

(Translation)

Islands District Council
Minutes of Meeting of Traffic and Transport Committee

Date : 22 November 2021 (Monday)
Time : 10:30 a.m.
Venue : Islands District Council Conference Room,
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong

Present

Chairman

Mr KWOK Ping, Eric

Vice-Chairman

Mr HO Siu-kei

Members

Mr YU Hon-kwan, Randy, MH, JP	(Arrived at around 10:55 a.m.)
Mr WONG Man-hon, MH	(Arrived at around 10:50 a.m.)
Mr CHOW Yuk-tong, SBS, MH	
Mr CHAN Lin-wai, MH	(Left at around 12:15 p.m.)
Mr WONG Hon-kuen, Ken	(Arrived at around 10:45 a.m.)
Mr HO Chun-fai	
Ms WONG Chau-ping	
Ms TSANG Sau-ho, Josephine	
Mr FONG Lung-fei	
Ms LAU Shun-ting	

Attendance by Invitation

Mr Peter CHU	Senior Manager (Operations and Administration), New Lantau Bus Company (1973) Limited/ Administration Manager, Coronet Ray Development Limited
Capt. Eddie WAN	Port Captain, Sun Ferry Services Company Limited

In Attendance

Ms WONG Ka-ming, Grace	Assistant District Officer (Islands)2, 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 IP Ngai-chung	Assistant District Operations Officer (Lantau District), Hong Kong Police Force
Mr HO Ngai-king, King	District Operations Officer (Lantau District), Hong Kong Police Force
Mr HO Lee-yip	Manager, District Relations, New Lantau Bus Company (1973) Limited
Mr Peter TSANG	Senior Manager-Transport, Discovery Bay Transit Services Limited
Ms Anthea CHAU	Senior Corporate Communications Manager, Sun Ferry Services Company Limited
Ms LAM Wai-ling	General Manager, Hong Kong and Kowloon Ferry Limited

Secretary

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

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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) Ms WONG Ka-ming, Grace, Assistant District Officer (Islands)2 of the Islands District Office (IsDO) who stood in for Mr LI Ho, Thomas;
- (b) Ms FUNG Sin-yee, Mini, Senior Transport Officer/Islands 2 of the Transport Department (TD) who succeeded Mr YEUNG Chun-wing, Jun; and
- (c) Ms Anthea CHAU, Senior Corporate Communications Manager of the Sun Ferry Services Company Limited (Sun Ferry) who succeeded Ms Sonja CHAN.

2. The Chairman said that Items IV and V would be discussed first after dealing with Item I because the Member who put forward Items II and III had not yet arrived.

### **I. Confirmation of the Minutes of Meeting held on 27 September 2021**

3. The Chairman said that the captioned minutes had incorporated the amendments proposed by government departments, guest speakers and Members and

had been distributed to Members for perusal before the meeting.

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

(Members who voted in favour included: the Chairman Mr Eric KWOK, the Vice-Chairman Mr HO Siu-kei, Mr CHOW Yuk-tong, Mr CHAN Lin-wai, Mr HO Chun-fai, Ms WONG Chau-ping, Ms Josephine TSANG, Mr FONG Lung-fei and Ms LAU Shun-ting.)

IV. Question on traffic congestion during morning peak hours on Tat Tung Road, Tung Chung  
(Paper T&TC 48/2021)

5. The Chairman welcomed Miss LEUNG Ka-man, Eunice, Senior Transport Officer/Islands 1 and Ms HUI Shuk-yee, Engineer/Islands 2 of the TD; Ms WONG Wing-ying, Chloe, Engineer/22(L) of the Civil Engineering and Development Department (CEDD) and Ms KANG Pu, Engineer/Islands (2) of the Highways Department (HyD) to the meeting to respond to the question.

6. Mr FONG Lung-fei briefly introduced the question.

7. Ms Eunice LEUNG responded as follows:

- (a) The TD noted Members' concern over the traffic condition of Tat Tung Road. When considering making adjustments to the "E" routes running from the airport to various districts, the TD had to analyse passengers' commuting patterns. According to the information provided by the bus companies and the field surveys conducted by the TD, residents of Tung Chung West (TCW) would generally take the intra-district bus routes operated by New Lantau Bus Co. (1973) Limited (NLB), such as route nos. 37H and 38, to the Tung Chung Cable Car Terminal on Tat Tung Road for direct interchange to other "E" routes heading to various districts. If adjustments were made to the "E" routes so that they would go directly to Shun Tung Road without passing through Tat Tung Road, TCW residents would need to alight at the bus stop near the Tung Chung Fire Station on westbound Shun Tung Road and walk through the pedestrian crossing to the bus stop near Yu Tung Court on eastbound Shun Tung Road for interchange to other "E" routes. Since passengers would have to spend additional time for walking, the TD was closely monitoring passenger demand and would review the feasibility of making adjustments to the bus routes in a timely manner.
- (b) The TD understood that Members wanted to facilitate students who went to school in Tung Chung North (TCN) in the morning. It would discuss with NLB the feasibility of fine-tuning the routing of the

morning departures of route no. 37. Moreover, as route no. 37H was currently providing direct bus service from TCN and Tung Chung Central to the North Lantau Hospital (NLH), the TD would retain the bus route for the time being to avoid affecting passengers travelling between the MTR Tung Chung Station and the NLH.

8. Ms Chloe WONG said that the CEDD had referred the existing traffic problem on Tat Tung Road to the TD for follow-up. Besides, to tie in with the development of Tung Chung New Town Extension in the future, the CEDD was conducting a study on the improvement works at the junction of Tat Tung Road/Shun Tung Road. Upon completion of the study, the CEDD would provide relevant information in a timely manner.

