

(Translation)

Minutes of Meeting of Traffic and Transport Committee

Date : 20 November 2017 (Monday)
Time : 2:00 p.m.
Venue : Islands District Council Conference Room,
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong.

Present

Chairman

Mr WONG Man-hon

Vice-Chairman

Mr CHEUNG Fu

Members

Mr CHOW Yuk-tong, SBS
Mr WONG Hon-kuen, Ken
Mr FAN Chi-ping
Mr LOU Cheuk-wing
Ms YU Lai-fan
Ms LEE Kwai-chun
Ms YUNG Wing-sheung, Amy
Mr KWONG Koon-wan
Mr CHOW Ho-ding, Holden
Ms TSANG Sau-ho, Josephine
Mr KWOK Ping, Eric
Ms FU Hiu-lam, Sammi
Mr WONG Fuk-kan
Mr WONG Ma-tim
Mr YUEN King-hang
Mr WAN Tung-yat
Mr LAW Kwan

Attendance by Invitation

Mr YIP Wai-lun	Senior Engineer/Islands, Transport Department
Mr CHEUNG Kan-fat	Senior Safety Officer (Flight Safety), Civil Aviation Department
Mr Albert S W LEUNG	Manager, Citybus Limited
Mr Jeff POON	Assistant Manager, Long Win Bus Company Limited
Mr Addie LAM	Deputy Head of Communications and Public Affairs Department, The Kowloon Motor Bus Co. (1933) Ltd.

In Attendance

Mr AU Sheung-man, Benjamin	Assistant District Officer (Islands)1, Islands District Office
Mr TO Chi-keung, Gary	Senior Transport Officer/Islands, Transport Department
Miss KWOK Sze-wan, Cynthia	Engineer/Islands 1, Transport Department
Ms YUEN Kit-fung	Engineer/Islands 2, Transport Department
Ms LEUNG Chiu-mei	District Engineer/Islands, Highways Department
Mr TAM Ka-chun, Tommy	Engineer 3 (Islands Division), Civil Engineering and Development Department
Mr LO Tim-fat	District Operations Officer (Lantau) (Acting), Hong Kong Police Force
Mr TAI Cheuk-yin	Assistant Divisional Commander (Operations & Crime) (Cheung Chau), Hong Kong Police Force
Mr WONG Wah	Administrative Consultant, New Lantau Bus Co. (1973) Limited
Mr CHAN Tin-lung	Deputy General Manager, New Lantau Bus Co. (1973) Limited
Ms CHAU Shuk-man, Anthea	Corporate Communications Manager, New World First Ferry Services Limited
Mr Peter TSANG	Senior Manager-Transportation, Discovery Bay Transit Services Limited

Secretary

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

Mr CHAN Lin-wai	
Mr YU Hon-kwan, Randy, JP	
Mr TANG Ka-piu, Bill, JP	
Mr WONG Shun-chuen	
Mr HO Siu-kei	
Mr LAU Chin-pang	
Mr CHAN Kam-hung	Chairman, Lantau Taxi Association

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## Welcoming remarks

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

- (a) Mr TAI Cheuk-yin, Assistant Divisional Commander (Operations & Crime) (Cheung Chau) of Hong Kong Police Force (HKPF);
- (b) Miss KWOK Sze-wan, Cynthia, Engineer/Islands 1 and Ms YUEN Kit-fung, Engineer/Islands 2 of Transport Department (TD); and
- (c) Mr Peter TSANG, Senior Manager-Transportation of Discovery Bay Transit Services Limited who attended the meeting in place of Mr Vincent CHUA of HKR International Limited.

2. Members noted that Mr Randy YU, Mr CHAN Lin-wai, Mr Bill TANG, Mr WONG Shun-chuen, Mr HO Siu-kei, Mr LAU Chin-pang and Mr CHAN Kam-hung were unable to attend the meeting due to other commitments.

## I. Confirmation of the Minutes of Meeting held on 18 September 2017

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

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

## II. Proposed Road Improvement Measures at the Interchange outside Tung Chung Station Exit A (Paper T&TC 66/2017)

5. The Chairman welcomed Mr YIP Wai-lun, Senior Engineer/Islands and Ms YUEN Kit-fung, Engineer/Islands 2 of TD to the meeting to present the paper.

6. Mr YIP Wai-lun presented the paper with the aid of PowerPoint presentation.

7. Mr Holden CHOW expressed his views as follows:

- (a) He had engaged engineers to study on how to improve the design of the roundabout in Tung Chung Town Centre, and short, medium and long-term enhancement proposals were put forward to TD at the meeting. He appreciated the short-term improvement measures proposed by TD. However, as the population in Tung Chung was rising and the traffic would be increasingly heavy in future, he opined that the improvement measures proposed by the Department might not be able to solve the problem completely

and hoped that the Department would explore long-term improvement proposals.

- (b) He raised the following suggestions regarding the improvement measures proposed by the Department. Firstly, he supported the alterations of some planters, the motorcycle parking spaces and parking spaces for the people with disabilities near Tat Tung Road to enhance road safety. To prevent pedestrians from jay walking on carriageway, he suggested the Department provide additional railings at the said site to guide the public to use the designated footpaths for enhancement of pedestrian safety. Secondly, he understood that it was necessary for the Department to alter some planters near the MTR station to provide more pick-up and drop-off points inside the interchange, but he hoped that the Department would arrange for re-provisioning of trees in the vicinity to minimise the impact of the works on the environment. Thirdly, traffic congestion was very serious at the interchange outside MTR Tung Chung Station Exit A in morning peak hours as vehicles stopped to pick up/drop off passengers and parked there illegally. He therefore suggested the Department provide additional road signs or directional signs to reduce illegal parking and improve traffic.

8. Mr Eric KWOK said that traffic congestion was very serious at the above interchange especially in morning peak hours from 7:30 a.m. to 8:45 a.m. because of urban taxis queuing outside Tung Chung Station Exit A to wait for passengers. The taxi queue stretched from Hing Tung Street to the end of Tat Tung Road, obstructing vehicular access. Vehicles arriving at the signal-controlled junction of Tat Tung Road and Hing Tung Street always found it impossible to proceed, thus greatly affecting the traffic at the whole junction. He asked the Department how the problem could be solved.

