

(Translation)

Islands District Council
Minutes of Meeting of Traffic and Transport Committee

Date : 3 October 2018 (Wednesday)
Time : 2:00 p.m.
Venue : Islands District Council Conference Room,
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong.

Present

Chairman

Mr WONG Man-hon

Vice-Chairman

Mr CHEUNG Fu

Members

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

Attendance by Invitation

Mr WONG Kwok-leung
Mr LOK Yu-fat
Miss SZETO Hau-yan, Esther

Mr Rayson LAW

Mr Mistral SIN

Ms Annie LAM

Senior Engineer 4/Transport Planning, Transport Department
Engineer 10/Transport Planning, Transport Department
Property Service Manager/Service (Hong Kong Island & Islands 3),
Housing Department
Planning and Support Officer I,
Long Win Bus Company Limited
Manager(Planning),
Citybus Limited/New World First Bus Services Limited
Assistant Public Relations Manager - External Affairs,
MTR Corporation Limited

In Attendance

Mr AU Sheung-man, Benjamin
Ms CHOI Siu-man, Sherman
Miss SIN Kai-wai Marie
Ms YUEN Kit-fung
Ms POON Nga-man, Amy
Mr AU Hok-lang

Mr YEUNG Yiu-chung
Mr YEUNG Yuk-keung
Mr WONG Wah
Mr CHAN Tin-lung

Assistant District Officer (Islands)1, Islands District Office
Senior Transport Officer/Islands 1, Transport Department
Senior Transport Officer/Islands 2, Transport Department
Engineer/Islands 2, Transport Department
District Engineer/General (2)A, Highways Department
Engineer/22 (L),
Civil Engineering and Development Department
District Operations Officer (Lantau), Hong Kong Police Force
OC Ops Sub-Unit (Cheung Chau Div), Hong Kong Police Force
Administrative Consultant, New Lantau Bus Co. (1973) Limited
Deputy General Manager, New Lantau Bus Co. (1973) Limited

Secretary

Ms CHAN Ka-ying, Florence

Executive Officer I (District Council), Islands District Office

Absent with Apology

Mr WONG Hon-kuen, Ken
Mr FAN Chi-ping
Ms TSANG Sau-ho, Josephine
Mr CHAN Kam-hung
Ms Lam Wai-ling, April

Ms CHAU Shuk-man, Anthea

Mr CHUA Kwok-cheung, Vincent

Chairman, Lantau Taxi Association
General Manager,
Hong Kong & Kowloon Ferry Holdings Limited
Corporate Communications Manager,
New World First Ferry Services Limited
General Manager-DB Operations, HKR International Limited

Welcoming Remarks

The Chairman said that the meeting was postponed from 17 September to 3 October 2018 due to typhoon. He welcomed Members, representatives of the government departments and organisations to the meeting and introduced the following representatives who attended the meeting:

- (a) Ms Amy POON, District Engineer/General (2)A of Highways Department (HyD) who succeeded Ms LEUNG Chiu-mei; and
- (b) Mr YEUNG Yuk-keung, OC Ops Sub-Unit (Cheung Chau Div) of Hong Kong Police Force (HKPF) who attended the meeting in place of Mr TAI Cheuk-yin.

2. Members noted that Mr FAN Chi-ping, Mr Ken WONG, Ms Josephine TSANG, Mr CHAN Kam-hung, Mr Vincent CHUA, Ms Anthea CHAU and Ms April LAM were unable to attend the meeting due to other commitments.

I. Confirmation of the Minutes of Meeting held on 23 July 2018

3. The 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 Chairman said that Members proposed the addition of follow-up items at the previous meeting. The Secretariat had drafted a checklist of follow-up items as at 14 September 2018, which had been distributed to Members for perusal before the meeting. The information paper was tabled at the meeting.

II. Code of Practice for Automated Dockless Bicycle Rental Services (Paper T&TC 49/2018)

6. The Chairman welcomed Mr WONG Kwok-leung, Senior Engineer 4/Transport Planning and Mr LOK Yu-fat, Engineer 10/Transport Planning of Transport Department (TD) to the meeting to present the paper.

7. Mr WONG Kwok-leung presented the paper with the aid of PowerPoint presentation.

8. Mr Holden CHOW expressed his views as follows:

- (a) Illegal parking of shared bicycles occurred in both outlying islands and other areas of the New Territories. He opined that operators introducing shared

bicycle services for profits were responsible for handling the issue of illegal parking. They should not rely on the Government to conduct law enforcement and clear the bicycles.

- (b) It was learnt that there was no licensing regime for shared bicycles at present. He enquired of TD whether the Code of Practice for Automated Dockless Bicycle Rental Services (the Code) covered penalties for illegal parking of bicycles, and if such problem persisted, whether the Government had the authority to order the operators to cease operation.

9. Mr Eric KWOK welcomed the implementation of the Code by TD and opined that it was conducive to the promotion of “green commuting”, which encouraged cycling for short-distance commuting to reduce the reliance on vehicles and thus carbon emissions. He expressed his views as follows:

- (a) The Department and other relevant departments recently invoked the stipulations of the Summary Offences Ordinance (Cap. 228) on a trial basis to clear illegally parked bicycles in the vicinity of Sheung Shui MTR Station in North District. He enquired of the Department about the administrative costs and time involved. He opposed the use of public funds to tackle the problem of illegal parking of shared bicycles and opined that it should be handled by the operators themselves.
- (b) He enquired whether the Department would assess the adequacy of cycle tracks and bicycle parking spaces prior to approving the operation of shared bicycle services in the area so that existing bicycle users would not be affected.
- (c) He was worried that there would be difficulties in implementing the Code as it was not legally binding. The Department could only enter into a gentlemen’s agreement with the operators of shared bicycle services. He opined that the introduction of penalties to the Code could effectively prevent operators from reneging on their pledges.
- (d) He enquired about the application procedures for the operation of shared bicycle services, and whether only application for Business Registration and provision of bicycles were required. He said that the handling of illegal parking, construction of cycle tracks and provision of bicycle parking spaces etc. all involved public funds and manpower. However, profits of the shared bicycle business would all go to the operators. He opined that the existing system was too lenient and the use of public funds to resolve the issue of illegal parking of shared bicycles was unfair to taxpayers. He hoped that the Department would deliberate the terms of the Code in detail.
- (e) He enquired of the Department whether there was a time limit on the implementation of the Code. If its effectiveness had yet to be seen after the time limit, legislation and licensing system should then be considered so that the Government could invoke the authorities conferred by law to check and

supervise operators of shared bicycle services.

10. Ms Sammi FU expressed her views as follows:

- (a) She enquired when the Department would provide 80 additional bicycle parking spaces in Tung Chung. The population of Tung Chung was ever increasing and many people would prefer cycling to walking, especially on holidays. She enquired whether the Department would further increase the number of bicycle parking spaces in Tung Chung.
- (b) Despite the closure of a shared bicycle company recently, illegal parking in Tung Chung remained serious. For instance, illegally parked shared bicycles were found several steps apart along the footpath of Man Tung Road. After the recent passage of typhoon, shared bicycles and collapsed trees occupied the road and they caused obstruction to pedestrians. She enquired whether the Department would penalise the operators if they failed to comply with the Code in order to create deterrent effects.
- (c) The Department invoked the Summary Offences Ordinance to handle illegally parked bicycles in North District on a trial basis. She enquired whether the Department would do the same in Islands District or other districts after implementation of the Code.

11. Mr WONG Kwok-leung made a consolidated response as follows:

- (a) The clearance actions in North District were conducted, due to the invoking of the Summary Offences Ordinance, by existing manpower. To his understanding, relevant departments produced publicity banners and materials to educate the public not to park their bicycles indiscriminately. Information on the administrative costs involved in invoking the Summary Offences Ordinance for law enforcement was not available at present.
- (b) The Land (Miscellaneous Provisions) Ordinance, the Summary Offences Ordinance and the Road Traffic (Parking) Regulations all had stipulations on penalties and fines, and the contents of which were clearly set out in the Code. After signing the Memorandum with the Department, the operators would have to comply with the Code, which specified that operators could be ordered to cease operations if they did not make improvement after repeated violations of the stipulations.
- (c) Improvement measures of bicycle parking spaces would be conducted in 3 phases. The 18 parking spaces of phase 1 had been completed in mid-year. For the 80 parking spaces of phase 2, the Department would arrange works commencement expeditiously upon completion of consultation. The works was anticipated to be completed within 2019 but the actual timing might vary according to the works schedule of the works division. The planning of the improvement measures of phase 3 would take time as the geographical situation of the selected sites was complicated and removal of

trees might be involved. Upon completion of the preliminary planning of phase 2, the Department would study the contents of phase 3 and the number of parking spaces involved with the works division.

12. Mr Eric KWOK expressed his views as follows:

- (a) He stressed that the use of public funds to implement the pilot scheme was no different from subsidising the business of operators with public money. He was worried that there might be loopholes in the Code so that operators would not comply with relevant regulations and thus many problems arose. He hoped that the Department would step up supervision.
- (b) He requested the Department to find out the number of parking spaces and limit the number of bicycles in an area before approving operators to operate therein to ensure that residents would not be affected by an excessive number of shared bicycles. For instance, if there were only 100 bicycle parking spaces in Yat Tung Estate but 200 shared bicycles were for rent, there would be a shortage of parking spaces and residents might experience difficulties in finding one. He said that the issue of illegal parking of bicycles was serious in Yat Tung Estate and hoped that the Department could conduct proper planning on bicycle parking spaces.
- (c) He requested the Department to respond whether there would be a time limit on the implementation of the Code and whether it would introduce legislation and set up of a licensing scheme if effects were not seen. He pointed out that the advantages of setting up a licensing scheme included: (i) obliging operators to purchase insurance for shared bicycles to protect the interest of users and members of the public or otherwise it would be difficult to determine the compensation liability in case accidents occur to the users or a third party; and (ii) strengthening government departments' enforcement power to ensure that bicycle equipment and safety facilities were up to standard, and that the safety of users and the public was protected.