9. Ms HUI Shuk-yee said that the traffic on Tat Tung Road was mostly smooth according to the TD's recent observation during morning peak hours. The traffic improvement measures implemented by the TD on Tat Tung Road had been completed to enhance road safety and improve traffic conditions. The measures included improvement to the west junction of Tat Tung Road and Shun Tung Road, coordination of the traffic signalling systems at the junction of Tat Tung Road and Hing Tung Street and provision of yellow box marking near the exit/entrance of Tat Tung Road Bus Terminus to prevent vehicles from holding up the traffic and affecting bus operation. Additional pick-up/drop-off points were also provided in the public transport interchange (PTI) at Exit A of the MTR Tung Chung Station to widen the carriageway and improve the pavement alignment with a view to relieving the traffic pressure in the PTI. Moreover, the TD also planned to carry out improvement works at the pedestrian crossing on Tat Tung Road near Citygate and widen the traffic lanes there.

10. Ms KANG Pu said that to tie in with the commissioning of the temporary market on Fu Tung Street, the HyD was carrying out works on Tat Tung Road to provide additional parking spaces for tourist coaches and make improvement to the pedestrian crossing. Both projects were expected to be completed in April 2023. If Tat Tung Road needed to be widened, the HyD would have to undertake preliminary work first.

11. Mr FONG Lung-fei said that buses heading from Tat Tung Road to the direction of Yat Tung Estate currently had to pass through many traffic lights as well as bus stops of NLB routes and "E" routes bound for various districts, resulting in frequent traffic congestion and delays in bus services, and causing strong discontent among residents. Besides, some bus captains of route no. 38 reported to him that the right-turning traffic from Shun Tung Road to Tat Tung Road was also jammed due to the problem of traffic lights. He enquired how the TD could solve the problem. As most bus routes were routed via the traffic bottleneck on Tat Tung Road, bus trips were often delayed, and buses would even arrive simultaneously, impeding the traffic flow. To facilitate smoother bus journeys, he enquired whether the morning departures of route no. E31 of Long Win Bus Company Limited (Long Win) could leave from Shun Tung Road without passing through Tat Tung Road and use the bus stop at Tung Chung Crescent.

12. The Chairman expressed his views as follows:

- (a) As repeatedly pointed out by Members since the previous term of the Council, the problem of single-lane traffic on Tat Tung Road was a mistake in planning. Representatives of the TD conducted a site inspection in 2019 for the enhancement of the Citygate Bus Terminus and pointed out that traffic congestion would easily occur because there were many exits/entrances near the bus terminus, including those of the Citygate car parks and Fu Tung Plaza. Therefore, the TD should widen Tat Tung Road as soon as possible.
- (b) Five public housing blocks would be built in Area 42 in TCW, and Area 46 would also undergo development soon. The intake of population in Tung Chung East (TCE) was expected to take place in phase from 2024 to 2025. At that time, more feeder bus service would be needed for the area around Citygate. Since the traffic was already very congested, he enquired how the departments concerned would cope with the situation.
- (c) TCW residents would go to Tat Tung Road via Yu Tung Road and Shun Tung Road in the morning. As there were many bus stops off the Tung Chung Swimming Pool, the queue of buses would cause a tailback to Yu Tung Road and Shun Tung Road. Despite having coordinated the traffic signalling systems in the area, the TD was unable to alleviate the problem. In view of this, he proposed a short-term measure to widen and convert the planters on the side of Tat Tung Road, onto which the traffic from Shun Tung Road would turn left, into a pavement and convert the existing pavement into a bus bay in order to tackle the traffic obstruction caused by inadequate space for left-turning vehicles. Besides, the Department could also make use of the under-utilised temporary bicycle parking spaces opposite the Citygate car park to widen the carriageway to facilitate vehicular access to Cheung Tung Road and other road sections.

13. Ms Eunice LEUNG said that the TD would discuss with Long Win the issue of re-routing the return trip of route no. E31.

14. Ms HUI Shuk-yee noted Members' views. The TD would make use of the existing bicycle parking spaces on Tat Tung Road as parking spaces for tourist coaches, and the HyD was undertaking preparation for the works. Moreover, to tie in with the new town development in the future, the TD would request the responsible departments of the relevant projects to conduct traffic assessments. If the roads concerned were unable to accommodate the traffic flow in the future, the departments would make improvements correspondingly. Furthermore, the CEDD would study the improvement works of the junction of Shun Tung Road and Tat Tung Road and provide the relevant information in a timely manner upon completion of the study.

15. Mr FONG Lung-fei stressed that the resources of airport bus service could be divided between a Route A and a Route B, for example, with Route A heading for TCN without passing through Tat Tung Road and Route B travelling via Tat Tung Road. That would facilitate the flow of buses that used the bus stops at the Tung Chung Swimming Pool and residents of Yat Tung Estate who interchanged for other routes there. When the passenger flow became lighter, the traffic on Tat Tung Road would then become smooth. Since the proposal was a re-allocation of existing resources, it would be more effective than introducing new bus routes. He hoped that the TD would consider it.

16. Ms Eunice LEUNG said that the TD would discuss with the bus companies the long-term solution to the resource problem.

17. The Chairman invited the NLB representative to brief Members on the difficulties the company encountered at present.

18. Mr Peter CHU said that the congestion problem on Tat Tung Road had existed for some time. As the MTR Tung Chung Station was already very crowded and a certain number of bus routes would also run via the station in the future, reducing the number of bus routes that used Tat Tung Road, such as the “E” routes, could be a solution to the problem.

19. Ms WONG Chau-ping said that as there were many problems concerning Tat Tung Road, the TD should conduct a comprehensive review of the entire Tat Tung Road instead of just focusing on a single bus route.

(Mr Ken WONG joined the meeting at around 10:45 a.m. Mr WONG Man-hon joined the meeting at around 10:50 a.m.)

V. Question on improving the transportation services between Tai O and Tung Chung  
(Paper T&TC 46/2021)

20. The Chairman welcomed Ms Mini FUNG, Senior Transport Officer/Islands 2 and Mr WONG Yui-him, Tim, Engineer/Islands 1 of the TD as well as Ms Chloe WONG, Engineer/22(Lantau) of the CEDD to the meeting to respond to the question. The written reply of the CEDD had been distributed to Members for perusal before the meeting.

