

(Translation)

**Islands District Council**  
**Minutes of Meeting of Traffic and Transport Committee**

Date : 17 January 2022 (Monday)

Time : 2:00 p.m.

Venue : Islands District Council Conference Room,  
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong

**Present**

**Chairman**

Ms WONG Chau-ping

**Vice-Chairman**

Mr HO Siu-kei

**Members**

Mr YU Hon-kwan, Randy, MH, JP (Left at around 3:20 p.m.)

Mr WONG Man-hon, MH

Mr CHOW Yuk-tong, SBS, MH

Mr CHAN Lin-wai, MH (Left at around 3:00 p.m.)

Mr WONG Hon-kuen, Ken

Mr HO Chun-fai

Mr KWOK Ping, Eric

Mr FONG Lung-fei

Ms LAU Shun-ting (Arrived at around 2:20 p.m.)

**Attendance by Invitation**

Mr FUNG Wai-chung Senior Liaison Manager, MTR Corporation Limited

Ms CHOW Yim-fong, Amy Senior Liaison Manager, MTR Corporation Limited

Mr NG Lap-kei Senior Construction Manager - Civil,  
MTR Corporation Limited

Mr MAN Ka-yue, Henry Senior Corporate Communications Manager - Capital Works,  
MTR Corporation Limited

**In Attendance**

Mr LI Ho, Thomas	Assistant District Officer (Islands)1, Islands District Office
Ms KANG Pu	Engineer/Islands (2), Highways Department
Ms WONG Wing-ying, Chloe	Engineer/22 (Lantau), Civil Engineering and Development Department
Ms LEUNG Ka-man, Eunice	Senior Transport Officer/Islands 1, Transport Department
Ms FUNG Sin-yee, Mini	Senior Transport Officer/Islands 2, Transport Department
Mr WONG Yui-him, Tim	Engineer/Islands 1, Transport Department
Ms HUI Shuk-yee	Engineer/Islands 2, Transport Department
Mr HO Lee-yip	Manager, District Relations, New Lantau Bus Company (1973) Limited
Ms Anthea CHAU	Senior Corporate Communications Manager, Sun Ferry Services Company Limited

**Secretary**

Ms CHAN Hoi-ching, Mandy	Executive Officer (District Council)3, Islands District Office
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**Absent with Apology**

Ms TSANG Sau-ho, Josephine

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**Welcoming remarks**

The Chairman welcomed Members, representatives of the government departments and organisations to the meeting.

2. Members noted that Ms Josephine TSANG was unable to attend the meeting due to other commitments.

I. **Confirmation of the Minutes of Meeting held on 22 November 2021**

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

4. Members voted by a show of hands and the minutes were endorsed unanimously.

(Members voted in favour included: the Chairman Ms WONG Chau-ping, the

Vice-chairman Mr HO Siu-kei, Mr Randy YU, Mr WONG Man-hon, Mr CHOW Yuk-tong, Mr CHAN Lin-wai, Mr Ken WONG, Mr HO Chun-fai, Mr Eric KWOK and Mr FONG Lung-fei.)

II. Question on the addition of a bus bay at the side of Yu Tung Road outside Yu Tai Court

(Paper T&TC 1/2022)

5. The Chairman welcomed Ms LEUNG Ka-man, Eunice, Senior Transport Officer/Islands 1 and Ms HUI Shuk-ye, Engineer/Islands 2 of the Transport Department (TD); Ms KANG Pu, Engineer/Islands(2) of the Highways Department (HyD); and Mr HO Lee-yip, Manager, District Relations of the New Lantao Bus Company (1973) Limited (NLB) to the meeting to respond to the question. The written reply of the Housing Department (HD) had been distributed to Members for perusal prior to the meeting.

6. Mr Eric KWOK briefly presented the question.

7. Ms Eunice LEUNG responded as follows:

- (a) Since the intake of residents at Yu Tai Court, the TD had received many requests from residents for direct bus services. After consulting the Traffic and Transport Committee, the arrangement for the NLB Route No. 37H to route via Yu Tai Court was implemented on 27 November 2021. Subsequently, the department received different views on the route arrangement from the residents of Yu Tai Court, including comments on the noise and vehicle reversing problems mentioned by Members. After investigations, the department found that the problems were caused by illegal parking at the roundabout and therefore asked the Police to step up traffic enforcement.
- (b) After reviewing the situation of passengers boarding and alighting from the buses at the location and taking into consideration the views of the residents, the department proposed to revise the routing of Route No. 37H, including that the daily departures from Ying Tung Estate between 6:10 a.m. and 8:30 a.m. and between 9:30 p.m. and 12:15 a.m. would no longer travel through Yu Tai Court in order to reduce the impact on nearby residents. The department was consulting people from the local community through the Islands District Office (IsDO). The consultation would end on 20 January 2022. The department would then take into consideration the opinions collected altogether to achieve a balance among the concerns of all parties. In addition, the department would also review the transport facilities in the vicinity of Yu Tai Court, hoping to strike a balance between the needs of passengers and residents' concerns about the surrounding environment in the long run.