13. Mr LEE Ka-ho said that despite illegal parking of bicycles, which would be tackled by invoking the Summary Offences Ordinance according to the Department, there were also issues of shared bicycles fallen into rivers or parked in groves. He enquired whether the Department would request operators to handle the above situations according to guidelines, and if no relevant guidelines were available, whether such situations were handled when the pilot scheme was implemented. He also requested the Department to provide the number of relevant cases.

14. Mr WONG Kwok-leung made a consolidated response as follows:

- (a) In the pilot scheme, the Department introduced a guideline that the quantity of bicycles deployed should be linked to the usage. Operators were responsible for recovering bicycles parked in the countryside and there were similar cases before.

- (b) The Department was aware that more and more residents in the New Territories were using automated dockless rental (ADR) bicycles instead of their own bicycles. It would continue to monitor the quantity and usage of ADR bicycles deployed as well as the number of public bicycle parking spaces in each area. He pointed out that there were 1 700 bicycle parking spaces in Tung Chung Town Centre, which exceeded the number of ADR bicycles therein. If some of these bicycles were abandoned in the countryside, the operators had the responsibility to retrieve them.
- (c) The Department would continue to monitor the usage of ADR bicycles in each area. Expeditious implementation of the Code for regulatory purpose was a practical and advisable measure under the existing legal framework. The Department would also review the existing legislation according to the situation and did not rule out the possibility of legislation to further regulate automated dockless bicycle rental services.

(Mr Bill TANG joined the meeting at around 2:10 p.m.)

III. Question on a number of serious traffic accidents on North Lantau Highway
(Paper T&TC 50/2018)

15. The Chairman welcomed Mr YEUNG Yiu-chung, District Operations Officer (Lantau) of HKPF and Ms YUEN Kit-fung, Engineer/Islands 2 of TD to the meeting to respond to the question. The written reply of TD had been distributed to Members for perusal before the meeting.

16. Ms Amy YUNG briefly presented the question.

17. Ms YUEN Kit-fung briefly presented the written reply.

18. Mr YEUNG Yiu-chung said that after an accident, the Police would move vehicles to the roadside whenever possible so that space would be vacated for passage of other vehicles to restore unimpeded traffic. In addition, the Police would step up law enforcement and conduct high-profile patrols along North Lantau Highway to enhance deterrent effects and remind motorists to maintain a proper driving attitude to ensure smooth traffic flow.

19. Ms Amy YUNG said that traffic accidents occurred on North Lantau Highway from time to time. While there were many discussions on the issue at meetings, the situation had not improved. At around 8:30 a.m. 2 days ago, there was another accident on North Lantau Highway (Airport Bound). A taxi with 4 passengers on board lost control on the fast lane near Siu Ho Wan and crashed into a police vehicle. The road was closed to all traffic until 9:00 a.m. Although the Police had stepped up law enforcement and implemented various measures, the number of accidents on North Lantau Highway had no sign of decrease, and traffic congestions as well as road closures occurred more frequently. With the implementation of various infrastructure development programmes

on Lantau Island and the increase in traffic flow, she hoped that TD and the Police would explore feasible solutions to prevent the problem from deteriorating.

20. Mr LEE Ka-ho said that according to the written reply of TD, the Department would request ferry service operators to strengthen their services after incidents occurred based on the actual situation. However, when a barge struck Tsing Ma Bridge previously, ferry services were only provided when the bridge was almost ready for re-opening, and he found the arrangement time too long. He enquired of TD how long it would take to arrange such ferry services. In addition, the Department said that it would upload the updated traffic information to various mobile applications. He enquired about the usage of the applications and whether the Department would conduct regular reviews of emergency traffic management plans.

21. Ms Amy YUNG said that regarding enquiries on the emergency arrangements of ferry services raised by Members, it would be more appropriate for Mr Vincent CHUA, the representative of HKRI International Limited (HKRI) to respond to the enquiry as the ferry company under HKRI was one of the providers of relevant services. However, Mr CHUA, despite being the regular guest regular in attendance, never attended meetings of the Committee. She expressed regret over HKRI and Mr CHUA's disrespect for the Committee and she proposed issuing letters to remind representatives of organisations regularly invited to be in attendance that they had the responsibility to attend meetings.

22. Mr Eric KWOK expressed his views as follows:

- (a) Residents of Tung Chung mainly relied on North Lantau Highway and Tsing Ma Bridge to get to the urban area. In case traffic congestion or even incidents occurred, Lantau traffic would be seriously impacted. Members had repeatedly proposed that departments concerned should formulate long-term solutions and study the development of water transport. For example, they could make use of existing facilities of Tung Chung New Development Pier and feeder services and encourage ferry service operators to introduce routes travelling to and from Tsim Sha Tsui, Central and Hung Hom. Unfortunately, relevant departments did not follow up on the proposals. Hong Kong-Zhuhai-Macao Bridge (HZMB) would commission soon and existing emergency plans might not be able to cope with the traffic problems arising from incidents. In that case, the overall traffic of Tung Chung would be paralysed and residents and travellers would be seriously affected.
- (b) He enquired whether the Emergency Transport Co-ordination Centre (ETCC) of TD would liaise and co-ordinate with ferry companies such as HKRI, the New World First Ferry Services Limited (NWFF) and the Hong Kong and Kowloon Ferry Holdings Limited (HKKF) and conduct simulation exercises so that in case of emergencies, ferry companies could deploy ferries according to established mechanisms to ease the flow of passengers.

23. Mr Holden CHOW said that he had proposed to the Department that SkyPier

could be used in case of emergencies. Residents could take a ferry at the pier to the urban area to avoid traffic gridlock across Lantau Island when land transport was closed. As the Southern Connection of Tuen Mun – Chek Lap Kok Link could not be commissioned in conjunction with HZMB, he proposed opening SkyPier fully as another route to the urban area.

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

- (a) Information on the usage of the mobile application “HKeMobility” was not available at present, but it was learnt that it was one of the government mobile applications with the highest download rates. The Department encouraged the public to download the application to obtain the latest traffic information.
- (b) With regard to ferry services, if the traffic on North Lantau Highway and railway services were disrupted, ETCC of the Department would liaise and co-ordinate with public transport operators and Airport Authority Hong Kong (AAHK), and request various ferry service providers to strengthen ferry services (including routes between Tuen Mun and Tung Chung, Central and Discovery Bay as well as Central and Mui Wo) according to the actual situation. The frequency of pier feeder buses would also be increased to facilitate interchange for buses to the Airport, Lantau Island and the urban area. The Department had signed an agreement with the Hong Kong & Kowloon Motor Boats & Tug Boats Association Limited, which stipulated that in case of serious incidents on North Lantau Highway and Tsing Ma Bridge leading to traffic congestion or closure of all lanes, the Association would provide emergency ferry services to and from Tung Chung New Development Pier, Tsuen Wan Pier and Disneyland Resort Pier.
- (c) With regard to contingency measures for North Lantau Highway after the commissioning of HZMB, the Department had arranged towing vehicles to station at the Siu Ho Wan section of North Lantau Highway so that broken-down vehicles would be towed away and roads could be re-opened expeditiously after accidents occurred.

25. Mr Eric KWOK proposed that the Department should sign an agreement with ferry companies including HKRI, NWFF and HKKF so that during the closure of Tsing Ma Bridge, high speed ferries could be deployed to carry passengers travelling between Tung Chung New Development Pier/SkyPier and the urban area. A liaison mechanism should also be set up with public transport operators such as MTR Corporation Limited (MTRCL) and bus companies for provision of feeder buses to and from piers as and when necessary. In addition, he proposed that a comprehensive contingency plan be formulated and exercises be conducted annually so that relevant units would be familiar with the actual operation of the crisis management mechanism. He requested the Committee to write to the Transport and Housing Bureau (THB) to relay the proposals regarding contingency transport arrangements and crisis management.

(Post-meeting note: The Committee had written to THB to convey Members’ proposals.)

26. Ms Amy YUNG concurred with the above proposals and opined that the department concerned should take timely precautionary measures by formulating a comprehensive contingency plan.

27. Mr Randy YU understood that TD had stepped up contingency measures for traffic accidents, including arrangement of towing vehicles to station at the Siu Ho Wan section of North Lantau Highway. He proposed that the Department should prepare a list of relevant contingency measures for Members' information and follow-up.

28. Mr LEE Ka-ho requested the Department to provide information on the number of downloads of the mobile application.

29. Ms YUEN Kit-fung said that she would enquire of the sections concerned about the relevant information after the meeting and reply the Members in due course.

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

30. The Chairman asked the Secretariat to write to representatives of organisations invited to be in attendance to remind them that they should attend meetings as far as possible.

(Post-meeting note: The Secretariat had written to all representatives of organisations invited to be in attendance.)

(Mr CHAN Lin-wai left the meeting at around 2:50 p.m.)

IV. Question on proposal of providing a zebra crossing at Chung Yan Road near North Lantau Hospital
(Paper T&TC 52/2018)

31. The Chairman welcomed Mr YEUNG Yiu-chung, District Operations Officer (Lantau) of HKPF, Ms YUEN Kit-fung, Engineer/Islands 2 of TD and Ms Amy POON, District Engineer/General (2)A of HyD to the meeting to respond to the question.

32. Mr Eric KWOK briefly presented the question. He said that 2 more traffic accidents occurred at the same spot of Chung Yan Road. On 30 August, a 60-year-old resident was knocked down by a taxi while crossing the road, and on 13 September, a girl was injured by a vehicle and was in serious condition after being admitted to hospital. As such, there was potential risk at the road section.

33. Ms YUEN Kit-fung reported the figures of traffic accidents occurred at the spot of Chung Yan Road in the previous 3 years. There were 6 traffic accidents in 2015, including 3 serious and 3 minor ones; 3 traffic accidents in 2016, including 1 fatal, 1 serious and 1 minor accidents; no traffic accident in 2017; and 2 minor accidents from January to August 2018. The Department noted that many people travelling to and from

North Lantau Hospital would use the said crossing so it planned to set up a traffic light there to enhance road safety. Preliminary design and consultation with the departments concerned and the local community had been completed in mid-September and so far no objections had been received. The Department would discuss with the works division so as to implement the works as soon as possible.