9. The Chairman asked what arrangements would the Department make for the motorcycle parking spaces and parking spaces for the people with disabilities affected by the works. In his opinion, the project was of small scale but would take as long as 18 months to complete, thus greatly affected the traffic there and the access of residents in Tung Chung. He therefore hoped that the Department would explore shortening the works period.

10. Mr YIP Wai-lun made a consolidated response as follows:

- (a) The Department hoped that the traffic problem at the above interchange could be solved as soon as possible through the improvement proposal. If there were other development opportunities at the above location in future, the Department would re-consider the overall traffic arrangement at the interchange.
- (b) The Department noted the 3 suggestions made by Mr Holden CHOW regarding the improvement proposals. The current proposal of the Department was only a preliminary one. The Department would perform detailed design in future, including consideration of providing additional appropriate signs, road

markings and street furniture, and would take into account the views raised by Mr CHOW. In regard to re-provisioning of trees, the Government attached great importance to greening. In view of the possible impact of the works on some trees in the planters, the Department would study with the works department the feasibility and methods of re-provisioning of trees. He explained that the sightlines of motorists might be affected if trees were re-provisioned near the planter concerned due to limited space.

- (c) As for the problem of urban taxis mentioned by Mr Eric KWOK, the Department would consider the relevant measures at the stage of detailed design and liaise with the law enforcement department concerned to step up enforcement at the above site, so as to ease the traffic congestion in the area.
- (d) As for the motorcycle parking spaces and parking spaces for the people with disabilities affected by the works, the Department would discuss with the works department the feasibility of providing temporary parking spaces in the vicinity to facilitate the local residents. In regard to the works period, the Department would explore with the works department the possibility of expediting the project progress. He explained that the workload and scale of the proposed works were not small indeed, and it took time to remove or re-provision the trees. It was preliminary estimated that the project would take about 18 months. Nevertheless, the Department would implement the improvement proposal as soon as possible to solve the traffic problem early.

11. Mr FAN Chi-ping thought that the problem of traffic congestion would be difficult to be resolved as long as vehicles were permitted to pick up/drop off passengers or goods at the roundabout concerned. It usually took a long time for loading/unloading of goods, thus causing obstruction to other vehicles during operation. He suggested the Department implement measures to prohibit picking up/dropping off passengers and goods by vehicles or arrange manpower for traffic control to immediately direct vehicles to make way or park at roadside to facilitate smooth vehicular flow.

12. Ms Sammi FU said that many vehicles picked up/dropped off passengers or even illegally parked at the said site. She hoped that the problem could be improved after the Department had altered the planter to parking spaces. She also asked the Department whether there was any other short-term measure that could immediately improve the situation.

13. Mr YIP Wai-lun replied that the current proposal of the Department mainly involved provision of more pick-up/drop-off points by altering the planter. Some vehicles picked up or dropped off passengers at the bend of the interchange (especially the area near the parking space of shuttle bus) at present. He hoped that motorists would take the initiative to use the new pick-up/drop-off bays upon completion of the improvement works. Moreover, the proposal included removing part of the planter near the bend to widen the carriageway and making changes to road markings. He believed that the measures could improve the traffic condition of the pick-up/drop-off points nearby. The Department hoped that the traffic congestion at the said site could be alleviated as far as possible through the above measures.

14. Ms YU Lai-fan said that the interchange had already been overloaded along with the development of Tung Chung as well as the increase in pedestrian flow and vehicular flow in the area. The improvement works had to be carried out as soon as possible because the planter was sizable and would affect the surrounding carriageway or parking of vehicles. She asked TD and the relevant departments when would the works schedule be available.

15. Mr YIP Wai-lun said that the existing proposal was only a preliminary one. After collecting Members' views, the Department would conduct detailed design, study the feasibility of the works with the relevant departments, and consult the locals through the Islands District Office (IsDO). It was difficult to determine the commencement date of works at this stage because the Department might need to further discuss with the works department in light of the views collected during the public consultation carried out by the Department. He asked Members to support the proposal and indicated that the Department would report to the Committee the progress in due course.

16. The Chairman said that the Committee endorsed the proposed road improvement measures and requested TD to consider Members' views.

(Mr Holden CHOW and Mr LAW Kwan left the meeting at about 2:20 p.m.; and Mr KWONG Koon-wan joined the meeting at about 2:25 p.m.)

III. Question on a spate of traffic accidents on North Lantau Highway  
(Paper T&TC 67/2017)

17. The Chairman welcomed Mr LO Tim-fat, District Operations Officer (Lantau) (Acting) of HKPF and Miss Cynthia KWOK, Engineer/Islands 1 of TD to the meeting to respond to the question.

18. Ms Amy YUNG briefly presented the question.

19. Mr LO Tim-fat responded as follows:

- (a) There were many factors contributing to traffic accidents, which included road conditions for driving, driving attitude of motorists, driving too close to vehicle in front, speeding and road works, etc. To tie in with the construction works of the Southern Connection of Tuen Mun-Chek Lap Kok Link (TM-CLKL) under the Hong Kong-Zhuhai-Macao Bridge (HZMB), some road sections of the North Lantau Highway were closed intermittently as required. The traffic conditions on North Lantau Highway would be improved upon completion of the project.
- (b) To address the bad driving attitude and habits of motorists, Traffic New Territories South would irregularly conduct patrol and step up enforcement action to prosecute offending drivers. Moreover, the Police would inspect the

road sections involving diversion implemented for the construction works, ensuring that water-filled barriers were installed in accordance with the safety guidelines and signs were adequately provided. The relevant department would also install “goal posts” to remind motorists of maintaining proper driving attitude and driving on the left side of highway.