21. Mr HO Siu-kei briefly introduced the question.

22. Ms Mini FUNG responded as follows:

- (a) The TD had all along been maintaining close communication with NLB, monitoring the franchised bus services in South Lantau especially during peak hours on long holidays and weekends and reviewing the service level of various routes from time to time. When necessary,

NLB would deploy additional vehicles and increase the service frequency to meet passenger demand in a flexible manner. Moreover, NLB would pay attention to the queuing situation at various bus termini and major en route stops during peak hours of passenger traffic as well as arranging special departures to ease the passenger flow in a timely manner.

- (b) The TD had conducted an on-site survey during the Tai O Lanterns Festival (Lanterns Festival) in September 2021 to monitor the situation of the franchised bus services. According to the survey findings, the frequency of NLB route no. 11 plying between the MTR Tung Chung Station and Tai O was enhanced to less than five minutes between departures in the busiest hours, and almost 100 trips departed from Tai O in peak hours.
- (c) As for ferry service, the Fortune Ferry Company Limited (Fortune Ferry) had implemented a series of service improvement measures on Saturdays, Sundays, public holidays and the Mid-Autumn Festival from 11 to 26 September 2021 to enhance the service of the ferry routes serving Tuen Mun, Tung Chung, Sha Lo Wan and Tai O. The measures included providing 4 to 12 additional trips from and to Tai O depending on the patronage, allocating additional vessels with higher passenger capacity to serve the routes and extending the service hour from 6:00 p.m. to 8:15 p.m. With the implementation of the arrangements, the ferry service had largely been able to meet the passenger demand.
- (d) The TD would continue to closely monitor the passenger demand on weekends and public holidays and request public transport service operators to enhance their service in a timely manner.

23. Ms Chloe WONG briefly introduced the CEDD's reply.

24. Mr HO Siu-kei said that according to NLB's records, 15 000 visitors went to Tai O on average every day during the Lunar New Year and Easter holidays. Besides, almost 10 000 visitors went to Tai O every day during the Lanterns Festival, and most of them paid their visit at noon. Community groups organised activities for everybody to celebrate the festivals together, and people chose to visit Tai O as well because they were unable to travel overseas due to the pandemic situation. However, he had received complaints about the traffic problems from many residents of Tai O, Cheung Sha, Tong Fuk, Shui Hau and Tai Long Wan. He had been in close liaison with NLB, and the company cooperated actively. He clarified it was not that the local residents did not welcome visitors or hikers, but their lives had been seriously affected. People worried about being late for work, and sometimes they had to wait for one to two hours to board a bus home after work. He therefore enquired what short-term measures the TD would adopt to address the problem.

25. Mr Randy YU expressed his views as follows:

- (a) Some officials discussed with him in the past whether Tai O would be able to accommodate more visitors. He said that Tai O was a remote area that depended on tourism for its economic development. While visitors were important to local businesses, an excessive number of visitors would adversely affect most residents commuting to and from Tai O. The problem had to be addressed. He enquired whether the government representatives in attendance had participated in the Study on Traffic, Transport and Capacity to Receive Visitors for Lantau (the Study). He also requested the representatives to relay residents' views to their respective departments because he believed that, despite the strong request of local residents, the coastal road linking Tai O and Tung Chung would unlikely be constructed due to various reasons including the project cost, opposition from environmentalists, willingness of the departments concerned and so on.
- (b) Officials might worry about being blamed by local residents for the increased number of visitors brought to Tai O if an additional road was built. They might also worry that the proposed construction would possibly affect the implementation of the "Conservation for the South" policy by the relevant departments. He enquired of the departments how else the traffic problems of Tai O could be solved without constructing a new road. As he proposed, if the proposal of constructing a coastal road between Tung Chung and Tai O was not feasible, the departments could consider constructing a tunnel linking Shek Pik and Keung Shan. In this way, buses would not have to be routed via Keung Shan Road, and low-floor and double-decked buses could also be deployed to operate in the areas, allowing each bus trip to double in passenger capacity and facilitating the boarding of wheelchair users and the elderly.

26. Ms Chloe WONG said that the CEDD was conducting the Study to holistically review the traffic needs for road connections within Lantau (including Mui Wo, Tung Chung and Tai O) and recommend road network enhancement options for further exploration. It was anticipated that the Study would be substantially completed by the end of this year, and the CEDD would brief the Traffic and Transport Committee (T&TC) and the stakeholders on the study findings in due course.

27. Mr HO Siu-kei asked the CEDD what standards the Study was based on and whether Lantau Island residents and the stakeholders had been consulted. He also enquired whether the CEDD would consult the Islands District Council (IDC) after completing the report.

28. Ms Chloe WONG said that the CEDD had always sent representatives to attend the T&TC meetings and relayed Members' views to the responsible officers for follow-up. Moreover, during the Study the CEDD had always maintained



communication with various stakeholders and collected and considered the views of local residents and relevant stakeholders. The CEDD would also brief the T&TC and the relevant stakeholders after completion of the Study.

29. Mr Randy YU requested the CEDD to provide a more specific response. The Study should have been completed earlier but was still ongoing. He hoped that the delay was due to the wide spectrum of views collected by the CEDD, which had not conducted any formal consultation exercise with the local community or rural committees (RCs) in the past three years. He worried that the CEDD, as an outsider, would carry out the Study from the perspectives of traffic management and engineering by using data and methods that were overly scientific, causing the Study to be removed from the actual situation and limiting the design of the ancillary traffic facilities. For this reason, Members were concerned about the CEDD's consultation exercise. He understood that the Study also covered the urban area of Lantau Island and was pleased that the Airport City Link of the Airport Authority Hong Kong would facilitate Tung Chung residents in travelling to and from the airport. Nevertheless, Members were not provided with comprehensive and transparent information on the Study.

30. Mr HO Chun-fai said that the issue of traffic between Tung Chung and Tai O had been discussed for more than ten years. However, the CEDD simply worked out the traffic design for Lantau Island as an outsider without having a genuine understanding of the local situation. He opined that the discussion would just be endless without long-term planning to tackle the traffic issue. The CEDD should consult members of the local community at an early stage in order to formulate a proposal that could meet the local needs.