34. Mr Eric KWOK appreciated the Department's efficiency in handling the incident and enquired about the expected date of completion of the improvement works.

35. Ms YUEN Kit-fung said that the Department had consulted relevant departments on the works design, but there was no works schedule yet. The Department would endeavour to complete the works expeditiously and would report to Members when further information was available.

(Post-meeting note: TD had submitted the Works Request Forms to relevant works department for converting the existing pedestrian crossing at Chung Yan Road in Tung Chung to a light signal crossing. Works were anticipated to begin in the fourth quarter of 2019 and be completed in the first quarter of 2020.)

V. Question on transport facilities at Tung Chung Road near JoysMark in Mun Tung Estate (Paper T&TC 53/2018)

36. The Chairman welcomed Miss Esther SZETO, Property Service Manager/Service (Hong Kong Island & Islands 3) of Housing Department (HD) and Ms YUEN Kit-fung, Engineer/Islands 2 of TD to the meeting to respond to the question.

37. Mr Eric KWOK briefly presented the question.

38. Miss Esther SZETO responded as follows:

- (a) There were 3 vehicular entrances to Mun Tung Estate, situated at Chung Mun Road, Chung Yat Street roundabout and Tung Chung Road respectively. Entrances at Chung Mun Road and Chung Yat Street could directly reach the 4 residential buildings in the estate, and allow loading / unloading of goods by shops. The entrance at Tung Chung Road led to the estate car park as well as loading and unloading areas of the market and supermarket. Such entrance design would be beneficial to divert vehicles entering and leaving Mun Tung Estate and at the same time ease the traffic load of Tung Chung Road.
- (b) Mun Tung Estate Property Services Management Office (the Management Office) was aware of the concern of the community and would appropriately adjust the arrangement of intake procedures, and clearly explain to prospective tenants the traffic guidelines of using estate roads at the intake briefing, so as to minimize the chance of traffic congestion. In addition, the Management Office would also put up directional signs at suitable

locations to direct vehicles to various entrances to avoid unnecessary congestion caused by vehicles going in the wrong direction. There were indicator lights at the entrance of Mun Tung Estate Car Park and a “Full” light sign would be lit if the car park was full. The Management Office would also deploy security guards to the entrance to handle incidents immediately if necessary. That would prevent vehicles from queuing up and adversely affecting the vehicular flow of Tung Chung Road.

39. Mr Eric KWOK said that the Tung Chung Road was a two-lane two-way road with busy traffic and there were 7 village entrances near JoysMark. With the intake of Mun Tung Estate, and opening of the supermarket in JoysMark, the market and other shops gradually, large goods vehicles would use the entrance at Tung Chung Road and would thus aggravate the traffic load there. He opined that entrances should have been set up at Chung Mun Road and Chung Yat Street instead of Tung Chung Road during road planning. At present, the only way forward was to improve the road design. He hoped that TD would fully co-operate with HD to resolve the traffic problem at Tung Chung Road as soon as possible.

40. Mr WONG Wah said that Tung Chung Road was a two-lane two-way road with very busy traffic. It was simply not suitable to set up the entrance of Mun Tung Estate Car Park there. He pointed out that vehicles entering Tung Chung Road from Tung Chung Town Centre had to cross the opposite lane to access Mun Tung Estate Car Park. If they queued up for entry into the car park, the whole Tung Chung Road would be blocked. He thus opined that the design of the entrance at Tung Chung Road was faulty and proposed setting up the car park entrance at Chung Mun Road instead.

41. Mr Holden CHOW proposed that the Department should put up speed limit signs or monitoring devices at Tung Chung Road to ensure drivers’ compliance with the rules and regulations.

42. Mr Randy YU said that Members had repeatedly proposed limiting the speed at Tung Chung Road to 30 km/hour, putting up speed limit signs and installing speed enforcement cameras. He opined that the Government should formulate short, medium and long-term solutions. In the past, the District Council (DC) had discussed the extension of the passing bay from the end of Chung Mun Road to Tung Chung Road, thus connecting the 2 roads and enhancing the accessibility of Mun Tung Estate and nearby villages as well as safe driving. The authorities said that the proposal would be considered after completion of Mun Tung Estate. The intake of the estate would take place at the end of 2018, and he hoped that relevant departments would study the proposal as soon as possible.

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

- (a) The representatives of TD had conducted a site visit with Members to Tung Chung Road. During the visit, Members proposed the provision of lay-bys at bus stops along Tung Chung Road, so as not to block vehicles that followed. The Department was studying the feasibility of the proposal with other departments. As the project was rather complicated, such as involving government lands other than roads and removal of trees, the

Department had to consult the departments concerned on the feasibility of the project before conducting further consultation with stakeholders.

- (b) There were many village entrances near JoysMark at Tung Chung Road. The Department had put up traffic signs and road markings at suitable locations to remind motorists to pay attention to pedestrians crossing the road and slow down. With regard to the opinion that there were a number of vehicles driving at high speed at Tung Chung Road, TD and the Police were preparing to install a new batch of fixed speed enforcement cameras. Relevant departments would review the criteria of site selection, and determine the quantity and locations of the new batch of cameras according to the criteria formulated and optimal resources distribution. Tung Chung Road would then be considered alongside with other locations. The Police would also continue to conduct publicity education work and take enforcement actions.

44. Mr LAU Chin-pang concurred with the extension of the passing bay from the end of Chung Mun Road to Tung Chung Road. After the opening of Mun Tung Estate Car Park, large vehicles waiting for entry to the car park would block Tung Chung Road, and when accidents occurred at Chung Mun Road, traffic congestion would occur. If the 2 roads were connected, vehicles could depart from a road even if another was congested, which helped diverting traffic flow. He opined that the Department should pro-actively consider the proposal to eliminate the potential risk as soon as possible.

45. Mr Eric KWOK said that the road (near Chung Yat Street) between Mun Tung Estate and YMCA of Hong Kong Christian College was a through road in the past, but then it was closed for reasons unknown. He hoped that the road could be re-opened. He also concurred that Mun Tung Estate Car Park should be accessed via the entrance at Chung Mun Road to reduce the traffic load of Tung Chung Road. At present, many refuse collection vehicles were parked at Tung Chung Fort in the morning, whereas a number of tourist coaches were parked there at weekends, hence causing heavy traffic congestion at Tung Chung Road. He hoped that the Department would pro-actively follow up on the relevant proposals.

46. Mr WONG Wah said that if Tung Chung Road was connected to Chung Mun Road, vehicles could use Chung Mun Road if there was traffic congestion at Tung Chung Road.

47. Ms YUEN Kit-fung said that the Department noted the proposal of connecting Chung Mun Road and Tung Chung Road. According to the information available, there was a plan in “Tung Chung New Town Extension project” to build a road in Tung Chung West Development Area to connect Chung Mun Road and Tung Chung Road. The Department would continue to closely liaise with HD to follow up on the usage of the entrance of Mun Tung Estate Car Park.

48. Miss Esther SZETO said that there were difficulties in implementing the proposal of closing the entrance at Tung Chung Road and using other entrances to access Mun Tung Estate Car Park. The car park was located in the basement and it can only be accessed via the entrance at Tung Chung Road. Mun Tung Estate was substantially completed and

intake of residents was imminent. It would be difficult to alter underground structures or construct new underground access roads that connected other vehicular entrances of the estate. She supplemented that while vehicles would have to reach the basement car park, market and supermarket via the entrance at Tung Chung Road, the other 13 shops in JoysMark needed not pass through Tung Chung Road for loading and unloading of goods.

49. Mr Eric KWOK said that the representative of HD mentioned that difficulties existed in altering the entrance to the basement car park just now, but TD had said that the Civil Engineering and Development Department (CEDD) proposed accessing the car park via the entrance at Chung Mun Road. Their sayings were contradictory and inexplicable.

50. Mr Randy YU opined that the departments concerned should as soon as possible arrange the connection of Chung Mun Road and Tung Chung Road, rather than waiting for the development of Tung Chung West. The authorities all along delayed the handling of the issue but the problem of Tung Chung Road needed to be dealt with urgently and little complexity was involved in the road connection works. He hoped that the relevant departments would not shirk responsibilities among themselves.

51. Mr WONG Fuk-kan said that when the planning of Mun Tung Estate was conducted, Members had pro-actively strived for the connection of Chung Mun Road and Tung Chung Road. However, HD said that road extension was infeasible due to obstruction by a wall. At present, the traffic at Tung Chung Road was already very busy. Traffic congestion would aggravate when the number of tourists, goods vehicles, private cars, bus departures and double-deck buses further increased in the future. He also enquired how many parking spaces would be provided in the basement car park of Mun Tung Estate.

52. The Vice-Chairman Mr CHEUNG Fu opined that the intake of Mun Tung Estate could be conducted as scheduled but the car park entrance at Tung Chung Road would have to remain closed until Chung Mun Road and Tung Chung Road were connected. According to the existing plan, vehicles would have to access the car park via Tung Chung Road, thus obstructing other vehicles and causing traffic congestion at Tung Chung Road. It would also cause obstruction to residents travelling to and from South Lantau.

53. Mr LOU Cheuk-wing said that as the entrance to Mun Tung Estate could not be altered, he proposed re-routeing the bus routes of Lantau Island. Buses would no longer travel via Lung Tseng Tau but via Yu Tung Road so they could skip the section of Tung Chung Road near Tung Chung Rural Committee.

54. The Chairman said that the traffic at Tung Chung Road significantly affected the residents of South Lantau. He hoped that TD and HD would pro-actively consider Members' views and relay them to relevant departments so as to connect Tung Chung Road and Chung Mun Road as soon as possible.

55. Miss Esther SZETO said that there were 112 private car parking spaces and 28 hourly parking spaces in Mun Tung Estate Car Park. 6 parking spaces for vehicles of the market and the supermarket were available in the loading and unloading area. Vehicles transporting goods and furniture for residents needed not use the entrance at Tung Chung Road. Instead, they could access the main entrance of each building directly via Chung

Mun Road and Chung Yat Street.