- (c) Technically, a 12-metre-long bus could make a U-turn at the junction of Chung Yan Road and Yu Tung Road and enter the northbound traffic lane of Chung Yan Road. However, in practice, the bus captains had to attend to the traffic flows of Tung Chung Road and Chung Yan Road from various directions when making turns, therefore it was difficult for the bus to carry out a U-turn at the location. In view of this, the department would closely liaise with the bus company to explore better ways for the buses to enter and leave the location.

8. Ms HUI Shuk-yee said that in order to further facilitate the daily operation of the buses, the department had earlier proposed to add a bus bay at the Ma Wan New Village bus stop on the northbound (i.e. Tung Chung bound) traffic lane of Chung Yan Road. The TD had consulted the departments concerned and noted that the departments were dealing with the boundary issue involved in the proposal. The department would maintain close liaison with the relevant departments, and would carry out district consultations after the inter-departmental consultation was completed.

9. Mr Eric KWOK expressed empathy for the noise caused by buses to some residents. In order to further learn about Yu Tai Court residents' views on the bus stop of Route No. 37H, he had conducted a paper questionnaire survey and an online questionnaire survey. A total of 74 paper questionnaires were collected and they reflected the true opinions of the residents as about 90% of the respondents had provided their contact information. The result showed that a total of 35 residents objected to the current location of the bus stop, while 28 were in favour of retaining it and 11 had no comment. In conclusion, residents had different views on whether the bus stop should be retained, so he agreed that the department should strike a balance. In addition, the result of the anonymous online survey showed that the numbers of supporting and opposing views were comparable. 84 people were in favour of relocating the bus stop, 19 people had no comment, and 66 people were in favour of retaining it. Moreover, he hoped the TD would clarify the location of the new bus bay.

10. Ms HUI Shuk-yee said the department currently had two proposed locations for the bus bay. One was the bus stop on Chung Yan Road, where vehicles would arrive at immediately after turning left from the Tung Chung bound traffic lane of Tung Chung Road and was next to the playground; the other was next to the footbridge near Yu Tai Court on the Lantau bound carriageway of Chung Yan Road. The department was conducting a public consultation on the proposal and would study the details of implementation after views were collected.

11. Mr Eric KWOK said that the two bus bay proposals should be implemented as soon as possible; if not, when a bus stopped at the Ma Wan New Village bus stop outside the Chung Wai Street Children's playground for the boarding and alighting of passengers and the other buses turned right at Chung Yan Road to make a U-turn, there would be a bottleneck, leading to congestion and posing dangers. In addition,

he asked the department about the ways to improve the turning area at the junction of Chung Yan Road and Tung Chung Road after the site inspection, and whether the proposal to add a bus stop on Yu Tung Road at the rear entrance of Yu Tai Court was feasible.

12. Mr Randy YU expressed his views as follows:

- (a) He asked the TD to advise whether it was the Lands Department (LandsD) that had not made a reply, so that Members could assist in urging the department concerned.
- (b) Both the Chairman and Members had received many views on this issue. Although he had not conducted any questionnaire surveys, the views he received were also divided. He understood the situation of the residents who were disturbed by the noise and sympathised with their sufferings, but there were also residents who hoped the bus route would be retained, so a balance had to be maintained. As a short-term measure, the TD and the NLB had revised the service hours of the bus route travelling through Yu Tai Court from 6:30 a.m. to 12:30 a.m. to 9:00 a.m. to 9:00 p.m. If residents were still unsatisfied with the arrangement, the TD and the NLB might further adjust the service hours. In addition, he requested the Police to step up traffic enforcement at the Yu Tai Court roundabout to tackle the problem of illegal parking, so that drivers would not need to make turns in multiple manoeuvres to drive out of the roundabout, so as to reduce the noise level. Route No. 37H could continue its operation when the disturbance to residents was reduced, so that residents could receive bus services that met their needs.
- (c) The dangers caused by bus U-turns at Chung Wai Street could be avoided as long as the NLB reminded the bus captains to exercise extra caution. The proposal to remove the railings at the roundabout and widen the road slightly was feasible, and the two bus bays proposed by the department would provide a long-term solution to the problem. As for short-term measures, if residents still had objections against the bus service between 9:00 a.m. and 9:00 p.m., the department and the NLB might make further adjustments to the service hours. He hoped that the interests of all parties could be balanced. He had reservations about the proposal to cancel the bus stop.