31. Mr HO Siu-kei said it was difficult for Tai O residents to accept that the CEDD conducted the Study basing on urban standards. As the problems in Tai O were worsening, if the problems were still not solved after the Study was completed, residents would not welcome visitors to Tai O. He reiterated that the aim of the Study was to help solve the traffic problems for residents of Lantau Island. It was therefore very important to conduct district consultations. If the Study by the CEDD neglected residents' needs and opinions, it would only undermine its acceptability to Tai O residents.

32. Ms Chloe WONG noted Members' views and would relay them to the responsible officers.

33. Mr Peter CHU cited the Lanterns Festival as an example for illustration. In view of the limited space at bus stops and the time required for boarding of passengers, NLB arranged 30 departures within an hour to ease the passenger flow. However, NLB reached its limit carrying around 1 700 passengers with 30 departures within an hour. During the Lanterns Festival, there were as many as 3 000 to 4 000 people. Despite having tried its best, it took NLB two hours to completely absorb the passenger flow. He therefore hoped the relevant departments would seriously consider other alternatives, such as shortening the journey time or allowing NLB to operate with double-decked buses with greater capacity. Otherwise, the same problem would occur

again when there were other events in the future.

34. Mr Randy YU thanked NLB for its prompt cooperation during the Lanterns Festival. He noted that NLB's highest record was scheduling 37 departures within an hour. He believed that no other bus company could ease the passenger flow so quickly without NLB's experience and the support of its parent company. The Lanterns Festival was an event with considerable appeal, and the number of visitors had already peaked even without Mainland tourists. Even if the number of local visitors might decrease after the resumption of quarantine-free travel between Hong Kong and the Mainland in the future, the departments concerned still had to address the number of visitors to Tai O and the related traffic problems, instead of continuing to make the excuse that it was not cost-effective to spend hundreds of millions dollars to construct an additional road for Tai O which only had 2 600-odd residents. He hoped the CEDD would take into consideration the number of visitors and the pressure they brought when formulating solutions to the traffic problem in Tai O.

35. Mr HO Siu-kei said that the problems of traffic congestion and driving safety could not be solved by simply carrying out small-scale maintenance works at the road section between Shek Pik Reservoir and Tai O and increasing bus frequencies. As the road section concerned had steep gradients and sharp bends, he suggested that the CEDD should start its study with the straight road linking Shek Pik Reservoir and Cheung Sha.

36. The Chairman said that the CEDD's reply failed to address the serious problems encountered by residents of Shek Pik and Tai O. NLB and ferry operators had done their utmost to meet the traffic needs of visitors and local residents. For short-term measures, as NLB had successfully carried out a trial run of double-decked buses with greater passenger capacity between Tung Chung and Shek Pik, he requested the departments concerned and NLB to implement the proposal and deploy mainly single-decked buses to operate between Shek Pik and Tai O to meet the commuting demand of residents in areas around San Shek Wan, Cheung Sha, Shui Hau, Tong Fuk and Shek Pik, and temporarily divert the passenger flow heading to Tai O. For long-term measures, given that the improvement works on Yat Tung Street would take six years to complete, he proposed that the T&TC Working Group put forward a discussion item to follow up the issues of Tai O. The proposed arrangement would facilitate the preparation of records and provide the departments concerned with detailed information.

(Mr Randy YU joined the meeting at around 10:55 a.m.)

## II. Question on improving the bus services in South Lantau (Paper T&TC 44/2021)

37. The Chairman welcomed Ms Mini FUNG, Senior Transport Officer/Islands 2 of the TD as well as Mr Peter CHU, Senior Manager (Operations and Administration) and Mr HO Lee-yip, Manager, District Relations of NLB to the meeting to respond to

the question.

38. Mr Randy YU briefly introduced the question.

39. Ms Mini FUNG responded as follows:

- (a) To cope with the influx of visitors on weekends and public holidays, the TD had already approved NLB to deploy a maximum of 50 non-franchised buses which met the requirements to provide special departures on weekends or festive days. Including NLB's existing 60-vehicle fleet in South Lantau, there would be up to 110 buses providing service in South Lantau on holidays. During the peak hours of passenger flow, NLB would make flexible arrangement to allow two buses to pick up passengers at the terminus simultaneously to absorb the passenger flow more quickly.
- (b) Moreover, to meet the passenger demand during the hiking seasons in autumn and winter, NLB had operated the tourist route no. 11R on a trial run basis since 13 November 2021, offering an express route plying between the MTR Tung Chung Station and Tong Fuk via Pak Kung Au on Saturdays, Sundays and public holidays. The route was popular among passengers and was able to achieve traffic diversion. NLB would deploy double-decked buses on route no. 11R to divert passengers if necessary. The TD would closely monitor the operation of the route and follow up with NLB in due course.
- (c) The TD had raised the proposal of providing more fare concession with NLB. It would also continue to encourage NLB to offer fare concession to passengers subject to financial availability, so as to alleviate people's daily cost of travelling.

40. Mr Peter CHU said that although NLB did not have any plan to provide discounts related to monthly tickets for the time being, it would offer fare concession for same-day return on holidays in the first quarter of next year. NLB would also apply to the TD for offering bus-bus interchange (BBI) concession for route nos. 3M, 1 and 11.

41. Mr Randy YU expressed his views as follows:

- (a) NLB had implemented the initiative of charging weekday bus fare before 9:30 a.m. on Sundays to relieve the fare burden on residents. He hoped NLB could offer interchange discount to passengers who returned to Tai O by taking route no. 3M and interchanging to route no. 1 at the roundabout in Cheung Sha, and charge them the original or close-to-original fare price.
- (b) He suggested that the TD and NLB should take their cue from Sun Ferry

by providing monthly ticket offer and giving monthly ticket holders the priority to board the bus first because they were long-term customers. Such arrangement could avoid the controversy caused by allowing residents to board first. He requested the TD and NLB to study the practical operation of priority boarding.

42. Mr HO Chun-fai said that sectional fares for bus routes from Tung Chung to Tai O were not provided beyond Cheung Sha. Passengers going from Tung Chung to Tong Fuk were charged full fare for just half of the route. He therefore opined that NLB should review the issue.