56. Mr HO Siu-kei said that the loading and unloading area of Yat Tung Estate market was always busy and hoped that the Department would avoid making the same mistake when planning Mun Tung Estate.

57. The Vice-Chairman Mr CHEUNG Fu said that the more the number of parking spaces in the car park, the more congested Tung Chung Road would become. He opined that the entrance to Mun Tung Estate Car Park had to be closed until Chung Mun Road and Tung Chung Road were connected.

58. Miss Esther SZETO said that the Department noted Members' concern over the traffic issues when the planning of Mun Tung Estate was underway. In that regard, there were 3 vehicular entrances in Mun Tung Estate to divert vehicles and alleviate the traffic load of Tung Chung Road.

59. Mr YUEN Kit-fung said that TD and HD would pro-actively follow up on the traffic situation after the intake of Mun Tung Estate, discuss corresponding measures, and report the latest progress to Members in due course.

60. Mr WONG Fuk-kan requested the representative of HD to relay Members' views to the section responsible for planning, and to study with departments such as CEDD the proposal of connecting Tung Chung Road and Chung Mun Road to ensure that the width of the road fulfilled the relevant specifications. In addition, refuse collection vehicles picked up refuse at Tung Chung Road near Sheung Ling Pei Village every morning, but Food and Environmental Hygiene Department did not deploy staff to direct traffic. If vehicles failed to stop in time and clashed into the rear of refuse collection vehicles, the consequences would be severe. Many years ago, residents requested TD to provide an additional parking space for refuse collection vehicles, on which he hoped that the Department would soon follow up.

61. Mr Eric KWOK concurred with suspending the opening of the entrance of Mun Tung Estate Car Park until Tung Chung Road and Chung Mun Road were connected.

62. The Chairman concluded that Members supported suspension of the opening of the entrance of Mun Tung Estate Car Park until Tung Chung Road and Chung Mun Road were connected.

63. Miss Esther SZETO said that the Department noted Members' views and would relay them to the relevant sections. However, Mun Tung Estate was completed and intake was imminent. Suspension of the opening of the car park would cause inconvenience to residents who drive.

64. Mr Randy YU proposed an interim measure that the Department opened only 60 parking spaces but none hourly parking spaces until June 2019 and restricted the number of goods vehicles using the loading and unloading area until Tung Chung Road and Chung Mun Road were connected.

65. The Vice-Chairman Mr CHEUNG Fu said that there were various village

entrances at Tung Chung Road where traffic was busy and traffic congestion occurred from time to time. If the entrance of Mun Tung Estate Car Park was opened, the traffic of Tung Chung Road could be paralysed any time. As such, the said interim measure would not alleviate the problem of Tung Chung Road. He reiterated his request for suspension of the opening of the car park entrance until Tung Chung Road and Chung Mun Road were connected.

66. Mr LOU Cheuk-wing proposed again bus re-routeing via Yu Tung Road instead of the section of Tung Chung Road near Tung Chung Rural Committee. At present, passengers alighting at Sheung Ling Pei were mostly Tai O residents going to shopping centres in Yat Tung Estate. The re-routeing of bus routes could cater for residents' needs better.

67. The Chairman hoped that the departments would listen to and follow up Members' views, and explore solutions as soon as possible.

(Ms Sammi FU left the meeting at around 3:15 p.m.)

VI. Question on request for deploying additional manpower for processing applications for Lantau Closed Road Permit
(Paper T&TC 54/2018)

68. The Chairman welcomed Miss Marie SIN, Senior Transport Officer/Islands 2 of TD to the meeting to respond to the question. THB could not arrange representatives to attend the meeting, but had appointed the representative of TD to respond to the question.

69. Mr Randy YU briefly presented the question.

70. Miss Marie SIN said that the population intake of the Home Ownership Scheme (HOS) at Mui Wo had begun, and the Department received a lot of applications for and enquiries about the Lantau Closed Road Permit (LCRP), thus prolonging the processing time. The Department had deployed more staff to respond to enquiries and handle applications. At present, it would take about 5 to 6 weeks for applications to be processed. The Department would monitor the situation and deploy resources when necessary to further shorten the processing time.

71. Mr Randy YU said that the vetting situation had improved and he also understood that the Department had tried to adjust its resource deployment as much as possible. Although the Department might not be able to shorten the vetting period to 3 weeks, he hoped that the processing time could be shortened to 4 weeks.

72. Mr YUEN King-hang said that he had called the TD hotline to enquire about the application of CRP but his phone calls were unanswered. He enquired of the Department whether there were performance pledges and whether there were staff specially assigned to answer the hotline and respond to the public's enquiries about the approval status.

73. Mr LOU Cheuk-wing said that performance groups had to transport apparatus to

Tai O from time to time and therefore application for temporary CRP was required. In the past, performance groups could apply for temporary permits as long as it possessed the supporting document issued by the Rural Committee (RC) which proved their need to transport apparatus to Tai O. However, the Department suddenly changed the arrangement in July 2018 and requested RC to submit applications on behalf of the groups. In his opinion, RC was not the user of the temporary CRP so applications should not be made under its name. He was also concerned about the legal responsibility in case of traffic accidents occurring to transportation vehicles. He enquired of the Department about the reasons for changing the arrangement.

74. Miss Marie SIN said that the number of telephone enquiries increased drastically and staff might not be able to answer all enquiries. As such, the Department had deployed additional staff to answer telephone enquiries and process applications, with the hope that the applications would be handled within 3 to 4 weeks. With regard to the applications for temporary LCRP, the applicant should be the persons who needed to travel to South Lantau. Performance groups therefore should submit applications to the Department direct, with the supporting documents provided by RC to confirm details of their activities. She would follow up on it with related officers after the meeting.

VII. Question on proposed splitting of Long Win route no. S64 for the whole day
(Paper T&TC 51/2018)

75. The Chairman welcomed Miss Sherman CHOI, Senior Transport Officer/Islands 1 of TD and Mr Rayson LAW, Planning and Support Officer I of Long Win Bus Company Limited (Long Win) to the meeting to respond to the question. The written replies of Long Win and AAHK had been distributed to Members for perusal before the meeting.

76. Mr Eric KWOK briefly presented the question.

77. Ms Sherman CHOI said that the Department noted the proposal of splitting Long Win route no. S64 into nos. S64C and S64X for the whole day, and would continue to study the proposals of enhancing the routes concerned, including the feasibility of providing bus service travelling between Tung Chung West and the Airport. Members would be informed in due course if conclusion was made. As for the proposal of setting up a stop for route no. B6 at the Airport Island, the aim of introducing the route was to provide direct and fast transportation service between Tung Chung West/Tung Chung Town Centre and HZMB Hong Kong Port. A detour to the Airport Island would make the route circuitous and thus the Department did not have such a plan at present. It would closely monitor the operation of the route and follow up on it with the bus company in due course.

78. Mr Rayson LAW said that as a result of traffic congestion and boarding and alighting activities, the arrival time at en-route stops of route no. S64 buses might deviate from schedule during afternoon peak hours. However, field staff would flexibly arrange bus departures according to the actual situation to maintain stability of service. Long Win noted the proposals on the service time and routing of route nos. S64, S64C and S64X, and it would closely liaise and study with TD the feasibility of enhancing the bus service

between Tung Chung West and the Airport.

79. Mr Eric KWOK hoped that the Police would deploy officers to direct and divert traffic at the above-mentioned spots of congestion during peak hours to avoid lost trips of buses due to traffic jam, which would affect residents and airport staff. In addition, he proposed the provision of special departures of route no. S64C from Cathay City during peak hours to ease the flow of passengers to Tung Chung MTR Station.

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

- (a) If bus company could not split route no. S64 for the whole day immediately, he proposed that it should consider splitting the route at afternoon peak hours first, with the whole day split of route no. S64 as the ultimate goal.
- (b) Route no. S64 would be circuitous if it was re-routed via the Airport Island. The journey time would be lengthened to 40 to 50 minutes, which was longer than that of routes heading to Tsing Yi or Kwai Chung. Employers had already reflected that it was difficult to recruit Airport staff from Tung Chung District. He opined that splitting route no. S64 would shorten the journey time and attract more Tung Chung residents to work at the Airport.

81. Mr Bill TANG said that the population of Tung Chung West was ever on the increase, and so was the demand for transportation. He hoped that the bus company would consider adopting the proposal of splitting route no. S64. Some bus drivers reflected that route no. S64 was circuitous despite its short distance, and thus not easy to handle. Splitting the route could alleviate the burden of drivers. The bus company had split route no. S64 in the morning 3 years ago and the results were satisfactory. He proposed splitting the route during afternoon peak hours first to respond to residents' demand.

82. Mr Rayson LAW said that Long Win noted Members' views, and would study enhancing the schedule of route no. S64C in order to shorten the vehicle turnaround time to ease passenger flow. Long Win would continue to monitor the service of route nos. S64 and S64C during afternoon peak hours and field staff would also flexibly arrange departures to ease passenger flow.

83. Miss Sherman CHOI said that the Department noted Members' views of splitting the route first during afternoon peak hours and would continue to study its feasibility with Long Win.

VIII. Question on Long Win bus route no. E31
(Paper T&TC 55/2018)

84. The Chairman welcomed Miss Sherman CHOI, 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.

85. The Chairman said that the written reply of Long Win had been distributed to Members for perusal before the meeting.

86. Mr LAU Chin-pang briefly presented the question and supplemented as follows:

- (a) The relevant proposals had been incorporated into the Bus Route Planning Programme 2017-2018 of Islands District (BRPP) and had been publicised. However, Members learnt of its postponement only via an enquiry made. He opined that the Department and the bus company should take the initiative to make public the postponement.
- (b) Residents of Yat Tung Estate said that the journey time of route no. E31 was too long as it would route via Tung Chung North, whereas residents of Tung Chung North said that certain departures of route no. E31 were always full. As such, there was a need to rationalise the route to cater for the needs of residents of Tung Chung North and Tung Chung West, and to tie in with the future intake of Mun Tung Estate. He opined that time was ripe for route rationalisation, and requested the Department and bus company to respond whether they could implement the proposals soon in 2018.