13. Mr Ken WONG said the TD had mentioned that as a result of illegal parking, the insufficient road space caused buses to emit alert sounds when reversing, resulting in noise nuisance. If the service hours of the bus route were revised for this reason, it was tantamount to putting the cart before the horse. He opined that the departments concerned should strengthen traffic enforcement; if not, despite the shortened service hours, the noise problem would still resurface when there was illegal parking of vehicles. The department should tackle the problem at the root and

review the demand for Route No. 37H. If the noise generated by the buses was at normal level, it would not be a problem. If the noise problem was caused by illegal parking of vehicles, the departments concerned should take traffic enforcement, rather than the bus company should bear the responsibility. If the noise was caused by problems on the part of the buses, the TD should regulate the vehicle examinations by the bus company. If it was the road design problem, road improvement works should be carried out instead of reducing the frequency of the bus route. Otherwise, residents who relied on Route No. 37H for transport would not be able to take the bus after 9:00 p.m. Moreover, it was unfair to the residents who supported retaining the bus stop and those who had no comment on the issue.

14. Mr HO Chun-fai said according to what he had learned from drivers and residents in South Lantau, the current location of the bus stop was like a blind alley. Moreover, there were vehicles parked illegally in the housing estate from time to time, therefore congestion would happen easily when buses entered the housing estate. In addition, in view of the heavy traffic flow and the narrow roads in the vicinity, it was unsuitable for buses to enter the area. As a result, he proposed to set up a long bus bay at the location of the planter next to the ramp of the footbridge on Chung Yan Road. It would not affect the boarding and alighting of passengers and was more acceptable to residents. In addition, due to the heavy vehicular flow between Tung Chung and Shek Mun Kap in South Lantau, he suggested converting the planter in the middle of the end section of Chung Yan Road into a large roundabout, so as to divert the traffic flow from various directions such as the vehicular flows between Tung Chung and Shek Mun Kap, and to provide sufficient space for buses to travel through. In addition, he also suggested that the bus stop opposite the road should be moved towards the gas station, so that the traffic flow of the roundabout would not affect the boarding and alighting of passengers at the bus stop, and the busy traffic on weekdays and holidays would not be obstructed.

15. Mr FONG Lung-fei said that the opinions received from residents were rather divided. He understood that some residents insisted on cancelling Route No. 37H because of the noise nuisance. The roads in Yu Tai Court were short and narrow. Residents said that the noise problem was not a result of the turnings of vehicles at the roundabout, but the “wall effect” on the roads which led to the transmission of noise to Yu Tai Court. This problem was also perceived in Yat Tung Estate and was common in Tung Chung West. The noise problem had been in existence before the completion of Yu Tai Court, therefore he was opposed to Route No. 37H travelling through Yu Tai Court. For the convenience of residents, he hoped the TD could expedite the study of the proposal to construct a new bus stop at Chung Yan Road. He said the proposal was accepted by the majority of the residents. Currently, some residents insisted on removing the Yu Tai Court bus stop and even put up banners at different locations in Tung Chung. Residents did not accept the proposal to shorten the service hours of the bus route as well, saying they would continue to express their dissatisfaction and appeals in different ways. He did not want the issue of Route No. 37H to continue to ferment, and he urged the TD and the departments concerned to keep on communicating with the residents holding dissenting views.

16. Mr HO Siu-kei said that the department should alleviate the noise problem plaguing the residents as soon as possible and should not shirk its responsibilities any more. Members had suggested that the TD should improve the junction in the past. In view of the traffic flows from various directions and the increasing traffic volume at the location, there was a need to build a roundabout that was up to the standards to enhance road safety. In addition, he asked the NLB whether it was possible to alleviate the noise problem by adjusting the service hours of the route or employing electric buses. He hoped that Members and the government departments would explore solutions together, and urged the relevant departments to solve the problem as soon as possible.

17. Mr HO Chun-fai said that since a bus would occupy both of the two lanes leading to the housing estate when turning left from Chung Yan Road and going to Yu Tai Court via Tung Chung Road, the location was not a suitable access for buses. He hoped the TD would make improvements to the junction in question.