- (c) Traffic New Territories South was committed to combating speeding and various improper driving behaviours. When conducting speed enforcement operations, the Police would use police vehicles equipped with an in-car video recording system as well as laser speed gun. Speed enforcement cameras were also installed along North Lantau Highway for speed check. Moreover, the Police would make prosecution against various offences during patrol and would enhance the type and frequency of operation when appropriate.

20. Miss Cynthia KWOK said that TD would process the applications for temporary traffic arrangements of the TM-CLKL project in accordance with the guidelines. TD would also remind contractors to appropriately install signs and traffic cones or make other suitable arrangements. The Department would continue to closely collaborate with the Police and the contractors.

21. Ms Amy YUNG said that in spite of discussion on the item for several times at meetings, traffic accidents occurred frequently. There were many contributory factors of such accidents such as weather conditions and driving attitude of motorists. TD and the Police had just mentioned that works were in progress at the section concerned and had affected vehicular flow, and additional signs would be provided for improvement. However, after a spate of accidents involving multiple vehicles resulting in personal injury and even death, she believed that it might be due to drivers driving too fast and therefore suggested TD consider imposing speed limit.

22. Mr KWONG Koon-wan was concerned about the successive traffic accidents occurred on North Lantau Highway. He suggested the Police carry out a large-scale stringent enforcement action on the road section concerned and deploy more police officers to participate in the operation, in order to combat speeding and issue summons to motorists for driving too close to vehicle in front and careless lane changing. He also suggested the Police consider conducting a one or two-week operation and enforcement action in high profile in response to a spate of serious traffic accidents on North Lantau Highway and disseminating information to the media on the operation to alert motorists in the hope of reducing driving offences.

23. Mr LO Tim-fat said that the Police conducted various kinds of enforcement actions such as patrol and speck check operation on North Lantau Highway from time to time, and whether these operations would be conducted in a high-profile manner was determined by senior officers.

24. Mr Eric KWOK said that the HZMB project included construction of an flyover on North Lantau Highway and speed-reducing signs were installed at the road sections concerned. He was worried that if drivers unfamiliar with the road section concerned decelerated

accordingly, traffic accidents might occur because motorists of the following vehicles might not respond correspondingly in time due to obstruction of sight. It was noted that large display units were provided on Tam Kon Shan Road, Tsing Yi, showing the road conditions ahead such as road works in progress, temporary conversion of a two-lane carriageway to a one-way carriageway or the need to reduce speed, etc. He suggested the relevant department provide the same kind of large display units before the toll booths to give early reminder to motorists to reduce speed at the road section ahead. Although large display units were also installed on the airport roads, the information was not displayed in a clear and timely manner. If drivers were unfamiliar with the road conditions, traffic accidents would occur easily.

25. Miss Cynthia KWOK said that these large display units were permanent installations under Traffic Control and Surveillance Systems. The contractor had presently mounted roadside warning signs to remind motorists to slow down and the road works ahead. The Department would relay Members' views to the contractor and HZMB Hong Kong Project Management Office of the Highways Department (HyD) to study enhanced measures for reminding motorists about the road conditions.

26. The Chairman hoped that the relevant departments would consider and follow up on Members' views.

#### IV. Question on the incident of Cathay Pacific cargo plane almost hitting a mountain (Paper T&TC 68/2017)

27. The Chairman welcomed Mr CHEUNG Kan-fat, Senior Safety Officer (Flight Safety) of Civil Aviation Department (CAD) to the meeting to respond to the question. The written replies of CAD and Cathay Pacific Airways Limited (Cathay Pacific) had been distributed to Members for perusal before the meeting.

28. Ms Amy YUNG briefly presented the question.

29. Mr CHEUNG Kan-fat briefly presented the written reply of CAD and added that the incident was still under investigation. In case safety recommendations were made, they would be notified to the parties concerned such as the airline, air traffic control unit or other persons involved for follow-up. Investigation would normally last for a prolonged period. In case the investigation could not be completed with report issued within one year, the Department would publish an annual progress report. Upon completion of investigation, the Department would publish the final investigation report. All reports would be uploaded onto the CAD website.

30. Ms Amy YUNG said that the cargo plane concerned was deviated from the normal flight path after taking off. It flew at one time at an altitude of Tiger's Head on Lantau Island not meeting the standard requirement, and the situation was unusual indeed. Since the air traffic would be very busy in the future and given the keen competition in the aviation industry at present, she was concerned about whether the industry would lower their profit at the expense of service quality and whether there was any restriction on the payload of this kind of cargo



plane because these factors might cause the flight of cargo planes to pose a danger to the public safety on the ground. Moreover, as it would take a long time to complete the final investigation report, she hoped that the Department would keep Members informed of the latest progress of investigation by providing the link to the relevant webpage to the Committee.

31. Mr CHEUNG Kan-fat undertook to provide the link to the online report to the Committee. He reiterated that the investigation included collection and confirmation of the relevant information for analysis to find out the cause of the incident. As the time required for the investigation was uncertain, the Department would publish an annual progress report if the final investigation report could not be completed within one year.

V. Question on additional taxi fare levied for Lantau Link  
(Paper T&TC 70/2017)

32. The Chairman welcomed Mr Gary TO, Senior Transport Officer/Islands 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.

33. Ms Sammi FU briefly presented the question.

34. Mr Gary TO said that details of the legislation concerning additional taxi fare levied for Lantau Link had been given in the written reply of the Taxi Unit of TD. The Department had consulted the taxi industry before amending the relevant legislation. The amendment came into effect on 20 August 2017 after being passed by the Legislative Council. The written reply also provided in detail the calculation method of the additional taxi fare under the two-way toll collection of the Lantau Link.

VI. Question on cycling and pedestrian safety in Tung Chung  
(Paper T&TC 71/2017)

35. The Chairman welcomed Mr LO Tim-fat, District Operations Officer (Lantau) (Acting) of HKPF to the meeting to respond to the question.