87. Miss Sherman CHOI said that to cope with the population growth of Tung Chung North and Mun Tung Estate, the Department proposed in the BRPP that route no. E32A which travelled through Tung Chung North, would operate around the clock, and route no. E31 would travel via Mun Tung Estate instead of Tung Chung North. Then the above 2 routes would be able to serve Tung Chung North and Tung Chung West respectively. She pointed out that under BRPP, the project would be implemented in the third quarter of 2018, when intake of Mun Tung Estate was underway. However, the actual implementation date would depend on the progress of intake. The Department would closely monitor the progress of intake and follow up on the arrangement with the bus company.

88. Mr Rayson LAW said that Long Win and TD would continue to monitor the time and progress of Mun Tung Estate's intake and would review the implementation time of the improvement proposals according to the actual patronage and usage of the 2 routes.

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

- (a) The Department said that rationalisation of route nos. E31 and E32A would be implemented in the third quarter of 2018, but the actual implementation date would depend on the progress of intake of Tung Chung Area 39. He enquired whether the Department had established clear indicators for intake progress and would issue notification beforehand, so that the public (including residents of Tung Chung) would know in advance the implementation date of the proposals.
- (b) The present population of Ying Tung Estate, Century Link and The Visionary in Tung Chung North was as many as 20 000. As such, there was no need to rationalise the routes upon intake of Mun Tung Estate. He

hoped that the Department would implement the proposals by the end of the 2018 and provide relevant details. He also hoped that the bus company would consider the views of Tung Chung North residents and adjust bus routeing and frequency.

90. Mr LAU Chin-pang opined that an implementation timetable for the proposals should be drawn up. He pointed out that there were dual purposes for bus route rationalisation, including (i) tying in with the development of Tung Chung Area 39, and (ii) splitting bus services of Tung Chung West and Tung Chung North, so that residents could expeditiously travel between Tung Chung and the urban area. If bus route rationalisation was to be implemented after the intake of Mun Tung Estate, it was no different than ignoring the needs for bus services of residents of Tung Chung West and Tung Chung North, which was unfair to them. He said that there was often traffic congestion at Ying Tung Road after the intake of Ying Tung Estate, which in turn affected the service of route no. E31 and was particularly inconvenient to residents of Yat Tung Estate. He proposed that regardless of the progress of intake of Mun Tung Estate, the Department and the bus company should implement bus route rationalisation as soon as possible and hopefully by the end of 2018.

91. Mr LEE Ka-ho said that at present, the patronage of route no. E31 during peak hours was relatively high. For example, passengers found it difficult to board buses during morning peak hours at the stop at Fu Tung Plaza and during evening peak hours at Lantau Link Toll Plaza. As such, he concurred that there was no need to wait till intake of Mun Tung Estate was completed before rationalising the bus routes.

92. Mr Rayson LAW said that apart from tying in with the intake progress of Mun Tung Estate, passenger flow also had to be considered before determining the time of implementation. As such, it was unable to conclude whether the service improvement proposals of route nos. E31 and E32A could be implemented within 2018. Long Win would closely monitor the actual situation and study with TD the actual implementation date.

IX. Question on “E” route buses operating through Tung Chung West
(Paper T&TC 56/2018)

93. The Chairman welcomed Miss Sherman CHOI, Senior Transport Officer/Islands 1 of TD, Mr Mistral SIN, Manager (Planning) of the Citybus Limited (Citybus) and Mr Rayson LAW, Planning and Support Officer I of Long Win to the meeting to respond to the question. The written replies of Long Win and Citybus had been distributed to Members for perusal before the meeting.

94. Mr LAU Chin-pang briefly presented the question. He had proposed that TD should re-route “E” route buses via Tung Chung West, but it was rejected on grounds that the journey time would be prolonged. However, the Department then took the initiative to propose re-routeing of Citybus route no. E23A via Tung Chung North in BRPP, which made people query whether double standards were adopted. According to the written reply of Long Win, if “E” route buses operated through Tung Chung West, the journey

time would be increased by only 5 to 7 minutes. He queried that it was unfair for the Department to assume objection to the proposal by Tung Chung West residents due to increased journey time without consulting them. At present, Tung Chung West residents taking “E” route buses had to walk for 15 minutes or take feeder buses to the stop at Tung Chung Fire Station after alighting, which was very inconvenient. With the imminent intake of Mun Tung Estate, the population of Tung Chung West would further increase. He hoped that the Department would consider the proposal of re-routeing “E” route buses via Tung Chung West in order to respond to residents’ demand.

95. Miss Sherman CHOI said that TD would implement relevant proposals in BRPP, including the introduction of New Lantau Bus (NLB) route no. 39M travelling to and from Tung Chung Station, and re-routing of “E” route buses such as Citybus route nos. E11S, E21A, E21X and E22S as well as Long Win route no. E31 via Mun Tung Estate to tie in with the intake of the Estate. The Department would also monitor the population growth in the area, and enhance the service of NLB route no. 39M according to the patronage. The Department understood Mun Tung Estate residents’ demand for bus services and would study improvement measures with the bus companies when necessary. The Department had all along studied options to optimise bus services with regard to local development and based on the principles of deploying bus resources effectively and balancing the overall interests of the passengers. Noting Tung Chung West residents’ demand for more “E” routes or new bus routes to serve the area, it would closely monitor the service level and changes in passengers’ demand of various routes as well as follow up on the matter in due course with the bus companies.

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

- (a) The “E” route buses mentioned by the Department just now were special trips. For example, Citybus route nos. E11S and E22S provided service only in the morning, not for the whole day. Passengers would have to walk to the stop at Tung Chung Fire Station to take buses travelling to the urban area at other times.
- (b) According to the written reply of Long Win, passengers of Tung Chung West could take Long Win route no. E31 and enjoy free interchange for other buses at Lantau Link Toll Plaza under the Octopus concessionary interchange scheme. However, the scheme was applicable only to Long Win bus routes. Passengers interchanging for Citybus “E” routes had to pay fares for 2 trips. He proposed that TD should co-ordinate with Long Win and Citybus and discuss joint operation of “E” routes so that passengers could enjoy interchange concessions of both bus companies.
- (c) Tung Chung West was developing. Many new housing estates were completed and intake of residents had gradually begun. With the drastically increased population, existing bus services were insufficient to cope with the demand. He hoped that the Department and the bus companies would enhance bus services of the area.

97. Mr Bill TANG said that Tung Chung West residents over the years had been

requesting arrangement of bus routes operating through Tung Chung West but there was no response to it so far. However, many bus routes operated via Tung Chung North. Between 6:30 a.m. and 8:30 a.m., the patronage of buses departing from the Airport was relatively low. He opined that if “E” route buses could not route through Tung Chung West for the whole day, they could at least do so during the said time section so as to bring convenience to residents going to work by bus in the area. The population of Tung Chung West was on the increase so the Department should as soon as possible improve transport ancillary facilities of the area to enable residents to travel to and from the urban area conveniently.

98. Miss Sherman CHOI said that in the future, residents of Mun Tung Estate could take Long Win route no. E31 or Citybus route no. E21A to Lantau Link Toll Plaza and interchange for other “E” route buses. The Department had all along encouraged operators to provide more interchange concessions, including those of inter-company to alleviate the financial burden of residents and provide more choices of bus routes for them. However, such schemes were commercial decisions of bus companies. They might provide supplementary information in due course.

99. Mr Rayson LAW said that passengers taking Citybus “E” route buses to the Airport could interchange for Long Win route no. E31 at the stop in Yu Tung Estate to Yat Tung and enjoyed interchange concession. In the future, route no. E31 would route via Mun Tung Estate and passengers to Mun Tung Estate could also enjoy the said interchange concession. Long Win noted the views on provision of more inter-company concessions and would review its feasibility with regard to the financial situation of the company.

100. Mr Eric KWOK opined that the unwillingness of Long Win and Citybus to respond to residents’ demand for bus routes operating through Tung Chung West implied their negligence of the needs of residents of the area. He proposed that the Department should invite NLB to provide bus services for Tung Chung West.

101. Mr CHAN Tin-lung said that franchised bus companies were subject to regulation of respective ordinances and could introduce new routes only if approved by TD.

102. Mr Bill TANG said that it was learnt that TD could flexibly handle applications for bus franchises. It could also conduct separate tender exercises for new routes, such as a joint tender exercise for bus services of Mun Tung Estate, Yat Tung Estate and housing estates to be completed in Tung Chung West so that more bus companies could provide services for the area.

103. Mr WONG Wah appreciated the Members’ support for NLB. However, the proposal was subject to study by TD.

(Mr WAN Tung-yat left the meeting at around 4:30 p.m.)

X. Question on roll-out time of Long Win bus route no. E43
(Paper T&TC 57/2018)

104. The Chairman welcomed Miss Sherman CHOI, 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.

105. Mr Holden CHOW briefly presented the question.

106. Miss Sherman CHOI said that to address the development of North District and Tung Chung, TD proposed in BRPP the introduction of Long Win route no. E43 operating between North District and Tung Chung. However, during consultation, the community held different views on bus routeing. The Department would continue to maintain close liaison with Members and study ways to enhance the routeing with the bus company.

107. Mr Holden CHOW said that residents had a keen demand for bus services to and from North District and he hoped that the service of route no. E43 could be rolled out as soon as possible. The Department said that the community had yet arrived at a consensus of the routeing of route no. E43. He enquired about the disagreements and requested the Department to provide a consultation timetable.

108. Miss Sherman CHOI said that there were some local views on extending the service area of route no. E43. The Department would study with Long Win whether there was room for fine-tuning or enhancement in respect of resource handling and routeing. It would also continue to liaise with Members in hope of implementing the proposal as soon as possible.

109. Mr Holden CHOW noted that the Department was conducting local consultation in respect of the amended proposal and hoped that the Department could provide a consultation timetable.

110. Miss Sherman CHOI said that the Department did not have a concrete timetable at present and it would report to Members the latest progress, if any, in due course.