18. The Chairman expressed her views as follows:

- (a) Most villagers and residents responded positively to the operation of Route No. 37H at first. Since some residents opined that the bus route caused noise nuisance, she had personally drove after a bus of Route No. 37H to the roundabout twice, but she found that the buses did not need to reverse on both occasions. She said that the noise from bus reversing could be a result of illegal parking of vehicles at the roundabout or the poor driving skills of the bus captains. She hoped the department would communicate with the NLB as soon as possible and would immediately alleviate the noise nuisance caused by the alert sounds emitted by buses when reversing.
- (b) She had received a consultation paper on the adjustment to the service hours of Route No. 37H, in which it was suggested that buses should not enter the bus stop at the roundabout before 9:00 a.m. Given that the working hours of most residents were from 9:00 a.m. to 5:00 p.m., resident would not be able to take the route for work if the proposal was implemented. She hoped that all parties could strike a balance and find out a solution for the problem.
- (c) Apart from the views of some residents of Yu Tai Court, the views of the villagers of the old villages (including Ma Wan New Village and Pa Mei Village) should also be addressed to. Pa Mei Village and Ma Wan New Village were the indigenous villages in Tung Chung. Generations of villagers had inhabited there for hundreds of years. There used to be a bus stop on Tung Chung Road, but it was cancelled due to urban development. Therefore, villagers were all happy for the new bus stop of Route No. 37H. She understood that the noise was a nuisance to residents, but simply cancelling the bus stop would not

benefit the general public at large. The departments concerned should work out short, medium and long-term solutions.

- (d) The TD's consultation paper proposed to adjust the service hours of the bus route, rather than simply cancelling the bus stop. The relevant documents had been distributed to the residents of Yu Tai Court, the village representatives and the stakeholders of nearby villages. Since the consultation period would end on 20 January 2022, it was believed that public opinions were still being collected at the moment. Therefore, an effective and balanced plan should be worked out at the present stage. Moreover, she had communicated with the TD, and learned that villagers of the old villages welcomed Route No. 37H and the residents of Yu Tai Court also responded differently to the route.
- (e) She received another consultation paper from the TD a few days ago on the addition of a bus bay on the southbound traffic lane of Chung Yan Road near Yu Tai Court. She had consulted the stakeholders and found that the proposal was welcomed. The bus bay was a win-win solution as it could be used by Route Nos. 37H, 3M and 11 as well as double-decked buses, so that residents could walk to Yu Tai Court and the old villages nearby after alighting from buses beside the footbridge. This solution could help to strike a balance between the polarised views. If the proposal was implemented, villagers would not have strong objections to the cancellation of the Yu Tai Court bus stop in the first instance. She hoped the department would carry out detailed consultations and speed up the implementation of the proposal.

19. Ms Eunice LEUNG made a consolidated response as follows:

- (a) The department would handle the views received carefully and hoped to strike a balance between the views of the residents of Yu Tai Court and the nearby villages.
- (b) Regarding the proposal to operate Route No. 37H with electric buses, since the NLB only had two electric buses at present, and the operation of Route No. 37H required four buses, there were certain difficulties in the deployment of vehicles. The department would review the proposal when the NLB had more electric buses.
- (c) The NLB reflected that the bus captains reversed the buses not only because of the issue of illegal parking, but also because they had to avoid hitting the railings at the roundabout when turning. The department was looking into removing or improving the railings at the roundabout with a view to allowing buses to turn more smoothly. In addition, the department was also actively communicating with the Police on stepping up patrols at the roundabout and prompt enforcement actions against illegal parking.



- (d) The department would review the proposal to add a bus stop on Yu Tung Road together with the addition of a bus bay on Chung Yan Road. Since the proposed Yu Tung Road bus stop was farther away than the Chung Yan Road bus bay, if a bus bay was constructed on Chung Yan Road, it was believed that residents would prefer boarding and alighting at the Chung Yan Road bus stop. The department would solve the problem as soon as possible depending on the result of the consultation.

20. Ms HUI Shuk-ye said that the junction of Chung Yan Road and Tung Chung Road had sufficient space for a 12-metre-long double-decked bus to pass through. As the bus company reported that bus captains had to attend to the traffic flows from various directions when driving a bus through the junction, the department would maintain communication with the bus company to explore ways to provide assistance to the bus captains.