36. Mr YUEN King-hang briefly presented the question.

37. Mr LO Tim-fat responded as follows:

- (a) The Tung Chung waterfront promenade was not a traffic black spot. In the past year, the Police had prosecuted a total of 4 persons for cycling on pedestrian footways at Tung Chung waterfront promenade. The Police would carry out prosecution action against offending cyclists from time to time by taking enforcement action and prosecuting offenders at different road sections.

- (b) Where cycling offences were observed, members of the public might lodge complaint in 3 ways. Firstly, they might dial 999 to make a report in emergency such as accidents involving serious injuries and deaths so as to receive support and assistance promptly. Secondly, for non-emergency cases, members of the public might inform the police stations nearby by phone or fax, the patrolling police officers or patrol cars, or lodge complaints to the Transport Complaints Unit of the Transport Advisory Committee by phone, email, fax or mail. Thirdly, members of the public might lodge complaints to 1823 by phone, electronic form, email, mobile application, mail or short message for referring to the relevant departments for handling and follow-up.
- (c) Upon receipt of complaints, the Police would follow up as soon as possible and step up enforcement action on the relevant road sections against offences.
- (d) Traffic signs banning entrance of pedestrians were installed at both ends of a cycle track. People walking or jogging on a cycle track had committed an offence under the Road Traffic Ordinance. Patrolling police officers would issue summons to offenders once offences were identified.
- (e) The Police was very concerned with the road safety. To raise public awareness of safe cycling, the Police regularly organised various educational activities to disseminate message on traffic safety, such as distributing publicity leaflets in different districts on Saturdays, Sundays and public holidays. It also joined hand with the media to carry out prosecution actions against cycling offences. The Police also organised large-scale community activities to educate the public on the importance of safe cycling such as the Cycling Fun Day for ethnic minorities organised by the Road Safety Team of Traffic New Territories South in Tung Chung last year.

38. Mr YUEN King-hang enquired about which ordinance the Police used to prosecute persons walking on cycle tracks.

39. Mr LO Tim-fat said that any person who failed to comply with the requirement indicated by a traffic sign committed an offence under regulation 39(d) of the Road Traffic (Traffic Control) Regulations (Cap 374G).

40. Mr Eric KWOK said that, regarding the cycle track along Yu Tung Road outside Lantau North Police Station, there were complaints from members of the public that cyclists passing the road junction without getting off the cycles would be prosecuted by the Police. It was learnt that a member of the public had applied to the court for a judicial review, claiming that cycling at the said location was not an offence. He recently received complaints from members of the public again, indicating that police officers took enforcement action at the above junction, and gave warning to cyclists. He suggested the Police explore with TD to improve the traffic signs of the road section concerned so that cyclists would not need to get off the cycles when passing the junction.

41. Mr LO Tim-fat said that the relevant information on the said road section was not available at present. He would follow up after the meeting and reply to Mr KWOK.

42. Ms YUEN Kit-fung said that TD did not have the relevant information at present but would follow up with the Police after the meeting.

VII. Question on Long Win route E31 and concessionary bus-bus interchange scheme  
(Paper T&TC 73/2017)

43. The Chairman welcomed Mr Gary TO, Senior Transport Officer/Islands of TD; Mr Jeff POON, Assistant Manager of Long Win Bus Company Limited (LWB); and Mr Addie LAM, Deputy Head of Communications and Public Affairs Department of The Kowloon Motor Bus Co. (1933) Ltd. (KMB) to the meeting to respond to the question. The written reply of LWB had been distributed to Members for perusal before the meeting.

44. Mr Eric KWOK briefly presented the question.

45. Mr Jeff POON made a consolidated response as follows:

- (a) LWB had always closely monitored the operating situation, occupancy rate in peak hours, travelling pattern of passengers and change in passenger demand, etc., of various bus routes. In addition to customer surveys at specific locations, the company would also collect data and conduct analysis through the fare collection system in order to examine the passenger demand of bus service. As for unstable services of LWB route no. E31, after checking the record of the relevant dates, the company found that bus departures were generally on schedule under normal circumstances, while some departures might be affected by factors such as traffic congestion, vehicle breakdown or manpower. Bus industry was a labour-intensive industry and tight supply of manpower occurred occasionally. The company would endeavor to deploy resources to meet the demand for bus services. In regard to the proposal of providing special departures, the company would review the resource and actual demand before making a decision.
- (b) As for the proposal of implementing the service improvements for LWB routes no. E31 and E32A at an earlier time, the company did not have detailed information regarding occupation of new residential developments in Tung Chung for the time being but would maintain liaison with TD to timely review the situation and allocate resource to cater for the demand when necessary.
- (c) LWB had been providing service for residents on North Lantau for years and, where the financial conditions permitted, explored enhancement of the bus network and introduction of bus-bus interchange (BBI) concession schemes from time to time, aiming to make optimal use of the existing bus service resources to meet the demand of different passengers for travelling to different

destinations, thereby enhancing the operational efficiency. Apart from implementing BBI schemes for its own routes, the company would also co-operate with KMB, Citybus Limited (Citybus) and New Lantau Bus Company (1973) Limited (NLB) to introduce concessionary BBI schemes and study the details of the various BBI schemes with the relevant bus companies.

- (d) Passengers might learn about the details and relevant conditions of the Octopus Bus-Bus Interchange Discount Scheme by visiting the website of the company, referring to the route information posted at en-route bus stations or bus terminus, or calling the LWB customer service hotline. For illustration, passengers travelling to Sha Tin might take route no. E31 at Yat Tung and interchange at Lantau Link Toll Plaza for route no. E42 or A41 bounding for the New Territories. Passengers travelling to Tai Po might interchange for route no. E41 at Lantau Link Toll Plaza. Passengers taking the above bus routes could access to the urban area without interchanging at Tung Chung Town Centre. LWB and KMB collaborated to provide BBI concessions for “A” routes operated by LWB and some KMB routes. Passengers taking “A” routes for the second journey could enjoy concession in their third journey by taking other routes covered by the scheme. For example, if passengers travelling to Kowloon East or other locations took route no. A41 for the second journey, they would enjoy a maximum BBI concession of \$6 when interchanging for KMB route no. 88 for the third journey. If the bus fare of the third journey was below \$6, the passengers could take the bus free of charge; if it was above \$6, the passengers would only need to pay the difference for the journey.