111. Mr Rayson LAW said that Long Win would closely monitor the situation and maintain close liaison with TD in order to study the arrangements for the proposal. When support and consensus from all sides were garnered, Long Win and TD would further follow up on the issue.

XI. Question on implementation of Long Win route no. E32A and Citybus route no. E23A
(Paper T&TC 60/2018)

112. The Chairman welcomed Miss Sherman CHOI, Senior Transport Officer/Islands 1 of TD, Mr Rayson LAW, Planning and Support Officer I of Long Win and Mr Mistral SIN, Manager (Planning) of Citybus to the meeting to respond to the question. The written replies of Long Win and Citybus had been distributed to Members for perusal before the meeting.

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

114. Miss Sherman CHOI said that in order to address the needs of passengers in Tung Chung North, TD had granted approval to Long Win for service enhancement of route no. E32A during morning peak hours starting from 2 October 2018. The Department noted Members' concern over the services of Long Win route no. E32A and Citybus route no. E23A, and would follow up on the situation with the bus companies. The Department would continue to monitor the demand of passengers in Tung Chung North and would request the bus companies to enhance bus services of the area as appropriate.

115. Mr Rayson LAW said that the implementation date of improvement proposals of route nos. E31 and E32A depended on the progress of intake of Mun Tung Estate. Long Win noted the requests for increased frequency of route no. E32A and provision of its en-route stops. It would review the service of route no. E32A in due course.

116. Mr Mistral SIN said that Citybus would discuss with TD the details of implementation of route no. E23A. Members would be informed of the implementation date at once if it was confirmed.

117. Mr YIP Pui-kei thanked TD and Long Win for increasing the frequency of route no. E32A from 5 to 7 departures during morning peak hours in response to the needs of cross-district students. Many students of Tung Chung North had to go to schools in Tsing Yi or Tsuen Wan. However, route no. E32A did not have any en-route stops in Tsing Yi and route no. E31 operated at an interval of 20 minutes. He thus proposed providing an en-route stop in Tsing Yi and increasing its frequency to 15 minutes per departure so as to provide more transportation options for students. He also proposed giving adequate notice to passengers before adjusting bus frequency to avoid confusion. In addition, route no. E23A was scheduled to be implemented in the third quarter of 2018. He enquired Citybus why it could not be implemented as scheduled.

118. Mr Holden CHOW said that many residents of Ying Tung Estate were concerned about transportation arrangements to Tsuen Wan and Kwai Tsing. He hoped that the Department could expeditiously implement the proposal for route no. E32A.

119. Mr Rayson LAW said that at present, the number of passengers from Tung Chung West and Tung Chung North could support Long Win route no. E31 to operate in an interval of 15 minutes. The split route no. E32A would focus on serving Tung Chung North and its vicinity. Based on the expected patronage, the proposed frequency was 20 minutes per departure. Long Win would closely monitor the intake situation of Tung Chung North and would timely study frequency adjustments. In addition, according to passenger survey, Tung Chung North residents taking route no. E31 mainly travelled to Tsuen Wan. Therefore, Long Win proposed that route no. E32A would go straight to Tsuen Wan from Tung Chung North after it was enhanced to a route serving all day in order to provide more expeditious service. Long Win noted the views on the frequency of route no. E32A, and had increased its frequency to 20 minutes a trip during morning peak hours.

120. Mr Mistral SIN said that after the intake of Ying Tung Estate, Citybus conducted a review of bus services in Tung Chung and considered the service level satisfactory. For

example, the patronage of route no. E21A during peak hours was around 50 to 60%, which implied that bus services could meet the demand of passengers. Depending on its operating situation, Citybus would pro-actively implement the proposal of operating route no. E23A via Tung Chung North.

121. Mr YIP Pui-kei said that the Department did not provide the reasons for the failure in implementing route no. E23A in the third quarter of 2018. He enquired again whether the arrangement could be implemented within 2018.

122. Mr Mistral SIN said that Citybus noted Members' concern about the roll-out time of route no. E23A and hoped that it could be implemented within 2018.

123. Mr Holden CHOW said that apart from Ying Tung Estate, the service area of route no. E32A also included Century Link and The Visionary. With a considerable number of passengers guaranteed, he hoped that the bus company would consider increasing its frequency.

124. Mr Rayson LAW said that Long Win noted Members' views, and would continue to monitor the service level of route no. E32A.

XII. Question on enhancement of overnight bus services in Tung Chung North (Paper T&TC 61/2018)

125. The Chairman welcomed Miss Sherman CHOI, Senior Transport Officer/Islands 1 of TD, Mr Rayson LAW, Planning and Support Officer I of Long Win, Mr Mistral SIN, Manager (Planning) of Citybus, Mr WONG Wah, Administrative Consultant and Mr CHAN Tin-lung, Deputy General Manager of the New Lantau Bus Co. (1973) Limited (NLB) to the meeting to respond to the question.

126. The Chairman said that the written replies of Long Win and Citybus had been distributed to Members for perusal before the meeting.

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

128. Miss Sherman CHOI said that TD noted the views on extending the service hours of route no. N21A and those on arranging route no. N11 to operate through Ying Tung Estate. The Department would continue to closely monitor the service of the routes and the needs of Tung Chung North residents for late night bus services. Bus companies would be requested to make suitable arrangements with regard to the demand of passengers and the actual situation.

129. Mr Rayson LAW said that as stated in the written reply, the current journey time of route no. N31 was nearly 70 minutes. Long Win opined that having it operated through Ying Tung Estate would further prolong the journey time, and therefore the effects on frequency and existing passengers had to be considered. Long Win was open to the proposal of improving late night bus services of Ying Tung Estate. However, Ying Tung Estate, Century Link, The Visionary and their vicinity were quiet at night. The noise

created by overnight buses might affect the residents. Those living in units on lower floors and close to roads might have reservations about the proposal. Long Win would thus follow up on the proposal after residents arrived at a broad consensus.

130. Mr Mistral SIN said that extending the routeing of route no. N11 would increase the journey time, and led to reduced frequency which might affect existing passengers. In addition, the current patronage of route no. N21A was less than 20% and there was no need to extend its service hours. Citybus would closely monitor the needs of passengers and timely review the services.

131. Mr WONG Wah said that at present, there were 5 departures of NLB route no. N37 between 1:00 a.m. and 2:00 a.m., with a headway of 15 minutes. According to records of the previous 2 weeks, the number of passengers of the trip with the highest patronage was 25, while some trips recorded 0. Even after MTR stopped service, only several passengers took this route. As such, NLB opined that existing service of route no. N37 was able to meet the demand of passengers. In addition, during late night, Tung Chung North residents could interchange for Long Win route no. N31 at Lantau Link Toll Plaza to go back to Tung Chung North. The frequency of which was 30 minutes per departure.

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

- (a) Route no. N31 travelled via Tung Chung North without entering Ying Tung Road. Many Tung Chung North residents reflected that they had to walk for 10 or more minutes to go home at late night due to such routeings of overnight buses. Ying Tung Road was very quiet at late night and residents were concerned about their safety. Arranging route no. N31 to operate through Ying Tung Road would only increase the journey time by 1 to 2 minutes, and the safety issue of residents going home at late night could be resolved.
- (b) With regard to noise created by overnight buses, he enquired whether Long Win had expected such situation, or views on the issue were received from residents during consultation.
- (c) He understood that the passenger demand for route no. N37 at late night was not great. However, many Tung Chung North residents commuting to work at late night reflected that they could only walk, ride bicycles or take taxis to Tung Chung Town Centre as overnight bus services were not available. He proposed that the bus company could make reference to the arrangements for route no. N38 and consider adjusting the frequency of route no. N37 to 30 minutes a trip, using single-deck buses to provide service, and extending its service hours to 5:30 a.m.
- (d) While route no. N21A operated via Tung Chung North, it stopped service at 1:10 a.m., which failed to cater for the needs of residents who had to return home or commute to work at late night. As such, he proposed that the bus company should extend the service hours of route no. E21A.

133. Mr Holden CHOW thanked NLB for providing semi-late night bus service of route no. N37 in mid-2018 in response to the request of residents. He hoped that NLB would take into account the needs of residents who worked at late night, and extend the service hours of route no. N37 to whole night. In addition, many residents of Ying Tung Estate raised concerns about the safety issue of Ying Tung Road at late night. He thus hoped that Long Win would consider operating route no. N31 via Ying Tung Road so that residents did not have to walk home in the dark.

134. Mr WONG Wah said that past records of patronage showed that the average number of passengers per trip of route no. N37 travelling to MTR Station was only 2.4, which was a small number. He opined that arranging route no. N31 to operate through Ying Tung Estate could already resolve the problem of no overnight bus services in Tung Chung North.

135. Mr Rayson LAW said that Long Win noted Members' views on the routing of no. N31. With regard to the issue of bus noise, the company raised the point for discussion after it received views on it and made assessments accordingly. Apart from passengers from Tung Chung North, route no. N31 also serve those from Tung Chung West, Tung Chung Town Centre, Airport Cargo Area and Passenger Terminal Building of the Airport. Before making any changes to its route, detailed studies should be conducted and the impact of such changes on other passengers had to be taken into account.

136. Mr Mistral SIN said that route no. N21A was split from route no. N21. Citybus noted Members' request for enhancing the overnight bus services of Tung Chung North. It would study whether some resources of route no. N21 could be allocated to N21A in order to extend the service hours of the latter.

137. Mr YIP Pui-kei said that it would take about 15 minutes for passengers of route no. N31 to walk to Ying Tung Estate from the bus stop, and walking home in the dark posed considerable risk. He hoped that there would at least be an overnight bus route that operating via Ying Tung Estate in order to provide more comprehensive overnight bus services for Tung Chung North residents. In addition, there were many private housing estates in Tung Chung North. Residents of which mostly worked on Hong Kong Island and many had to work overtime until late night. As such, it was hoped that Citybus would consider arranging route no. N11 to operate through Tung Chung North and its vicinity.