43. Mr HO Siu-kei expressed his views as follows:

- (a) Tai O Residents were seriously affected by the problem of excessive bus passengers. They had proposed the issuing of resident cards, but the issue of fairness was involved. Although Members had requested NLB to increase the service frequencies, NLB either replied that bus drivers needed to rest and could not be overworked, or said that it was unable to redeploy other bus drivers at short notice when some drivers were on leave.
- (b) He supported the proposal of putting forward a discussion item at the Working Group to look into the problem because residents of Tai O, Pui O and Mui Wo frequently needed to wait for two hours to board a bus, which seriously affected their daily lives. Believing that residents would welcome the monthly ticket proposal, he requested NLB and the TD to study it first with a view to alleviating the discontent among residents.

44. The Chairman agreed to Mr Randy YU's proposals on monthly ticket and BBI concession. He said that other bus companies also offered similar concessions and commended NLB for offering the concessionary holiday return ticket at Members' request.

45. Ms Mini FUNG said the TD was pleased that NLB was actively considering offering the proposed concessionary fare. Upon receipt of NLB's application, the TD would expedite the processing in accordance with the existing mechanism. The TD had taken note of Members' proposals on monthly ticket and BBI concession and would discuss their feasibility with NLB later.

46. Mr Peter CHU said that NLB would review the model of sectional fare, study the details of the monthly ticket proposal with the TD and reply to Members as soon as possible. It would be difficult to differentiate visitors and residents in practice, but NLB, together with the TD, would continue to identify ways to facilitate the boarding of passengers.

47. Mr WONG Man-hon enquired of NLB whether the return ticket to be

introduced in the following year could be used on holidays. Considering there were many hikers on weekends and holidays, he suggested that passengers holding return tickets should be given the priority to board the bus. As the bus fare charged on holidays was 40 per cent higher than that on weekdays, he suggested that NLB should take a cue from Sun Ferry by charging weekday fare only for return tickets. He hoped NLB would study the feasibility of the proposal from a technical perspective, so as to benefit the residents of Lantau Island and give back to the community.

48. Mr Peter CHU said that return tickets would only be offered on holidays for the time being at weekday rate. Therefore, residents would be charged the same fare as on weekdays for their return trip after going out in the morning.

49. Mr Randy YU understood that it was not easy for NLB to offer concessionary monthly tickets. Besides, in view of the geographical environment of Lantau Island and the design of bus stops, it would be difficult indeed to provide an area for priority boarding. He therefore wished to find solutions that could help local residents and resolve their grievances. He noted that the service frequency of route no. 11R had recently been increased from two departures to six on holidays to address the passenger demand for travelling to Pak Kung Au and prevent visitors from taking route nos. 3M and 11 which were taken by more local residents. Since there would be many hikers in summer even on weekdays, he suggested increasing the frequency of route no. 11R on weekdays and operating up to six departures on holidays to make the route known to visitors. Otherwise, a lot of visitors from the urban areas who were not familiar with Lantau Island would continue to take route nos. 3M and 11 and alight at Pak Kung Au, wasting the rest of the buses' journeys. It was not environmentally friendly, not cost-effective and it was not conducive to solving the boarding problem of residents. Lastly, he hoped NLB would study the proposal on BBI concession offer.

50. Mr Peter CHU noted Members' views and indicated that NLB would actively study the proposals mentioned with the TD.

III. Question on enhancing the bus services between South Lantau and North Lantau Hospital  
(Paper T&TC 45/2021)

51. The Chairman welcomed Ms Eunice LEUNG, Senior Transport Officer/Islands 1 of the TD as well as Mr Peter CHU, Senior Manager (Operations and Administration) and Mr HO Lee-yip, Manager, District Relations of NLB to the meeting to respond to the question.

52. Mr Randy YU briefly introduced the question.

53. Ms Eunice LEUNG said that South Lantau residents travelling to the NLH could take NLB route nos. 3M and 11, which respectively had 15 and 10 special departures routed via the bus stop on southbound Chung Yan Road near the NLH. During the service hours of non-special departures, South Lantau residents might take

the Tung Chung-bound route nos. 3M, 11 and 23, alight at the bus stop on Chung Yan Road near Ma Wan New Village and take the nearby covered footbridge with lifts to reach the NLH. According to NLB's observation during its site visit, the special departures could largely meet the passenger demand. Nevertheless, the TD would continue to monitor with NLB the pick-up and drop-off situation at the location and the operation of the special departures, and conduct a review on the improvement measures in due course.

54. Mr Peter CHU said that NLB would consider the need to increase the service frequency basing on the patronage. He also believed it would be more effective to solve the problem by adding a bus stop at the location suggested by Members, so that every bus trip would pass there.

55. Mr Randy YU did not agree that the bus services concerned could largely meet the passenger demand. Even if only a small number of people with chronic illnesses or mobility difficulties would use the proposed bus stop, the TD should cater for their needs, especially when the Department could provide convenience for them simply by increasing the frequency of bus trips passing the NLH. Since NLB had also agreed to provide a bus stop at the proposed location near the exit/entrance of the lift on Yu Tung Road for the convenience of the residents, especially those with chronic illnesses or mobility difficulties, he appealed for the TD to look into the feasibility of providing a bus stop at the location.

56. Ms Eunice LEUNG said that she would study and assess with engineers the feasibility of providing an additional bus stop at the proposed location.

VI. Question on the factors triggering the suspension of interisland services by Sun Ferry  
(Paper T&TC 47/2021)

57. The Chairman welcomed Ms Mini FUNG, Senior Transport Officer/Islands 2 of the TD as well as Ms Anthea CHAU, Senior Corporate Communications Manager and Capt. Eddie WAN, Port Captain of Sun Ferry to the meeting to respond to the question. The written reply of Sun Ferry had been distributed to Members for perusal before the meeting.