21. The Chairman said that her office had received views from various stakeholders. Some residents of Yu Tai Court suggested solving the problem with short, medium and long-term solutions. Since the TD said that it would consult the local residents after reviewing the relevant proposals, she hoped the department would consult the residents of Yu Tai Court as well as the stakeholders in the vicinity. On the other hand, she had also received from some residents of Yu Tai Court complaints about the serious shortage of ancillary transport facilities and the low frequency of Route No. 37H. They had also expressed strong demands for the bus stop at the main entrance to be retained. Therefore, the department should handle the polarised opinions of the residents carefully. In addition, the construction of the roundabout took time and costed government resources, but the outcome was unsatisfactory. The department had failed to carefully assess the problem of buses entering and leaving the roundabout prior to the construction, nor had it considered residents' suggestion of widening the roundabout by relocating the refuse station to allow the buses of Route No. 37H and other vehicles to access the road section more easily.

22. Mr Eric KWOK asked the TD about the feasibility of adding a bus bay on Yu Tung Road outside Yu Tai Court and the progress of the related study.

23. Mr FONG Lung-fei expressed his views as follows:

- (a) Residents holding dissenting views said that bus turning or reversing at the roundabout was not the only source of noise. As long as there were vehicles entering Tung Chung Road, a loud noise would be generated. Moreover, there were mountains on one side of Tung Chung Road and Yu Tai Court on the other, which exacerbated the noise nuisance. Since some residents said they needed Route No. 37H and even expressed hope for enhanced service frequency, he suggested that arrangements should be made for the NLB Route No. 34 departing from Shek Mun Kap to travel via Yu Tai Court, so as to ease

the conflicts among residents.

- (b) He understood residents' earnest concern over the noise problem. Given the polarised public views, he hoped the Chairman would strengthen communication with residents and the TD to solve the problem as soon as possible. He had also received from the residents of Yat Tung Estate complaints that no follow-up was made to the noise problem on Chung Yan Road. He hoped that the TD and Members would deal with the problem properly, so that the conflicts in the community would not be intensified.
- (c) The problem of Chung Yan Road needed to be improved. Currently, vehicles could turn right into Tung Chung Road from Chung Yan Road, and travel along Tung Chung Road to Pa Mei and the roundabout of Yu Tai Court. He asked whether any legislation could be invoked to restrict vehicles from travelling along Tung Chung Road straight to the Yu Tai Court roundabout, and to force drivers to turn left on Tung Chung Road into Chung Yan Road and drive straight to the Yat Tung Street roundabout before they could turn around and go to Pa Mei. According to his observation, not many vehicles would travel along Tung Chung Road to the Yu Tai Court roundabout. If the restrictions mentioned above were feasible, they would save drivers the trouble of attending to the traffic flows from various directions when turning at the junction.

24. Mr Randy YU said that the TD should formulate short, medium and long-term solutions. As a short-term measure, the department and the NLB could make arrangements with regard to the routings of the bus routes and their service hours, such as arranging Route No. 34 operating with light buses and Route No. 37H to pass through the bus stop in turn. He understood that the NLB might not have sufficient light buses, but its parent company or other bus companies might be able to assist in the deployment of vehicles. Since the noise generated by light buses in motion was lower, such arrangement could reduce the nuisance to residents and at the same time satisfy the needs of the residents who supported retaining the bus stop of Route No. 37H. Medium-term measures included strengthening traffic enforcement at the roundabout, removing the railings and other related improvement measures, with a view to reducing the noise caused by the reversing of buses. It was expected that the effects would be perceived in more than a year. In terms of long-term measures, the two bus bays proposed by the department could be constructed and a roundabout could be set up at the junction of Chung Yan Road and Tung Chung Road for Route No. 37H and other buses to turn around, with a view to enhancing road safety and resolving the issue within three to four year. He hoped the TD would implement the relevant proposals as soon as possible, and suggested that a Traffic and Transport Committee Working Group meeting should be held for further discussion when there were any updates.

25. Ms Eunice LEUNG said as for the short-term measures, the department

would review the feasibility of adjusting the service hours of the route together with the NLB. As for the medium-term measures, the department would strengthen communication with the Police to combat illegal parking, and would look into the proposal to remove the railings.