138. Mr Mistral SIN said that Citybus would study the proposals on routings.

XIII. Question on request for enhancement of service on Tung Chung MTR Line
(Paper T&TC 58/2018)

139. The Chairman welcomed Ms Annie LAM, Assistant Public Relations Manager - External Affairs of MTRCL to the meeting to respond to the question.

140. Mr Holden CHOW briefly presented the question.

141. Ms Annie LAM made a consolidated response as follows:

- (a) The transport planning of the New Development Area was mainly conducted by the Government and MTR would tie in as much as possible. MTR had been monitoring the service and demand of passengers of various railway lines (including Tung Chung Line). It would make adjustments to its service with regard to the development of the community when necessary.
- (b) Olympic Station to Kowloon Station was the section of Tung Chung Line with the highest patronage in the busiest hour in the morning. MTRCL had provided extra trips from Tsing Yi Station or Nam Cheong Station to Hong Kong Station. At the beginning of 2018, MTRCL provided 2 more special trips during morning peak hours from Tsing Yi Station to Hong Kong Station to ease passenger flow. At present, the ratio of the number of passengers alighting at Tung Chung Station and Tsing Yi Station to the number of train departures from the 2 stations had become more even, which would make the journey more pleasant overall.
- (c) Through the newly provided Passenger Information Display Panels in the concourse of Tung Chung Station or MTR's "Next train" mobile application, passengers could obtain arrival time information of the next 4 trains so they could better plan their journey.
- (d) Regarding the implementation time of the works on facilities at Tung Chung Station, MTR had already formulated plans on it and hoped that the works could begin as soon as possible. Members would be informed if there was further information on the works schedule.

142. Mr Holden CHOW raised his views as follows:

- (a) The population of Tung Chung kept on increasing. The intake of various new housing estates, such as Ying Tung Estate, Century Link and The Visionary took place successively. Many residents reflected that frequency of Tung Chung Line during morning peak hours could not meet the demand. Although Tung Chung Station was the terminus, not all passengers boarding there could find a seat. He hoped that MTR, taking into account the population increase in the area and the imminent commissioning of HZMB, would upgrade the overall signal system which enabled further increase in train frequency.
- (b) MTR had formulated a timetable for the provision of wide gates and alternate escalators for public use but the progress was unsatisfactory. He hoped that MTR would expedite the works progress.

143. Ms Amy YUNG expressed her views as follows:

- (a) Measures to improve the frequency of Tung Chung Line mentioned by the

representative of MTRCL only covered morning peak hours but not afternoon peak hours. In addition, as most trains stopped service at Tsing Yi Station, passengers going to Tung Chung Station or Sunny Bay Station had to wait for a long time and the situation was unsatisfactory. She requested the representative of MTRCL to visit Tung Chung Station with her after the meeting to inspect the situation at peak hours.

- (b) She pointed out at previous meetings that the number of wide gates at Sunny Bay Station was inadequate. Some wide gates could be used for both entering and leaving the station. When Discovery Bay buses arrived, a large number of passengers entered the station and the wide gates could not function properly. There were passengers who were thus delayed and their attendance bonuses were deducted. She hoped that MTRCL would enhance the train service of Tung Chung Line.

144. Mr Eric KWOK expressed his views as follows:

- (a) He opined that MTR should pro-actively seek solutions and adjust train frequency according to the local situation. It should also expedite the progress of wide gate and alternate escalator installation works at Tung Chung Station.
- (b) No matter it was at morning or evening peak hours, trains departing from Tung Chung Station were always full of passengers. He pointed out that the population of Tung Chung had increased to the existing 110 000 from less than 80 000 2 years ago. With the gradual intake of many public housing projects and private estates, the population of Tung Chung would further increase. In addition, intake of 2 more HOS projects in Mui Wo would soon begin and then residents of South Lantau would also take MTR via Tung Chung. After completion of Tung Chung New Town Extension project, the population was anticipated to increase to 140 000. He criticised MTRCL's lack of understanding of the livelihood issues and hoped that the company would respond to the requests pro-actively.
- (c) He opined that the signal system of MTR was backward and consequently the problem of insufficient service of Airport Express and Tung Chung Line could not be resolved. MTRCL should not only concentrate on resolving issues of Shatin to Central Link and neglected other lines. He hoped that the representative of MTRCL would relay Members' views to the management of the company so as to improve the service of Tung Chung Line.

145. Mr YIP Pui-kei said that HZMB was about to be commissioned, but Southern and Northern Connections were not yet open. Tung Chung was adjacent to HZMB and after the commissioning of HZMB, many passengers would flock to Tung Chung Station for taking MTR to the urban area, and the load of Tung Chung Line would be even heavier. He opined that MTR should not only increase train frequency during peak hours. Instead, it should as soon as possible increase train frequency for the whole day to ease passenger

flow. In addition, there were many travellers at Tung Chung Station. Most of them were family travellers with strollers, which increased the demand for wide gates. As most travellers were not familiar with the ticketing procedure, he proposed that MTR should enhance its support for travellers.

146. Ms Annie LAM said that every time after listening to Members' views, she would follow up on them with colleagues of relevant departments. MTRCL, like Members, hoped that the works of wide gates and alternate escalators could begin as soon as possible.

147. Mr LOU Cheuk-wing said that he was delayed in passing through the gate due to overcrowding at Tung Chung Station. He then missed the bus and spent 20 minutes to wait for the next one. He hoped that MTRCL could soon complete the works of alternate escalators, which could help easing passenger flow.

148. Mr LEE Ka-ho said that Tung Chung Station was very crowded during morning and evening peak hours. It took passengers a long time to reach the platform or ground level. As such, it was proposed that escalators be installed as soon as possible to ease passenger flow. In addition, he urged MTRCL to upgrade the signal system of Tung Chung Line expeditiously.

149. Ms Annie LAM said that MTRCL would strive for early implementation of works of wide gates and alternate escalators. As for signal systems, those of 6 MTR Lines and Airport Express were currently being upgraded. The replacement works were anticipated to be completed in 2026. However, Airport Express and Tung Chung Line would share parts of the railway section and the capacity of Tung Chung Line would inevitably be affected by factors such as pattern of train deployment and passenger handling capacity of the terminus. MTRCL would continue to closely monitor the travel pattern of passengers of Tung Chung Line during peak hours. It would adjust train frequency according to the patronage of the busiest sections in hope of improving the service further.

XIV. Question on improvement works of traffic signal system at Tat Tung Road
(Paper T&TC 59/2018)

150. The Chairman welcomed Ms YUEN Kit-fung, Engineer/Islands 2 of TD to the meeting to respond to the question.

151. Mr Holden CHOW briefly presented the question.

152. Ms YUEN Kit-fung responded as follows:

- (a) The Department was planning to co-ordinate the traffic light signals at Tat Tung Road near the junction at Hing Tung Street and at the junction at Shun Tung Road in order to shorten the waiting time of vehicles at the junctions. Works would begin in the fourth quarter of 2018 and was anticipated to be completed in the first quarter of 2019.
- (b) In order to alleviate the traffic pressure of the public transport interchange

(PTI) at Exit A of MTR Tung Chung Station during peak hours and improve pedestrian safety, the Department planned to roll out a series of road safety measures, including relocation of some planters to vacate space for a boarding and alighting area and improve alignment of the footpath. The works were anticipated to begin in the third quarter of 2019 and be completed in the fourth quarter of the same year.

- (c) If there were development opportunities outside Exits A and D of Tung Chung MTR Station in the future, the Department would re-conduct road planning with relevant departments to improve the design of PTI to maintain a smooth traffic flow in the area.

153. Mr Holden CHOW enquired of the Department about the anticipated effect of the traffic signal system improvement works. With the continuous development of Tung Chung, its population and vehicular flow increased drastically. Previously he had raised long and short-term improvement proposals in respect of problems of the roundabout outside Exit A of Tung Chung MTR Station. TD adopted only some suggestions in the short-term proposal, such as relocating roadside planters. For the long run, however, the Department had to conduct a comprehensive review on the design of the roundabout and adjust traffic arrangements in order to fully resolve the problems. He hoped that the Department would consider Members' views seriously.

154. Ms YUEN Kit-fung said that the Department estimated that after completion of the traffic lights co-ordination works, vehicles from Tat Tung Road to Shun Tung Road via the bus stop at Fu Tung Shopping Centre should in general be able to pass through the 2 junctions at Hing Tung Street and Shun Tung Road without stopping to wait.

XV. Question on request for improving the design of Ying Tung Road
(Paper T&TC 62/2018)

155. The Chairman welcomed Ms YUEN Kit-fung, Engineer/Islands 2 of TD and Ms Amy POON, District Engineer/General (2)A of HyD to the meeting to respond to the question.

156. Mr YIP Pui-kei briefly presented the question. He said that he had a site visit to Ying Tung Road with representatives of TD, and raised proposals as follows:

- (a) There was a relatively narrow road section at the entrance at Ying Tung Road near Ying Tung Estate (as shown in the red circle of the diagram of the question) which had a pedestrian refuge in the middle. If there were vehicles occupying a carriageway, buses and large vehicles would find it difficult to pass through. He proposed widening the road section so that large vehicles could pass through at ease and putting up a "No Right Turn" traffic sign to prevent vehicles from obstructing the road.
- (b) As there was no place for school buses to park at Ying Tung Road, boarding and alighting activities could only be conducted at a bus bay. He proposed

widening the bus bay and providing a designated space for school buses there as well when the road widening works was in progress so as to protect the safety of students.

157. Ms YUEN Ki-fung said that TD was following up on the traffic situation of the junction at Ying Tung Road with HD. Ying Tung Estate Property Services Management Office would also closely monitor the incoming and outgoing traffic at the vehicular entrance and would deploy staff to divert traffic if needed to reduce their impact on Ying Tung Road. The Department would closely monitor the traffic at Ying Tung Road, and would take improvement measures when necessary.

158. Mr WONG Wah said that there were a row of planters on the left side of the narrow road section (as shown in the red circle) in the direction of Century Link. He opined that the road could be widened by removing the planters.

