

Attachment 1

Updated situation regarding the comments on the TCNTE Project and other concerns raised by Members on 18 December 2017

	Item	Latest Situation
1.	Provide cycle track along coastal pedestrian access (CPA) linking Ma Wan Chung and Tung Chung Town Centre	If the cycle track is provided along the proposed CPA, its width is required to be increased from 3 metres to 7 metres. In order not to affect the coastline, the CPA will involve cutting into the slope near the Tung Chung Battery which may pose impact to this Declared Monument. Furthermore, there is no existing cycle track within Ma Wan Chung village. Even though a cycle track is provided along the CPA, the cycle track network can only be extended to the northern part of Ma Wan Chung Village. Without adequate bicycle parking spaces at that area, the risk for illegal cycle parking will be increased. Besides, the extended linkage will likely attract visitors riding to the narrow footpaths within Ma Wan Chung Village, causing disturbance to the villagers. In view of this, the Civil Engineering and Development Department (CEDD) will construct bicycle parking facilities at the northern access point of the CPA for use of cyclists. As part of the Tung Chung West development, CEDD will construct a cycle track along Chung Yan Road connecting Ma Wan Chung with the existing cycle track network. Villagers can use the cycling route along Chung Yan Road and Yu Tong Road to reach the future Tung Chung West MTR Station or Tung Chung Town Centre (see Attachment 2).

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2.	Provide at-grade pedestrian crossing connecting Yat Tung Estate and Mun Tung Estate in Area 39	Yu Tong Road is now a district distributor road. In order to reduce the potential safety risks to the pedestrians and the impact to the traffic, a footbridge located near Ha Ling Pei, Tung Chung was to be provided for crossing Yu Tung Road during the planning stage. Transport Department (TD) does not have any plans at the moment to provide at-grade crossing in the vicinity. However, under the Universal Accessibility Programme, CEDD is constructing lifts at the footbridge to facilitate public access. The works are anticipated to be completed in 2018 Q3.
3.	Provide crossing facilities for small animals at River Park	The objective of the proposed River Park aims to conserve the ecology of Tung Chung Stream. CEDD will provide river crossing facilities at the proposed River Park. For the railing design, space will be provided to allow small animals to pass through. CEDD will consult relevant departments on the detailed design of the River Park.
4.	Provide additional bus lay-bys at Tung Chung Road due to the need arising from the housing population intake at Tung Chung Area 39	According to TD and Housing Department (HD), subsequent to the housing population intake at Tung Chung Area 39, the new bus lines to be provided will run along Yu Tong Road only instead of Tung Chung Road. In addition, there will be no increase in the frequencies of existing bus services running Tung Chung Road. As such, additional bus lay-bys along Tung Chung Road are considered not required at the moment. Besides, a new bus lay-by with loading/unloading capacity of 5 buses will be provided at Yu Tung Road in conjunction with the Area 39 development. The bus lay-by is anticipated to be completed in mid 2018.

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		Nonetheless, in response to local opinions, TD would revisit the current usage situation of the bus stops at Tung Chung Road and the future development needs in the area. TD would also liaise with relevant departments regarding the needs and feasibility for additional bus lay-bys in the vicinity.
5.	Provide road connection to Pak Mong, Ngau Kwu Long and Tai Ho, Mui Wo	Under the Tung Chung New Town Extension project, Tung Chung East (TCE) development is located at the northeast of Tung Chung Town Centre. The three villages near Tai Ho Wan (i.e. Pak Mong, Ngau Kwu Long and Tai Ho) are not within the scope of the TCE development. The proposed construction of Tai Ho Interchange under the TCE development will provide a slip road to Cheung Tung Road to facilitate access to the new development area through the Tai Ho Interchange and Road P1. In order to facilitate residents to walk/cycle between Cheung Tung Road and the new development area, we will extend the Pak Mong underpass to connect the footpath and cycle track networks at TCE. We noted that the issue of widening the road connection to the three villages of Mui Wo to allow passage of emergency vehicles for executing rescue work was discussed at the IDC Traffic and Transport Committee on 22 January 2018. Islands District Office (IDO) expressed that they are pleased to work with the Fire Services Department (FSD), concerned Members and locals to investigate if further widening is possible at some narrow sections. We understood that IDO conducted a joint site visit with Members concerned and locals on 7 February 2018, where FSD conducted a trial

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		road test with a light ambulance running from Pai Mong Village entrance to the Ngau Kwu Long Village Public Toilet. IDO will consider the comments provided by FSD at the trial and follow up the road widening issue at some sections.
6.	Number of parking spaces in TCNTE area	Planning Department advised that according to the planning for TCNTE, TCNTE will be supported mainly by rail transport and travelling by public transport system is encouraged. However, the Government will designate sufficient car parking spaces at individual development projects in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG) and the advice from TD. Development projects in TCNTE will overall provide approximately 12 000 affiliated parking spaces (including car parking spaces for private cars, motorcycles, light goods vehicles and loading/unloading bays). There are about 9 000 parking spaces at TCE and 3 000 parking spaces at TCW to satisfy the district needs.
7.	Provide cycle tracks at Cheung Tung Road	The TCNTE project proposes to construct Road P1 (Tung Chung to Tai Ho Section) as a new major truck road connecting to the proposed Tai Ho Interchange. Cycle tracks will be provided along Road P1 (Tung Chung to Tai Ho Section). The cycle track network will be extended from the existing Tung Chung Town Centre, passing through TCE and connecting to the proposed cycle park at Tai Ho Interchange. For future development, after the commencement of the planning and engineering study for the proposed Penny Bay reclamation, the feasibility of the extension of the carriageways and cycle tracks concerned to

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		Penny Bay will be investigated to meet the needs of the development of North Lantau and those of Tung Chung residents. In respect of the suggestion of provision of cycle tracks at Cheung Tung Road, CEDD has referred the request to the relevant department for consideration as the cycle tracks are not within the scope of the TCNTE Project.