58. Mr HO Chun-fai briefly introduced the question.

59. Ms Mini FUNG responded as follows:

- (a) According to the records, in the afternoon of 11 October 2021, the Hong Kong Observatory (HKO) announced that Severe Tropical Storm Kompasu (Kompasu) would come within 800 kilometres of Hong Kong that night and the No. 3 Strong Wind Signal would be issued. Sun Ferry kept monitoring the actual sea conditions that evening, noting that the wind had strengthened at outlying islands. Having assessed the swell, water current, wind speed and actual sea conditions, Sun Ferry

decided to maintain the interisland service that night. However, the wind obviously became more intense and the swells increased in the evening. Even though the HKO did not issue any tropical cyclone warning signal that night, after conducting an assessment, Sun Ferry considered that the wind strength and lateral flow of Kompasu would pose a threat to the sailing safety of the interisland service. Therefore, at around 11:00 p.m. on 11 October 2021, Sun Ferry decided to suspend the interisland service in the following day until further notice.

- (b) The HKO subsequently issued the No. 3 Strong Wind Signal at 12:40 a.m. on 12 October 2021 and issued the No. 8 Northeast Gale or Storm Signal at 5:20 p.m. on the same day. In this connection, the ferry services of the Cheung Chau - Central route and the Mui Wo - Central route were suspended after 6:45 p.m. that day.
- (c) According to Sun Ferry, the arrangements for suspending and resuming the interisland service during typhoon were subject to various factors such as tropical cyclone warning signals, swells and water currents at sea, wind speed, actual sea conditions and so on. The relevant decisions were made to ensure sailing safety. The TD understood that residents on outlying islands relied on ferries to get around and they had been affected by the suspension of interisland service on 12 October 2021, but the TD hoped the residents would understand that the arrangement was adopted to ensure the safety of passengers and crew members.
- (d) To reduce the impact of the suspension of interisland service on passengers, Sun Ferry informed passengers of the arrangement through various channels, including Sun Ferry's customer service hotline, official website and mobile application as well as electronic media, at around 11:00 p.m. on 11 October 2021 so that more affected passengers would be aware of the arrangement in a short time. Moreover, the TD had reminded and required Sun Ferry to inform passengers in a more effective and prompt manner through more channels in the event of service disruption due to typhoon or other unexpected incidents in the future to minimise the inconvenience to passengers caused by service suspension.

60. Ms Anthea CHAU said the TD had broadly explained Sun Ferry's reply and invited Sun Ferry's Port Captain to explain why Sun Ferry decided to suspend the interisland service, with reference to the sea and weather conditions on 11 October 2021.

61. Capt. Eddie WAN responded as follows:

- (a) Sun Ferry's decision of suspending the interisland service was to ensure safety. It was unusual that the HKO directly issued the No. 3 Strong

Wind Signal when Kompasu came within 800 km of Hong Kong. When Kompasu moved across the eastern Philippines in the Pacific Ocean, he had already been monitoring the change in its air pressure. Chi Ma Wan Pier was a public pier with only a quay and no other sheltering facilities. He was familiar with the sea conditions and had extensive experience. In addition, as he had been in touch with other captains that night, he was aware that the gust had reached force 7 to 8 on the Beaufort scale after 8:00 p.m. There were very large swells in the sea accompanied by southeasterlies. Geographically speaking, Chi Ma Wan Pier was completely exposed, unlike other piers with a typhoon shelter which could remain open. Since gangways could not be placed at the pier, passengers had to disembark at the quay directly. Besides, with the swells being unpredictable and dangerous, vessels were unable to dock steadily. He made an assessment that the risk was high at around 9:00 p.m. on 11 October 2021 and reported the situation to Sun Ferry.

- (b) Four typhoons including Kompasu had hit Hong Kong this year. Sun Ferry would determine whether it was desirable for ferries to continue to sail having regard to the sea conditions and various environmental factors at the time. Under the influence of both the northeast monsoon and typhoon surge, the wind force of Kompasu increased, causing the sea to become rougher and unpredictable swells to form. Sun Ferry therefore decided to suspend the interisland service after conducting a risk assessment. It was hoped that Members would understand.

62. Mr HO Chun-fai said that the arrangements were more confusing than those made when typhoons hit in the past. Since Sun Ferry announced at late night that the interisland service would be suspended the following day, many residents who slept early or whose communication equipment had poor signal did not learn about the situation until they arrived at the pier the next day. He was discontented with Sun Ferry's decision to suspend the interisland service before the No. 8 Gale or Storm Signal was hoisted. He opined that a decision should not have been made ahead of an assessment on the latest situation in the morning. The suspension of interisland service had a huge impact on the residents. Some residents were unable to go to work; some stalls could not open for business due to a lack of supplies; and some residents even had to pay several times more to travel to Hong Kong Island by sampan for interchange to other modes of transport to commute to Mui Wo. He opined that Sun Ferry should have notified the villagers earlier so that they could make arrangements in a timely manner.

63. Capt. Eddie WAN apologised for the inconvenience to residents caused by the suspension of interisland service. However, Sun Ferry could not take any risk on the safety of navigation. When Kompasu had already entered the Luzon Strait with gusts as strong as force 8 on the Beaufort scale, it would be wholly irresponsible to wait until the typhoon approached Hong Kong to call the suspension.



64. Mr Ken WONG said that Hong Kong and Kowloon Ferry Limited (HKKF) would send messages to notify IDC Members of the constituencies concerned and RCs about the service arrangement before and after the suspension of service. As villagers residing in remote areas might go to bed early, notifying village representatives or chairpersons of RCs would help disseminate the information. Besides, he opined that the problem of not being able to place gangways at Chi Ma Wan Pier should be solved in the long run because the old-type pier would rise with the water level at high tide, making it impossible for ferries to dock. He suggested that the TD should include Chi Ma Wan Pier in the Government's Pier Improvement Programme to avoid a recurrence of the same problem in the future. He did not question the decision made by the Port Captain, but he held that the incident could be handled more properly. He said HKKF would disseminate the information through RCs two hours before the HKO issued the No. 8 Gale or Storm Signal or the No. 3 Strong Wind Signal to inform residents of the service arrangements. He suggested that the TD should study the approach with Sun Ferry.