159. Mr Holden CHOW said that he conducted a site visit to Ying Tung Road with Mr YIP Pui-kei and the representatives of TD and found that the road section was very congested during peak hours. Once entering Ying Tung Road, vehicles could not leave easily. TD earlier replied that during the intake and renovation period of Ying Tung Estate, more vehicles would use Ying Tung Road and the vehicular flow would gradually decrease afterwards. However, he disagreed and believed that the traffic of Ying Tung Road would only become busier by the day. The simplest solution was to widen the narrow section (as shown in the red circle) to provide adequate space for vehicles to pass through.

160. Mr YIP Pui-kei said that at present the intake of Ying Tung Estate had not been completed and the market and shops were not fully open for business but traffic issues already existed. With the increase of residents in Ying Tung Estate, the traffic of Ying Tung Road would become busier and busier. Shop operators in the estate, the Police and HD all supported widening the road section. He hoped that TD would respond to the request from various parties and commence the widening works as soon as possible.

161. Ms YUEN Kit-fung said that TD would closely monitor the usage of Ying Tung Road, and would consider implementation of improvement measures when necessary.

162. Mr Eric KWOK said that the Department should as soon as possible resolve the traffic issues occurred. At present, there was still space at Ying Tung Road and the Department could consider widening the road towards the seafront. If the issues were left unattended, the situation would further deteriorate and greater impacts would be posed on the residents.

163. The Vice-Chairman Mr CHEUNG Fu said that the usage of Ying Tung Road had not yet reached full capacity and it would be more convenient to conduct improvement works at present. After all residents of Ying Tung Estate moved in, the vehicular and pedestrian flow would increase and road closure for implementation of works would be very difficult. In addition, many coaches and buses used Tung Chung Road and traffic congestion occurred in Mun Tung Estate as a result. He hoped that the Department would resolve the traffic problems of the 2 estates as soon as possible.

164. Mr WONG Fuk-kan said that traffic issues occurred one after another in Yat Tung Estate, Ying Tung Estate and Mun Tung Estate. He urged TD to study the solutions as soon as possible.

165. Ms YUEN Kit-fung said that since the intake of Ying Tung Estate, TD had been closely monitoring the traffic situation in its vicinity. The Department discovered that Ying Tung Road was congested partially because the gate at the entrance of Ying Tung Estate often malfunctioned, or there were vehicles waiting outside the gate even when the car park was full. The Department would continue to follow up on the situations with HD. In addition, many large vehicles entered the estate for a short stay as it was the renovation peak period at present. The Department was pro-actively discussing and studying with Lands Department the conversion of the vacant land near Ying Tung Estate into a short-term tenancy car park in order to alleviate the traffic pressure of Ying Tung Road. The Department would continue to closely monitor the usage of Ying Tung Road and adopt suitable measures according to needs.

166. Mr YIP Pui-kei was dissatisfied that TD did not consider the proposal of widening the road altogether but shifted the responsibility to drivers and used inadequate parking spaces as an excuse. Based on his observation, changing from two-lane traffic to one-lane at the narrow road section was the main reason for traffic congestion. He opined that congestion at Ying Tung Road gave rise to other problems. For example, bus companies would have concerns about arranging bus routes to operate via Ying Tung Road and consequently residents might have to go far to take buses. As such, the Department should not only monitor the situation but implement the road widening works expeditiously.

167. Mr WONG Wah said that a narrow road would indeed hinder the operation of buses. If buses were stuck at Ying Tung Road, there might be lost trips and residents would lodge complaints. He enquired why the Department did not consider removal of the planters there to widen the road.

168. Mr Eric KWOK was not satisfied with TD for putting the blame for traffic congestion caused by faulty road design on other irrelevant factors. He said that the population of Yat Tung Estate would increase to more than 10 000, and there would be a huge demand for transportation. He proposed that the Department should improve the roads concerned promptly when the population of the area was not too enormous.

169. The Vice-Chairman Mr CHEUNG Fu was worried that there would be a “bottleneck” if two-lane traffic was altered to one-lane for the purpose of installing road-crossing facilities without taking into account the vehicular flow.

170. Ms YUEN Kit-fung said that the Department noted Members’ views and would continue to monitor the traffic of Ying Tung Road and formulate improvement measures when necessary. She explained that there was one lane in either direction of Ying Tung Road. As there was a bus bay, the road was wider at the back and it gave a misconception that a “bottleneck” existed. She reiterated that TD and HD were pro-actively following up on the issue and HD would also deploy staff to provide assistance and divert traffic at

the gate.

(Mr Bill TANG left the meeting at around 5:30 p.m.; the Vice-Chairman Mr CHEUNG Fu, Mr LOU Cheuk-wing and Mr HO Siu-kei left the meeting at around 5:45 p.m.)

XVI. Reports by Working Groups
T&TC Working Group

171. The Chairman said that the Working Group report was tabled at the meeting for Members' perusal. Members noted and endorsed the report of the above Working Group.

172. Mr Randy YU said that among the meetings held in the current year, the discussions of 2 meetings focused on 3 topics, which were village vehicles in Islands District, provision of shelter at the new Tai O bus terminal, and planning and traffic of Yat Tung Street. As stated in the report of the Working Group, there were matters that required follow-up after the discussion conducted in August, such as consultation with stakeholders and provision of concrete solutions to problems at Yat Tung Street and their schedules by relevant departments. As such, he proposed that the Secretariat should within a short period (around the end of October) arrange the next Working Group meeting so as to follow up on the matters concerned.

(Post-meeting note: T&TC Working Group convened the fifth meeting on 31 October 2018 to follow up on the matters concerned.)

XVII. Any Other Business
Highways Department's Minor Traffic Improvement Projects and Works Schedules

173. The Chairman welcomed Ms Amy POON, District Engineer/General (2)A of HyD to the meeting to respond to the question. HyD had submitted before the meeting the Islands District Minor Traffic Improvement Projects and Works Schedules (the Schedules) as at late September of 2018. The Schedules were tabled at the meeting and Members were invited to raise enquiries and opinions.

174. Mr WONG Wah enquired why some projects already endorsed by Members were not set out in the Schedules, such as the widening works of the bend at Keung Shan Road near Fat Wah Yuen. In addition, item 6 of the Schedules - road improvement works at Keung Shan Road (near Shek Pik Camp Site) had been completed. However, after the passage of typhoon, part of the road surface collapsed and became very bumpy for vehicles to pass through. He requested HyD to deploy staff to inspect and repair the road section.

175. Ms Amy POON said that the road maintenance works had been completed. The Department would deploy staff to follow up on the necessary repair work after the meeting.

(Post-meeting note: HyD had arranged contractors to repair Keung Shan Road (near Shek Pik Camp Site).

176. Mr WONG Fuk-kan enquired whether the Department would conduct the bend widening works at Keung Shan Road near Fat Wah Yuen. He had enquired about the project before and was told that the associated slope cutting works would be implemented by CEDD. As Tai O was a tourist spot, he was concerned that when coaches and buses passed through the bend, the sightline of drivers might be blocked. He hoped that CEDD would implement the works as soon as possible. In addition, branches of trees stretched out onto the road near traffic light FA0440 at Keung Shan Road. They also hit the buses passing by and obstructed the sightline of drivers. The situation was very dangerous and he requested HyD to deploy staff to cut the branches.

177. Mr AU Hok-lang said that information of the slope cutting works at Keung Shan Road near Fat Wah Yuen was not available at the moment. He would follow up on it and report to the Members concerned after the meeting.

(Post-meeting note: CEDD would conduct slope stabilisation and minor slope cutting works at the junction of Keung Shan Road leading to Fat Wah Yuen after Water Supplies Department (WSD) has completed the improvement works of waterworks installations at the road section.)

178. Mr WONG Wah said that as the works was not set out in the Schedules, he would like to confirm whether it would be conducted.

179. Mr AU Hok-lang said that the Schedules were prepared by HyD. He would discuss with HyD after the meeting and include the works concerned into the Schedules if necessary.

(Post-meeting note: Water works and slope works were currently in progress at the road section and road widening works would be followed after completion of the above works. HyD would report the schedule of the road widening works at the meeting after WSD and CEDD have confirmed the time of completion.)

180. The Chairman said that as the representative of HyD just took up the post, the Schedules might not be updated yet. He requested the Department to follow up on it after the meeting.

Other matters

Vessel collision

181. Mr KWONG Koon-wan said that there was a vessel collision at Cheung Chau Pier in the afternoon of the day of the meeting. He thus raised the following 3 proposals to TD for follow-up:

- (i) To request NWFF to submit the preliminary investigation report to DC within 2 weeks;
- (ii) To instruct NWFF to inspect vessels and engines of the same model, and

- submit an inspection report to DC; and
- (iii) To reflect the long-term overloading situation of NWFF vessels to THB and expedite its study on the proposal of setting up its own fleet.

182. 3 passengers were injured in the incident and were hospitalised, one of whom was discharged after medical examination while the rest needed further examination. In the past few years, accidents of various degree occurred to NWFF time and again. He hoped that the Department would follow up and conduct reviews with NWFF as soon as possible after the meeting.

Recovery work after typhoon

183. Mr WONG Wah said that typhoon struck Hong Kong recently and many trees fell and blocked footpaths. The footpath near the bend of Cheung Sha Ha Tsuen was still full of tree branches and pedestrians had to walk on the road instead. As the location was a bend at the junction, drivers' sightline might be blocked and accidents could easily occur. Cleaners cleared only debris on the roadside and ignored the fallen trees and branches by the footpath. He urged HyD to follow up on the matter as soon as possible.

184. Ms Amy POON said that the Department had arranged contractors to clear collapsed trees and fallen branches after typhoon. They would follow up on the cleanup progress at Cheung Sha Ha Tsuen after the meeting.

(Post-meeting note: HyD had arranged contractors to clear collapsed trees and fallen branches at the bend of Cheung Sha Ha Tsuen.)

185. Mr WONG Wah hoped that the Department would prioritise the clearing of collapsed trees and fallen branches on the footpath which caused obstruction to avoid accidents.

XVIII. Date of next meeting

186. The meeting was adjourned at 5:58 p.m. The next meeting would be held at 2:00 p.m. on 19 November 2018 (Monday).

-End-