that the department should conduct site inspection with Members and explore the feasibility of the proposal. He opined that the department should first implement the proposal of provision of temporary footpaths and then introduce other enhancement measures in the future subject to the traffic conditions.

- (b) Given the limited space of the bus stop, the vehicles parked at the stop would obstruct vehicles behind and create blind spots. In case of overtaking of vehicles, it would be very dangerous. He agreed that the area in front of San Wai Tsuen near the park of the Leisure and Cultural Services Department (LCSD) be converted to a bus bay so that vehicles might pull into it to give way to vehicles behind, thereby preventing traffic accidents.
- (c) He pointed out that settlement occurred at both sides of the bridgehead and despite frequent repairs by HyD, the result was not satisfactory as the repair materials would be washed away by rainwater when it rained.

141. Mr CHAN Kam-hung pointed out that NLB only enhanced bus service and arranged for buses departing from Pui O bus terminus during public holidays. He always saw on ordinary days 10 to 20 passengers walking from Pui O beach to San Wai Tsuen bus stop (Tung Chung bound) via Pui O bus terminus, and crossing the road to reach the footpath on which San Wai Tsuen bus stop (Mui Wo bound) located. Since the two San Wai Tsuen bus stops had limited space and congestion problem and overtaking of vehicles happened from time to time, it would pose a danger when a large number of passengers walked on the narrow footpath and carriageway. He proposed that the department should provide a bus bay at the sitting-out area located at the road section heading towards Mui Wo from San Wai Tsuen for vehicles to pull in and give way to vehicles behind.

142. Mr Alex WAN said that TD was proactively studying the proposal of widening San Wai Tsuen bus stop (Tung Chung bound) and would keep a close eye on the impact of future vehicular flow on related roads. Regarding the proposal of providing of a bus bay, the department was reviewing the pedestrian crossing facilities for crossing from Pui O beach to South Lantau Road, and would ensure sufficient pedestrian crossing facilities to protect the safety of pedestrians. Moreover, regarding the provision of temporary footpaths to the south of the bridge where San Wai Tsuen bus stop (Mui Wo bound) located, the department opined that other feasible proposals should be considered first at the moment to handle with priority the arrangement for passengers waiting for buses. The department was in the process of improving the existing two bus stops at San Wai Tsuen and would maintain close communication with Mr HO Chun-fai.

143. The Acting Chairman urged the department to continue to follow up on the matter with Mr HO Chun-fai and report to Members in due course.

XI. Any Other Business

Highways Department's Minor Traffic Improvement Projects and Works Schedules

144. The Acting Chairman welcomed Mr WAN Chi-kin, District Engineer/General(2)B of HyD to the meeting to respond to enquiries. The department had submitted the Islands District Minor Traffic Improvement Projects and Works Schedules (the Schedules) as at early September this year before the meeting. The Schedules were tabled at the meeting and Members were invited to raise enquiries and opinions.

145. Mr WONG Wah considered that the roadside trees in Lantau Island had not been properly trimmed, or had not been trimmed to an adequate height and depth, especially those along the section of the road from Mui Wo to Tai O which were growing at a fast rate and obstructed the passage of vehicles. He enquired if HyD had arranged any task gang to specifically handle the tree problem in Lantau Island.

146. Mr WAN Chi-kin advised that immediately after the last TTC meeting he had conveyed the requests of Mr WONG Wah to the relevant departments, including HyD, LandsD and LCSD, for them to take care of the trees under their purviews. Concerning the issues of inadequate trimming in terms of height and depth and the fast growth of the trees, HyD would reflect to the relevant departments in the hope that the trees would be trimmed properly to avoid obstructing vehicles.

147. Mr WONG Fuk-kan was concerned with the two projects on provision of road signs on Tung Chung Road. He enquired HyD about the locations and details of the projects. He was also concerned with the progress of the provision of bus stop on South Lantau Road at Shui Hau and asked if the department had commenced the bus lay-bay works at Shui Hau soccer pitch bus stop.

148. Mr HO Chun-fai indicated that the bridge in San Wai Tsuen was severely damaged and soon after the repair by relevant department, damages at other parts appeared. He enquired of HyD which department was responsible for the management of the bridge and the related road, and whether comprehensive large-scale repairs could be performed to strengthen the durability.

149. Mr Holden CHOW asked if the works concerning the conversion of pick-up/drop-off point on Hing Tung Street outside MTR Tung Chung Station Exit A set out in item 8 of the Schedules referred to the minor improvement works at the roundabout outside the exit, including the removal of the flower bed there, that TD representative just mentioned.

150. Mr LEE Ka-Ho asked if the improvement works set out in item 8 of the Schedules referred to the works concerning the improvement of the congestion problem at the roundabout and taxi stand outside MTR Tung Chung Station Exit A that he enquired earlier.

151. Mr WAN Chi-kin made a consolidated response as follows:

- (a) The works location of project no. IS/19/00811 was at Tung Chung Road

near Wong Ka Wai Village, while that of project no. IS/19/01701 was at Tung Chung Road near Tung Chung RC. HyD had completed the road markings specified by TD at those locations and they have arranged the commencement of works for the proposed traffic signs.

- (b) Concerning the works of provision of bus stop on South Lantau Road in Shui Hau, the department was carrying out works for the bus lay-bay at Shui Hau soccer pitch bus stop.
- (c) Concerning the continued damages to the bridge in San Wai Tsuen, the department would first find out which department was responsible for the management of the bridge and the road for subsequent repairing works accordingly.
- (d) The works of converting the pick-up/drop-off point on Hing Tung Street outside MTR Tung Chung Station Exit A referred to the minor improvement works that TD representative just mentioned.

152. Mr WONG Wah thanked HyD for its prompt action in clearing and trimming the trees along the roads in Lantau Island. But the trees remained about three metres tall after trimming and single-deck buses passing by might be scraped by the branches. He questioned if the pruning staff knew about the standard pruning height and depth.

153. Mr WAN Chi-kin advised that HyD had clearly stated in the maintenance contract the pruning heights, including a height of six metres for trees along carriageways and 2.5 metres for those along footpaths. However, some trees were not under the purview of the department and different departments had different internal guidelines on pruning. Hence the pruning heights of the trees depended on which departments were responsible for them.

154. Mr WONG Wah indicated that the pruning height of a tree as required by HyD was six metres and a single-deck bus was only about 3.5 metres high, so there should be a gap between them. But as a single-deck bus would still be scraped by the branches when it passed the road, it was clear that the trees were not pruned to the required height. He asked the department to conduct site inspections to ascertain if the trees were pruned to the height required by the terms of maintenance contract.

155. Mr WAN Chi-kin said that he would convey the views to the relevant departments and colleagues of HyD for follow-up.

156. The Acting Chairman suggested that Mr WONG Wah to take photos showing the trees had not been pruned properly and send to HyD for record.

157. Mr WONG Wah advised that the related photos had already been sent to HyD earlier, but the situation had not improved.

XII. Date of next meeting

158. The Acting Chairman said that, as published in the Gazette, the Director of Home Affairs announced the suspension of the District Councils' operation from 4 October 2019 to 31 December 2019 to facilitate the holding of ordinary election of the sixth term of District Councils. During the period of suspension of operation, meetings of District Councils and their committees and working groups, as well as the activities and schemes they organized or co-organised had to be suspended. In this connection, the meetings of the Committee and its working groups originally scheduled for 4 October 2019 and afterwards would be cancelled.

159. The meeting was adjourned at 5:06 p.m.

-END-