26. Ms HUI Shuk-yee made a consolidated response as follows:

- (a) The department had studied the proposal to set up a roundabout at the junction of Chung Yan Road and Tung Chung Road. Given that the proposal involved the removal of footpaths, cycle tracks and pedestrian crossings, and the existing junction was sufficient for a 12-metre-long bus to pass through, the department had no immediate plan to convert the junction into a roundabout.
- (b) Regarding the proposal to add a bus bay on Yu Tung Road, as the department planned to add two bus bays on Chung Yan Road, and there were several bus stops near the junction of Chung Yan Road and Yu Tung Road, the addition of a bus bay on Yu Tung Road would affect the traffic capacity of the junction. The department hoped to make optimal use of resources and would study whether there was an actual need to add a bus stop on Yu Tung Road.

27. Mr HO Lee-yip said that if the railings at the Yu Tai Court roundabout could be removed without compromising safety, it would alleviate the difficulties faced by the bus captains. In addition, as long as there was illegally parking of vehicles at the roundabout, reversing of buses would be inevitable.

28. The Chairman asked the department when the proposal to remove the railings would be implemented.

29. Ms HUI Shuk-yee said that the department had to discuss with the works department first and would make a response later.

(Post-meeting note: In order to maintain road safety, the TD was revising the proposal to remove the railings and was consulting the departments concerned for advice on the proposal.)

30. The Chairman requested the department to deal with the noise problem caused by bus reversing at the roundabout as quickly as possible.

(Ms LAU Shun-ting joined the meeting at around 2:20 p.m.)

III. Question on the impacts on nearby residents arising from the underground tunnel works of the Tung Chung Line Extension to be carried out at the central plaza of Tung Chung Crescent  
(Paper T&TC 2/2022)

31. The Chairman welcomed Ms KANG Pu, Engineer/Islands(2) of the HyD; Mr FUNG Wai-chung, Senior Liaison Manager, Ms CHOW Yim-fong, Amy, Senior Liaison Manager, Mr MAN Ka-yue, Henry, Senior Corporate Communications Manager - Capital Works, and Mr NG Lap-kei, Senior Construction Manager – Civil of the MTR Corporation Limited (MTRCL) to the meeting to respond to the question.

32. Mr Eric KWOK briefly presented the question.

33. Mr Henry MAN said the MTRCL was committed to minimising the impact of the works on the community in order to take forward the Tung Chung Line Extension project. He then invited Ms Amy CHOW to make a supplement.

34. Ms Amy CHOW responded as follows:

- (a) The Tung Chung West Section of the Tung Chung Line Extension project would extend westward from the Tung Chung Station to the Tung Chung West Station, which was the new terminal station. In the project, the existing overrun tunnel under the public open space next to Tung Chung Crescent had to be connected with the new tunnel to be built in the future. This overrun tunnel was built together with the Tung Chung Line in the 1990s. Therefore, excavation and tunnel boring within the public open space were inevitable.
- (b) According to the works plan, the construction site of the Tung Chung Line Extension project near Tung Chung Crescent only occupied part of the public open space, covering the area from the footbridge connecting the clubhouse rooftop to Shun Tung Road. The footbridge and the emergency vehicular access on the open space between the footbridge and Tung Chung Station as well as the shops in the housing estate opposite Tung Chung Station were not within construction site of the Tung Chung Line Extension. Residents could still use the relevant facilities during the construction.
- (c) To minimise the impact of the works on residents and the environment, noise barriers would be installed near the construction site to block the noise generated by the excavation of public open space and tunnel boring works. In addition, monitoring equipment would also be installed near the site and appropriate mitigation measures would be taken. The MTRCL understood residents' concerns over the Tung Chung Line Extension project. The works team had maintained communication with the owners' committee and representatives of the Tung Chung Crescent since November 2020 to explain to them the works on the public open space. Moreover, the works team had also held a briefing session for residents on 7 October 2021. It was expected that another meeting with the owners' committee would be held in February 2022 for discussion.

- (d) The MTRCL would engage an independent consultant to conduct an environmental impact assessment, so as to ensure that the design, construction and operation of the Tung Chung Line Extension were in compliance with the environmental ordinances. Ventilation facilities were an integral part of the underground railway system. They allowed the air to circulate through the stations, railway tunnels and outside the stations. In addition, since the trains were an electricity-powered environmental-friendly means of transport which did not involve gas combustion, no exhaust or harmful emission would be generated.
- (e) During the construction, the MTRCL and the contractors would strictly implement the safety measures and good site practices, and abide by the relevant laws and regulations, including the measures required in the environmental permit. The MTRCL and the contractors would also set up monitoring points near the construction site to record the noise level and vibration related data, so as to monitor the impact of the works on the environment and buildings in the vicinity, and to further ensure public safety.