46. Mr Eric KWOK expressed his views as follows:

- (a) He often lodged complaint to LWB about lost trip and service delay of route no. E31. Although the bus company had closely monitored the frequencies of service of the route and collected data for analysis of passenger demand, the situation had not improved. While he understood that lost trip and delay of bus service might sometimes be due to road traffic conditions, there were great problems with deployment of drivers and manpower resources. He hoped that the bus company would consider making upward pay adjustment for bus drivers and recruiting more staff to completely solve the problems of lost trip and service delay.
- (b) Residents of Yat Tung Estate were discontented that they could not enjoy continuous interchange concession. For example, residents in Fu Tung Estate travelling to Lok Ma Chau by LWB route no. E34B could enjoy a BBI concession of \$4 when interchanging for KMB route no. B1. On the other hand, residents in Yat Tung Estate travelling to Lok Ma Chau had to first take LWB route no. E31, then interchange for LWB route no. E34B, and further interchange for KMB route no. B1. While these passengers could enjoy a concessionary bus fare of \$10.8 for interchanging from route no. E31 to E34B,

they could not enjoy the \$4 concession for interchanging from route no. E34B to KMB route no. B1. After checking the relevant information, he found that continuous BBI concession was offered to most of the LWB urban routes such as routes no. 234X, 249X, 286X and 287X. The arrangement in question was therefore unfair to residents in Yat Tung Estate.

- (c) Residents in Yat Tung Estate welcomed the proposed enhancement of routes no. E31 and E32A set out in TD's Bus Route Planning Programme 2017-2018 of Islands District (BRPP). He asked whether TD could arrange for early implementation of the proposals.

47. Mr Gary TO said that to tie in with the resident intake of Ying Tung Estate in Tung Chung North, the Department planned to implement in the third quarter of 2018 the proposed enhancement of routes no. E31 and E32A set out in the BRPP. The Department still had no idea of the exact date of occupation of Ying Tung Estate. Once the date of occupation was available, the Department would explore with the bus company implementing the proposed enhancement as soon as possible subject to the availability of resources.

48. Mr Jeff POON added that according to the existing Octopus Bus-Bus Interchange Discount Scheme of the company, residents of Yat Tung Estate travelling to the Mainland could first take route no. E31 to Tsuen Wan, then interchange for route no. E34B to Yuen Long, and further interchange for KMB route no. B1 to Lok Ma Chau. Passengers could enjoy BBI concessions on the second and third trips. He asked Mr Eric KWOK to relay such information to residents in Yat Tung Estate.

49. Mr Eric KWOK undertook to relay the information on BBI concession to residents in Yat Tung Estate. According to information, occupation of Ying Tung Estate was expected to take place in March next year. In other words, resident intake would commence in the first quarter of 2018. To tie in with the intake of the housing estate, he suggested TD consider advancing the implementation of the proposed enhancement of routes no. E31 and E32A in the first quarter of 2018 to provide convenience to residents in Ying Tung Estate and Yat Tung Estate.

50. Mr Gary TO said that, where resources permitted, the Department would make arrangement and implement the proposed enhancement of routes no. E31 and E32A as soon as possible.

#### VIII. Question on Long Win bus route Nos. S64, S64C and S64X (Paper T&TC 74/2017)

51. The Chairman welcomed Mr Gary TO, Senior Transport Officer/Islands of TD; Mr LO Tim-fat, District Operations Officer (Lantau) (Acting) of HKPF; Mr Jeff POON, Assistant Manager of LWB; and Mr Albert S W LEUNG, Manager of Citybus to the meeting to respond to the question. The written replies of LWB and Airport Authority Hong Kong (AAHK) had been distributed to Members for perusal before the meeting.

52. Mr Eric KWOK briefly presented the question.

53. Mr Jeff POON responded as follows:

- (a) LWB had always provided bus service for route no. S64 series (i.e. S64, S64C and S64X) according to the Schedule of Service approved by TD, including arrangement of bus frequencies as scheduled, and ensured that all vehicles in operation were in good conditions. The company had been closely monitoring the operation of and passenger demand for route no. S64 series in peak hours.
- (b) Route no. S64 series served multiple purposes. They provided service between Yat Tung and MTR Tung Chung Station, and between Yat Tung and the Air Cargo Area, and were the major routes plying to the airport. The passenger demand was thus very keen. To utilise resource more effectively and meet the demand of different passengers, LWB had split route no. S64 into 2 routes in morning peak hours, including route no. S64C departing for Cathay Pacific City, Air Cargo Area and Catering Road West at the airport via MTR Tung Chung Station and route no. S64X departing for areas around Catering Road East and the airport directly without passing through MTR Tung Chung Station. Since the implementation of traffic diversion measures, LWB had adjusted the frequency of route no. S64X for several times and provided additional short-haul special departures in afternoon peak hours. Owing to difference in duration for buses staying at bus stops, buses operating short-haul special departure and buses operating regular departure with the entire routing might encounter at some en-route stations. As such, the situation of more than one bus appearing at the Cathay Pacific City stop at the same time as mentioned in the question would happen. Nevertheless, the company considered it necessary to provide additional short-haul special departures of route no. S64 to ease the passenger flow especially in peak hours when people going off work because there were always many passengers waiting for buses at the Air Catering Area and Cathay Pacific Airways Limited (Cathay Pacific) Headquarters area. Each bus could carry more than 100 passengers, but Cathay Pacific had a few thousands of employees and even if it adopted staggered working hours, there were still about several hundreds of employees going off work at the same time. Route no. S64 bus observed more than 20 stops, the journey distance of which was longer than that of route no. 6 bus plying from Mei Foo to Tsim Sha Tsui. If only regular departures travelling the entire routing were provided in peak hours, buses operating this route would often be fully packed with passengers at the front portion of the routing, and it would be difficult for passengers waiting at bus stops in the latter part of the route to get on buses. As for the short-haul special departures plying between the Air Cargo Area and MTR Tung Chung Station, the journey time of travelling to and fro the destinations would be shorter, thus increasing the frequency of service in peak hours and reducing the waiting time of passengers.