65. Mr Randy YU said that Sun Ferry took an approach similar to HKKF's and would inform him before suspending the service or changing the departure schedule. He suggested that the notification list of the kaito service for Chi Ma Wan should also include the contact information of some of the village representatives and villagers in addition to Mr Ho Chun-fai. Whenever he received Sun Ferry's information on service suspension, he would post it on social media platforms. While most residents knew how to use social media platforms, those who neither used social media platforms nor watched television could not obtain the information on service suspension promptly. Sun Ferry could take advantage of the experience to create a better notification list so that residents could receive the information about ferry services more quickly in the future. Besides, he requested the TD to commence the improvement works of Chi Ma Wan Pier as soon as possible.

66. Mr HO Siu-kei said that he had also received feedback from Tai O residents regarding the service arrangement of Fortune Ferry. He trusted the Port Captain's professionalism and his capability of assessing the safety risk of the ferry service according to the weather, sea conditions and information provided by the HKO. However, possibly due to a lack of communication between the ferry operator and the TD, residents were unable to obtain the information immediately after the decision of the suspension of the service was made. Most of the ferry services would be suspended after the issuing of the No. 8 Gale or Storm Signal due to safety reasons. Nevertheless, as Hong Kong was surrounded by waters on three sides, the sea conditions at Po Toi Island in the south, Inner Port Shelter in the east and Tai O in the west would be different. He therefore hoped the TD could draw up guidelines for the arrangement of ferry services upon the issuing of the No. 3 Strong Wind Signal to facilitate professionals such as captains to decide whether to suspend ferry services after evaluating the HKO's forecast, thereby avoiding any unnecessary misunderstanding.

67. Ms Anthea CHAU said that Sun Ferry would inform the IDC Members of the constituencies concerned promptly after deciding to suspend the ferry service as a result of typhoon. In the case of suspension of interisland service, Mr YUNG Chi-ming,

Mr Randy YU, Mr WONG Man-hon and an RC member responsible for transport would be notified. Mr HO Chun-fai had also been included in the notification list. Nevertheless, Mr HO might not be successfully notified because of signal reception problem. She said that decisions of the suspension of bus and railway services could be purely based on the hoisted tropical cyclone warning signal. However, before making a decision about suspending ferry services, it was necessary to take the wind and wave conditions into consideration in addition to the tropical cyclone warning signal. For this reason, even if only the No. 3 Strong Wind Signal was hoisted, the decision had to be made on a case-by-case basis, and the suspension of interisland service that night was necessary. Besides, in the afternoon of 12 October 2021, the relevant government departments such as the CEDD informed Sun Ferry that the ferry service should be suspended considering that the wind was strong in Chi Ma Wan that day and even some lamp posts had been blown down. Sun Ferry replied that as it had forecasted the intensity of the wind, the ferry services had already been suspended. Had Sun Ferry continued to operate the interisland service, it would have been very dangerous. Sun Ferry hoped Members would understand that the company was reluctant to gamble on the lives of passengers and the crew. She would follow up with Mr HO Chun-fai on the contact methods later, so as to ensure that Members could receive notification of the service schedule and disseminate the information to residents.

68. Ms Mini FUNG said that as the proposal involved several ferry service operators, the Ferry Section under the TD would review the existing notification mechanism with a view of notifying residents on outlying islands about the changes in ferry services as soon as possible and minimising the impact on them. Moreover, she said that the Department had to further explore with the works departments the feasibility of the improvement works of Chi Ma Wan Pier.

69. Ms WONG Chau-ping said that the future notification arrangement should be improved. Taking the IsDO staff as an example, she commended that during inclement weather such as storm, they would not only send messages to Members but also directly call those who had not replied to the messages. For the sake of residents' safety, Sun Ferry should reconfirm whether Members had received the messages. Besides, apart from IDC Members of the constituencies concerned and the chairpersons of RCs, she opined that village representatives could also be included in the notification list, which should be updated to facilitate notification in case of unexpected situation in the future.

70. Mr HO Chun-fai said that he always disseminated the information to villagers once he received the messages. He received many complaints about the incident, saying that no other ferry services had been suspended except the interisland service. As a result, some residents had to take the ferry to Central, then went to Tung Chung for interchange to other modes of transport to go home, and some even said they had to take the sampan to Mui Wo, which was very inconvenient. Besides, residents accustomed to pay attention to the news on the radio before the No. 8 Gale or Storm Signal was hoisted, but Sun Ferry suddenly announced in the early hours that the interisland service would be suspended in the morning. It was difficult for him to

notify residents immediately, especially those residing at Shap Long Tsuen where signal reception was poor.

71. The Chairman said that in the short term, it was necessary to solve the problem of not being able to place a gangway at Chi Ma Wan Pier under strong wind and wave conditions. He suggested that the TD should take its cue from the design of Ma Wan Chung Pier, which used a floating pontoon that could move with high and low tides. Besides, he hoped Sun Ferry would consider using a different type of vessel to run the interisland service because the one being used was rather old.

72. Ms Mini FUNG said that the TD noted Members' views concerning the improvements to Chi Ma Wan Pier and would discuss the feasible improvement proposals with the relevant works department.

73. Ms Anthea CHAU agreed that there was room for improvement to communication and would discuss the measures with Members in due course. In the past, Sun Ferry would send urgent information on ferry service to Members in the evening to the early hours when necessary. Sun Ferry could call Members to confirm whether they had received the messages if they did not mind. Moreover, as Sun Ferry staff would need to handle different unforeseen incidents during typhoon, it would be more desirable to notify Members by messages to avoid calling and disturbing Members at late night. She said that each ferry operator had its own considerations when deciding whether to suspend their ferry service. Sun Ferry was safety-oriented and did not wish to see any accident happen.

74. Capt. Eddie WAN said that owing to the geographical location of Chi Ma Wan and the open-style design of the pier which only had a quay but no breakwater, swells could directly hit the pier. In addition, as each vessel only had one stern line, passengers embarking or disembarking the vessel would be in danger if the stern rope was broken by the swells.

75. Ms WONG Chau-ping said that all IDC Members and chairpersons of RCs would be on call round the clock in times of typhoon or other emergencies.