35. Mr Eric KWOK said residents of Tung Chung Crescent were concerned whether the excavation could be carried out from the location near the hillside on Tung Chung Road North opposite the Tung Chung Old Pier in order to avoid damaging the open space in Tung Chung Crescent. Also, they were concerned whether the excavation works would go on for six years. He asked the MTRCL, in addition to the noise barriers, whether a cover could be built for the construction site in order to avoid affecting the landscape in Tung Chung Crescent. In addition, the residents of Fuk Yat House, Luk Yat House, Ying Yat House and Yu Yat House were concerned about the direction of the ventilation openings. He asked about the procedures through which members of the public could lodge a complaint.

36. Mr FUNG Wai-chung made a consolidated response as follows:

- (a) The MTRCL had studied the feasibility of carrying out the excavation works on Tung Chung Road North. However, as hillside cutting, blasting and deep shaft works would be involved, it would have a great impact on the traffic and the schedule of works. The current plan to excavate on the public open space instead would have less impact on the environment and residents.
- (b) The land in Tung Chung Crescent could be divided into two parts. One part was the land extending from the overrun tunnel outside Tung Chung Station to the footbridge, which would not be acquired by the MTRCL. The engineering team would first excavate a tunnel from the footbridge of Tung Chung Crescent to Shun Tung Road, and afterwards the tunnel boring machines would push forward towards

Tung Chung West. It was estimated that the tunnelling works would take four years and the tunnel boring could only be carried out after the tunnelling was completed. Therefore, the total construction time would be about six years. The MTRCL should be able to return part of the site ahead of schedule after the first four years, but the exact extent would depend on the actual circumstances at that time.

- (c) As the tunnelling and tunnel boring works were close to the residential areas, the noise barriers to be installed in Tung Chung Crescent would be a full noise enclosure which covered the entire site, so as to reduce the impact of the noise and dust on the surrounding environment. The MTRCL could discuss with residents how to beautify the noise barriers and carry out greening work on the top of the barriers.
- (d) The ventilation facilities served two purposes. One was to allow fresh air to flow into the stations and the other was the discharge of air from the stations. Generally speaking, the ventilation openings facing the residences were for air intake and the air exhaust openings would not face any residences. In addition, since the trains were powered by electricity rather than diesel fuel, no air pollution would be caused. Moreover, the most importation role of the ventilation openings was to allow the discharge of smoke for passengers' evacuation in the event of a fire.
- (e) The railway project in question was gazetted on 10 December 2021. Members of the public could submit their opinions to the Transport and Housing Bureau within 60 working days.

37. The Chairman expressed her views as follows:

- (a) The proposed alignment of the Tung Chung Line Extension project circled around Ma Wan Chung Village and passed via the bottom of Shek Sze Shan. There were urns and graves across Shek Sze Shan. With regard to the proposal for excavation at the location near the hillside on Tung Chung Road North opposite the Tung Chung Old Pier, she had reminded the MTRCL multiple times during the first site inspection that the area on the north side of Tung Chung Road was a long-existing burial ground and caution had to be exercised if excavation works were to be carried out at the location.
- (b) For the purpose of tackling the problems associated with the single-lane two-way traffic of Tung Chung Road North, the widening of Tung Chung Road North had just commenced. As reported by the works company, the project would be completed in 2025. In addition, the Ma Wan Chung Village coastal pedestrian access project, the drainage works at Chung Yan Road, the construction of a carpark at Ma Wan Chung, the construction of an open space at Area 29A, and

the site formation and construction of housing at Area 23 were in progress in the vicinity of Tung Chung Road North. These projects would last for a few years, during which Tung Chung Road North would be relied on as an access for the works vehicles. Tung Chung Road North was already under heavy traffic pressure brought by the works on and around the road section, it was impossible for it to further withstand the Tung Chung Line Extension project.

- (c) She understood the concerns of the residents of Tung Chung Crescent. She hoped the MTRCL would understand that it was important to alleviate the impact of the works on residents, but the beautification of the noise barriers should not be neglected in order not to affect the visual experience of residents.

38. Mr Henry MAN said that the MTRCL would maintain close contact with the residents of Tung Chung Crescent and would perform good site management. In addition, the MTRCL also noted Members' concerns over the beautification of the noise barriers and would conduct further studies in this regard.

(Mr CHAN Lin-wai left the meeting at around 3:00 p.m.)

#### IV. Any Other Business

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

39. The Chairman welcomed Ms KANG Pu, Engineer/Islands (2) of the HyD to the meeting to respond to the question. The HyD had submitted prior to the meeting the Islands District Minor Traffic Improvement Projects and Works Schedules as at early January of the current year. Members were invited to raise questions and views.