The above arrangement had been proved effective in diverting passengers and approved and included in the Schedule of Service by TD.

- (c) The above arrangement of special departures would normally not cause traffic congestion because only buses operating the special departures of LWB route no. S64 and Citybus route no. S52 would observe the bus stop at Cathay Pacific City in afternoon peak hours. On the contrary, there might be obstruction at the opposite bus stop because buses of a number of “E” routes bounding for urban area and the New Territories would depart in commuting hours when people going off work.
- (d) Given the increase in residential and working population of Tung Chung in future, LWB would closely monitor the passenger demand and arrange for special departures to divert passengers when necessary. The company had also provided training in relation to the routes for bus captains and might deploy large buses of 12.8 metres in length and larger service capacity to serve the short-haul routes in the near future.

54. Mr Albert LEUNG said that Citybus route no. S52 provided bus service plying between Yat Tung, MTR Tung Chung Station and Aircraft Maintenance Area via Cathay Pacific City. Citybus would, where resources permitted, provide special departures in afternoon peak hours to meet the upsurge of demand. As observed by frontline staff, provision of special departures did not have negative impact on traffic at the said site, but the company would continue to closely monitor the traffic conditions. Besides, as for the proposed provision of new bus route plying between the Aircraft Maintenance Area and Tung Chung, Citybus opined that the existing bus networks of LWB and Citybus could adequately serve passengers plying between Tung Chung and various areas on the airport island. In addition, TD would launch a minibus route passing through the Aircraft Maintenance Area after commissioning of HZMB, there was thus no need to provide a new bus route at present.

55. Mr Gary TO responded as follows:

- (a) The proposal of splitting route no. S64 into routes no. S64C and S64X to provide whole-day service could be further discussed when the Bus and Railway Branch of TD consulted the Committee on the BRPP 2018-2019 of Islands District in early 2018.
- (b) He understood that the transport need for commuting from the Air Cargo Area to MTR Tung Chung Station in afternoon peak hours was large. The bus companies had provided short-haul special departures to operate on the road sections concerned to direct passengers, and the Department would also explore the feasibility of increasing the frequency subject to the availability of resources. The Department welcomed that the bus company deployed large buses of 12.8 metres in length and a larger service capacity to serve the short-haul routes, and hoped that this would help meet the need of passengers at the Air Cargo Area and MTR Tung Chung Station.

56. Mr LO Tim-fat said that the Police would perform patrol in the vicinity of Cathay Pacific City in peak hours and would carry out traffic control measures when required. Moreover, AAHK would monitor the road conditions with a real-time surveillance system and would immediately take the initiative to liaise with the Police to divert traffic at locations where traffic jams were identified.

57. Mr Eric KWOK welcomed the improvement measures of route no. S64 and hoped that TD and the bus companies would listen to the aspirations of residents and continue to improve the services. He welcomed the introduction of large bus models by the bus company and asked when the new buses could be put into service. He thought that the existing bus service was insufficient to meet the passenger demand especially when people went off work because there would be many passengers travelling from the airport to Tung Chung Town Centre in such commuting hours. He therefore suggested the bus companies consider further increasing the frequency to divert passengers.

58. Mr Jeff POON responded as follows:

- (a) Some bends at Yat Tung Estate bus terminus were narrow. When compared with an ordinary bus, a large bus had a longer body and would need more space to make turns. It might encounter a certain degree of difficulty when moving inside the bus terminus. As the middle part of the bus terminus was often fully parked with buses awaiting further deployment or departure, a large bus departing from the innermost of the bus bays often needed to temporarily occupy the bus bay at a Citybus platform during movement and leave the bus terminus with great care. The 12.8 metre-long buses purchased by LWB and the large buses of Citybus were of different types and required different areas of space for making turns. LWB had previously arranged a trial run for the large buses inside the bus terminus, and the initial findings were acceptable. The company would next provide training to bus captains on operating these 12.8 metre-long buses. Upon completion of the training, a large bus would be arranged for trial run in peak hours for checking the operation and safety of the vehicle. As such, it was yet to confirm at this stage whether the 12.8 metre-long buses could be deployed.
- (b) At a recent meeting with the representatives of TD, the company had mentioned that the stability of the service frequency of LWB routes no. S1 and S64 would be affected by the following two factors: Firstly, there were many vehicles travelling to the HZMB works site in morning peak hours from about 8:00 a.m. to 8:45 a.m., resulting in traffic congestion at Sky City Interchange and the Airport South Interchange on the airport island. As buses operating routes no. S1 and S64 would travel via the above road sections, a number of trips were delayed because of traffic jam. Secondly, owing to the closure of Scenic Road and Chek Lap Kok South Road at present, vehicles were diverted to travel along Chun Yue Road via the interchange in front of Cathay Pacific City, thus affecting the stability of bus frequency. LWB had reflected the



above issues to TD, hoping that it could help solve them to ensure stable service frequency.

59. Mr Eric KWOK hoped that TD would proactively improve the above road conditions to solve the problems of lost trip and service delay.

IX. Question on the traffic problem on North Lantau  
(Paper T&TC 69/2017)

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

61. Mr Holden CHOW had left the meeting due to other commitments, and had asked Ms YU Lai-fan to present the question on his behalf.