40. Mr Eric KWOK said that the proposed addition of a bus stop and a taxi stand on Yat Tung Street in item 6 was expected to be completed in June of the current year, but the document did not mention the construction of shelters for the bus stop and the taxi stand. He would like to know more about the progress of the works.

41. Mr HO Siu-kei enquired whether the modification of the road signs on Keung Shan Road near Sham Wat Road set out in item 11 and the proposed addition of road signs on Ngong Ping Road set out in item 12 were relevant to the road signs he had mentioned in another meeting earlier.

42. Ms Eunice LEUNG said that she was discussing with the bus company about the location of the bus stop of Long Win Route No. E36A on Yat Tung Street and the related route adjustment. She hoped a consensus could be reached as soon as possible.

43. Mr Tim WONG said that in response to Members' comments earlier, road signs for Tai O, Shek Pik and Ngong Ping would be added through project item 11, so as to provide drivers with clearer instructions. Item 12 was a maintenance project for a damaged sign for a road bend.

44. Mr Eric KWOK said he understood that the addition of a shelter for the bus stop on Yat Tung Street involved various procedures and involved the LandsD, the HD and the Link. He had communicated with the HD earlier, and the department expressed hope to receive the proposal as soon as possible in order to allow more time for discussions with the Link. He did not think that the communication between the TD and the LandsD was a big problem, but as the Link had to deal with issues such as plot ratio, therefore more time was required for it. According to the timetable, the shelter was expected to be completed by the middle of this year, and there was only five months left. As the project had already taken nearly four years, he hoped that the departments could reach a consensus with the bus company as soon as possible, so that the agencies and departments concerned could start the next phase of work. The construction of a shelter for the taxi stand involved the IsDO. He requested the HyD to strengthen communication with the IsDO to discuss the feasibility of the project.

45. The Chairman enquired when the proposed construction of a traffic island and the carriageway widening on Tung Chung Road near Lung Tseng Tau set out in item 14 would commence. In addition, she hoped to know whether the proposed footpath widening works on Tung Chung Road near Yu Tai Court set out in item 18 was next to the banyan tree at the entrance of Yu Tai Court. Moreover, the department had sent a contractor to the Tung Chung Rural Committee to deliver a presentation on the cold milling and resurfacing works that would be carried out on Tung Chung Road before the Lunar New Year. However, she had not seen the relevant works going on and hoped to know the latest development.

46. Ms KANG Pu said that regarding project item 14, since the Road Management Office required the department to confirm that no 16-metre-long vehicle would use the access, the department would discuss the issue with the Chairman after the meeting. In order to reduce the impact on the public, the cold milling and resurfacing works would start immediately after the completion of project item 14. As for project item 18, the TD requested the department to widen the footpath to 1.5 metres wide. However, since there was a fung shui tree at the location, further study had to be carried out.

47. Ms Eunice LEUNG said the department would continue to follow up on the construction of the bus stop shelter.

48. The Chairman said the department was aware that there was a fung shui tree next to the works area. The villagers believed that the century-old banyan tree had been guarding the village all along. Therefore, the department had to discuss with the village representatives and stakeholders before the commencement of the works, so as to avoid affecting the fung shui and customs of the village.



(Mr Randy YU left the meeting at around 3:20 p.m.)

Matters related to the working groups under the Traffic and Transport Committee for the year 2022-2023

49. The Chairman said that the re-election of the Chairmen and Vice-chairmen of the committees was held at the meeting of the Islands District Council on 13 December 2021, and it was agreed that the Chairman of each committee should arrange the election of Convener and Vice-convener for the working group(s) under the committee. With the new lists of working group members, the Chairman proposed that the two working groups under the Traffic and Transport Committee should elect their respective Conveners and Vice-conveners on their own in their next meetings following the past practice.

50. Members voted by a show of hands. There were seven votes in favour, nil against and two abstentions. The proposal was endorsed.

(Members voted in favour included: the Chairman Ms WONG Chau-ping, the Vice-chairman Mr HO Siu-kei, Mr WONG Man-hon, Mr CHOW Yuk-tong, Mr Ken WONG, Mr HO Chun-fai and Ms LAU Shun-ting; Mr Eric KWOK and Mr FONG Lung-fei abstained.)

V. Date of Next Meeting

51. There being no other business, the meeting was adjourned at 3:22 p.m. The next meeting was scheduled for 21 March 2022 (Monday) at 2:00 p.m.

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