62. Ms YUEN Kit-fung responded as follows:

- (a) In regard to the traffic flow in North Lantau and Tung Chung, in 2016, North Lantau Highway recorded an annual average daily traffic of about 60 000 vehicles, Tat Tung Road recorded about 10 000 vehicles and Shun Tung Road recorded about 19 000 vehicles. While the traffic flow increased slightly from 2011 to 2016, the findings of various traffic impact assessments (TIA) indicated that the existing traffic flow did not exceed the design capacity of the roads.
- (b) In regard to traffic accidents, according to the road traffic accident and casualties statistics of TD, North Lantau Highway recorded about 47 to 86 traffic accidents each year from 2012 to 2015, and 58 traffic accidents were recorded in 2017 as at September; Tat Tung Road recorded 12 to 15 traffic accidents each year from 2012 to 2016, and 6 traffic accidents were recorded in 2017 as at September; Shun Tung Road recorded 8 to 13 traffic accidents each year from 2012 to 2016, and 5 traffic accidents were recorded in 2017 as at September.
- (c) Various projects in the vicinity of North Lantau commenced one after another, including the TM-CLKL project implemented by HyD, which was anticipated to be completed in 2020 at the earliest. By that time, it was expected that TM-CLKL would become the most direct route accessing from the northwest New Territories to Lantau Island, HZMB, the airport and Tung Chung, which would help ease the traffic on North Lantau Highway by diverting away some of the traffic flow.
- (d) As stated in the previous traffic forecasts that had taken into account the traffic impact arising from the large-scale development projects in the vicinity, the traffic flow of North Lantau Highway in peak hours would still not reach

saturation after the commissioning of HZMB in 2021. Moreover, TIA was required at the design stage of various housing and infrastructure developments and the Department would recommend appropriate measures and road improvement works to ensure that the projects would not adversely affect the traffic in the area during construction and after completion. The Government would monitor and review the traffic conditions continuously and work out appropriate measures timely with a view to improving the traffic of North Lantau Highway and Tung Chung.

- (e) An overall traffic and transport study for Lantau Island conducted by CEDD was in progress to comprehensively review the traffic conditions in the area and propose improvements where necessary.

63. Ms YU Lai-fan raised the following views on behalf of Mr Holden CHOW:

- (a) Various infrastructure projects in areas around North Lantau were completed or under construction such as HZMB, the third runway at the airport and Tung Chung New Town Extension (TCNTE), which would result in an apparent rise in vehicular traffic and transport need in the area in future. Mr CHOW was very concerned about the possible consequence of traffic gridlock that might frequently take place in Tung Chung and North Lantau in future.
- (b) It was the responsibility of the Government to find out the major contributory factor of the spate of traffic accidents occurring on North Lantau Highway recently and tackle the problem at root. The Government should not only reply in each time that the design of North Lantau Highway was compliant with the safety standards or that traffic accidents were unpredictable. Mr CHOW suggested the Government carry out extension of the road and railway networks as soon as possible to avoid overloading of vehicular traffic in North Lantau and Tung Chung.

64. Mr Eric KWOK said that with the proactive implementation of TCNTE by the Government, it was estimated that the future population in Tung Chung would increase by about 130 000. Residents in Tung Chung mainly relied on the Tsing Ma Bridge to travel to urban areas at present. Although access to Tuen Mun would be available after the completion of HZMB, there would still be no roads connecting to Kowloon or Hong Kong Island directly. Even if the Government planned to develop flyovers or tunnels to link up Tung Chung and the urban areas in future, the completion of these projects might be some time in 20 or 30 years. He had repeatedly suggested to the Government at meetings that ferry services plying between Tung Chung and various districts like Tsing Yi, Tsuen Wan, Tsim Sha Tsui or Central should be provided as a short-term solution to immediately solve the traffic problem in Tung Chung. The above proposal could be implemented only if the Government would carry out minor improvements on the facilities of the Tung Chung New Development Pier as well as transport ancillary facilities such as bus terminus and MTR station. He urged the Department to reconsider the proposal.

65. Ms YUEN Kit-fung understood Members' concern over the impact on the traffic in Tung Chung and North Lantau arising from the major infrastructure development projects after completion. TD would carefully examine the TIA report of each project and would adopt the relevant traffic measures for such project, ensuring that the project would not have adverse effect on the traffic in the area during construction and after completion. Regarding Mr Eric KWOK's proposal of ferry service, the Department would study and consider it when the related TIA was conducted.

66. Ms YU Lai-fan said that the number of traffic accidents occurring on North Lantau Highway was increasing. She hoped that the relevant departments would expeditiously explore feasible solutions to minimise accidents.

67. Ms YUEN Kit-fung added that the accident rate on North Lantau Highway in the past 5 years was about 0.17 to 0.31 case per million vehicle kilometre, which was lower than the average accident rate of 1.18 to 1.28 cases of other roads in the same period. The Department, relevant works departments and the Police would continue to closely monitor the situation of traffic accidents occurring on North Lantau Highway.

68. Mr Eric KWOK asked whether Mainland drivers holding Hong Kong driving licences would be permitted to drive directly into Hong Kong after commissioning of HZMB and, if yes, whether the Department had studied on the possible increase in road traffic accidents caused by left-hand-drive vehicles. It was learnt that the difference between left-hand-drive and right-hand-drive vehicles had caused an increase in traffic accidents in the United Kingdom after commissioning of the Channel Tunnel.

69. Ms YUEN Kit-fung said that the Department had no relevant information for the moment but would obtain such information from the relevant departments after the meeting and then reply to Mr KWOK.

X. Question on request for provision of pedestrian crossing at Ying Hei Road  
(Paper T&TC 72/2017)

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

71. Mr Holden CHOW had left the meeting due to other commitments and had asked Ms YU Lai-fan to present the question on his behalf.

72. Ms YUEN Kit-fung responded as follows:

- (a) According to the relevant plans, Ying Hei Road would be developed to Road P1 connecting to the Tung Chung East extension area. It would become the primary distributor in the area with the speed limit increased from 50 kilometres per hour at present to 80 kilometres per hour by then. As the distance between the existing at-grade junctions of Ying Hei Road were far

apart, grade-separated design (such as pedestrian footbridge) was employed for most of the crossing facilities on the road. If members of the public wanted to access from north of Ying Hei Road to the bus stops on Ying Hei Road westbound, they might use the at-grade pedestrian crossing near the junction of Ying Hei Road and Ying Tung Road, or use the footbridge linking The Visionary and Caribbean Coast for crossing Ying Hei Road.

- (b) The existing open space to the north of Ying Hei Road near The Visionary and Century Link was a construction site under the management of CEDD, which was about to implement the “Infrastructure works for public housing development at Area 54, Tung Chung” (Contract No. NL/2017/01). The project involved construction of footpaths, a cycle track, a cycle parking area, amenity areas and bus laybys. The proposed lift retrofitting at north of the footbridge had been included by HyD as a project to be implemented in the next phase of Universal Accessibility programme.
- (c) As for the proposed provision of zebra crossings or pedestrian refuges on Ying Hei Road outside Century Link, the Department had conducted a number of site inspections and noticed that members of the public jay walked near the temporary bus stop on Ying Hei Road eastbound. In view of this, the Department was exploring with the relevant departments such as CEDD and HyD the need and feasibility of providing additional pedestrian crossing on Ying Hei Road.

73. Ms YU Lai-fan raised the following views on behalf of Mr Holden CHOW:

- (a) As stated in the planning report of the Government, new footpaths would be available for connecting to Tung Chung Town Centre after the development of Tung Chung Area 54 was completed in future. However, the actual development schedules of Tung Chung Area 54 were yet to finalise. In addition, the proposed footpaths could not actually provide residents in Century Link with a quick route for accessing Tung Chung Town Centre because the said area was very far away from Century Link.
- (b) After Mr CHOW and the relevant department had conducted site visit to the locations concerned earlier on, he considered it necessary to provide crossing points for residents and hoped that TD would consider providing pedestrian crossings on Ying Hei Road.

74. Ms YUEN Kit-fung said that the Department had conducted a site inspection with Mr Holden CHOW and noted Members’ concern. The Department would explore with the relevant departments the need and feasibility of providing additional pedestrian crossing on Ying Hei Road as soon as possible.

XI. Reports by Working Groups  
T&TC Working Group

75. Members noted and endorsed the report of the above Working Group.

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

76. The Chairman welcomed Ms LEUNG Chiu-mei, District Engineer/Islands of HyD to the meeting to present the paper. HyD had submitted before the meeting the Islands District Minor Traffic Improvement Projects and Works Schedules (the Schedules) as at early November this year. The Schedules were tabled at the meeting and Members were invited to raise enquires and opinions.

77. Mr LOU Cheuk-wing said that relocation of the pick-up/drop-off point of coaches to the side of Lung Tin Estate was required to tie in with the Revitalisation of Tai O Phase 2 and bus terminus extension works. Many motorists currently parked their vehicles at the parking spaces near the site of relocation. If a number of coaches were parked and picked up/dropped off passengers at the same time, they would seriously cause obstruction to the carriageway and hinder the access of other vehicles. He had provided TD with relevant pictures for reference and hoped that the Department and the bus company would follow up and make improvement.

78. Miss Cynthia KWOK understood that Members were concerned about the traffic condition at Lung Tin Estate. She said that the Department, together with CEDD, would examine the temporary traffic arrangement at the said site and explore ways of guiding coach drivers to pick up and drop off passengers at suitable locations. It would report to Members in due course.

79. The Vice-Chairman Mr CHEUNG Fu asked why the project of Bend S1 on South Lantau Road was remarked as "Under Planning" in the Schedules and whether the above project included the bus stop extension works.

80. Ms LEUNG Chiu-mei said that the Department needed to communicate with the locals as something regarding the Bend S1 project had happened. The project was "Under Planning" meant that the Department was arranging the related ancillary facilities for the project. The works were anticipated to commence in November 2017 and be completed in December 2017. The above Bend S1 project was one of the items of road bend study conducted earlier, involving road widening works but not the bus terminus extension.

81. Mr WONG Wah asked whether HyD would reopen the 2 closed lanes for use by vehicles before the Lunar New year to divert traffic since Bend K10 project was expected to be completed in the first quarter of 2018.

82. Ms LEUNG Chiu-mei said that after the Department and the contractor examined the works progress of Bend K10 project and the arrangement of the related ancillary facilities, they considered it necessary to defer the completion date of the works to the first quarter of next year and had informed Members in writing earlier. Regarding the proposal of opening 2 lanes at Bend K10 during the Lunar New Year, she would, after the meeting, relay Members' view to the subject officers of HyD and the contractor to explore whether special arrangement could be made. She would reply to Members in due course.

83. Miss Cynthia KWOK said that in view of the comments made by Members just now, TD would examine and follow up with CEDD on the arrangement of coaches picking up and dropping off passengers at Lung Tin Estate.

84. Mr WONG Fuk-kan said that the area around lamp post No. FA0037 on Tai O Road was piled up with fallen tree branches after the previous typhoon attack, preventing motorists from driving their vehicles into the passing bay provided there. He hoped that the departments concerned would arrange for cleansing as soon as practicable.

85. Mr WONG Wah was concerned about the progress of the Bend K10 project because the completion date of the works had been postponed despite Members repeatedly urged the Department to increase manpower for expediting the works progress at the meetings.

86. Mr WONG Fuk-kan opined that the progress of Bend K10 project was slow. The vehicular flow at Bend K10 would increase during the Lunar New Year. So, if the project could not be completed before the Lunar New Year, the traffic situation in this location would be seriously affected. He hoped that the Department would urge the contractor to expedite the works progress for early completion to facilitate access by visitors and residents.

87. Ms LEUNG Chiu-mei said that Bend K10 project involved large slope cutting works and was difficult to implement. Therefore, it would take a longer time for planning and arrangement for ancillary facilities. She understood the concern of Members over the completion date of Bend K10 project and the impact on the traffic there especially during the Lunar New Year. She would relay Members' views again to the relevant unit of HyD and the contractor. As for the fallen tree branches piling at the passing bay on Tai O Road, the Department would liaise with the department concerned and the contractor to follow up and arrange for cleansing to facilitate use of the facility by the public.

### XIII. Date of next meeting

88. The meeting was adjourned at 4:13 p.m. The next meeting would be held at 2:00 p.m. on 22 January 2018 (Monday).

- End -