76. Ms Anthea CHAU said that the Government would announce in the Policy Address to be published later the arrangements for the replacement of vessels operating on outlying islands ferry routes, which would also include the interisland service.

77. Mr Ken WONG said that if the Government would subsidise the replacement of vessels operating on the interisland service, it should improve the facilities of the pier as well because it would be dangerous to embark and disembark passengers using only the stern line when there were swells. Replacing the vessels alone would not prevent the problem of vessels being unable to dock in big waves. He pointed out that before the Hei Ling Chau Typhoon Shelter had been constructed back in those years, it had been difficult for vessels to dock at Mui Wo Ferry Pier and mooring ropes were frequently broken during typhoon. Chi Ma Wan Pier was facing the same problem, so the TD should revamp it as well.

78. Mr HO Chun-fai said that Sun Ferry should provide direct sailings to Mui Wo instead when ferries could not dock at Chi Ma Wan Pier due to large waves in the future, so as to facilitate residents to interchange to other modes of transport at Mui Wo for travelling to Chi Ma Wan and other destinations.

79. Ms Anthea CHAU said that Sun Ferry would consider Mr HO's proposal of providing direct sailings to Mui Wo by skipping Chi Ma Wan when necessary.

(Mr CHAN Lin-wai left the meeting at around 12:15 p.m.)

VII. Question on the progress of rationalising green minibus route no. 901  
(Paper T&TC 49/2021)

80. The Chairman welcomed Ms Eunice LEUNG, Senior Transport Officer/Islands 1 of the TD; Mr Peter CHU, Administration Manager of Coronet Ray Development Limited (Coronet Ray) and Mr HO Lee-yip, Manager, District Relations of NLB to the meeting to respond to the question.

81. The Chairman briefly introduced the question.

82. Ms Eunice LEUNG responded as follows:

- (a) New Territories green minibus (GMB) route no. 901 was operated by Coronet Ray, providing a circular service between the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port (HZMB HKP) and Ying Tung Estate via the backup area of the airport and TCN. To optimise the use of resources, the operator proposed making adjustments to the service of route no. 901 in 2020. The TD consulted the local community on the proposal in June 2020. Suggestions were collected during the consultation, including extending route no. 901 to the Civil Aviation Department (CAD), shortening the route by omitting the routing via the area of Catering Road East and Sky City, adjusting the operating hours to 6:30 a.m. to 7:30 p.m. and adjusting the service frequency to every 12 minutes for the whole day. The TD would implement the proposals after consulting the local community.
- (b) In response to the COVID-19 measures implemented by Hong Kong and the Mainland to control cross-border passenger flows, the service of route no. 901 had been suspended since 8 February 2020 until further notice. Once the service was resumed, the TD would immediately implement the said re-routing arrangement. Afterwards, the TD would observe the operation of the route with the operator and make further necessary adjustments.
- (c) Regarding the transport need arising from the future population growth

in Tung Chung, the TD had studied the relevant traffic condition with the CEDD's consultant. It was hoped that the future road network could accommodate larger buses. The TD would follow the established procedure to conduct timely reviews with the bus companies and the GMB operators concerned according to the progress of the project, aiming to enhance the relevant services and meet the demand for public transport services generated by the population growth.

83. Mr Peter CHU said that the service of route no. 901 had been suspended due to the COVID-19 measures to control cross-border passenger flows. Coronet Ray noted Members' comments on the GMB routes in the district, hoping to have a further review after the service of route no. 901 was resumed and the proposed route was implemented. Besides, he kept an open mind towards extending the service area of route no. 901.

84. The Chairman expressed his views as follows:

- (a) The TD and Coronet Ray did not adopt Members' enhancement proposals despite the losses incurred on route no. 901. He enquired whether the TD had conducted local consultation on the proposals through the IsDO.
- (b) He noted that Coronet Ray had rented out some minibuses because of its serious losses on route no. 901. During the last term of the IDC, he pointed out that losses would be incurred on route no. 901 which ran between the HZMB HKP and the airport. He did not wish to see Coronet Ray go out of business due to poor management, and that was why he raised an enhancement proposal under which route no. 901 would run through TCE, TCN and TCW in order to sustain its operation. The proposal would be a triple win for Coronet Ray, residents and the TD. Besides, he was disappointed with the TD's repetitive responses, hoping that the TD could make improvements to its policy.
- (c) As other bus companies were unable to provide overnight service, priority could be given to route no. 901 for a trial run of overnight departures from midnight to 6:00 a.m. Also, the TD would not need to worry about upsetting the bus companies due to conflicts of interest between route no. 901 and other bus routes. Furthermore, he suggested that route no. 901 should be routed via the old village area, travelling from Shek Mun Kap to Mun Tung Estate, Yat Tung Estate, Yu Tai Court via Tung Chung Town Centre, TCE and TCN, then to Sam Heung, the artificial island of the HZMB HKP and the airport. Coronet Ray could discuss the proposal with RCs, village representatives and villagers to expand its passenger base and make more profit.

85. Ms Eunice LEUNG said that the TD was open to expanding the network of route no. 901. The TD would discuss and study the arrangement with Coronet Ray

subsequent to the re-opening of HZMB HKP and the resumption of operation of route no. 901.

86. Mr Peter CHU said that Coronet Ray had been discussing with the TD the proposal of route no. 901 running via various villages in the early hours. However, the service of the route had been suspended for the time being. After resumption of the service, Coronet Ray would strengthen communication with the TD and explore a sustainable solution for route no. 901 as soon as possible.

87. Mr Randy YU expressed his views as follows:

- (a) If the bus company failed to run its business properly, residents would lose access to bus services. Therefore, Members were concerned about the sustainability of the bus route and had put forward proposals to the bus company for making improvements. He enquired whether the TD had conducted any local consultation on the proposals through the IsDO.
- (b) In addition to the proposals for route no. 901, Members previously proposed the alternative of deploying minibuses on NLB route no. 34 in respect of the U-turning problem. Members also proposed that the route concerned run via Sam Heung to provide convenience for residents in the area. However, the implementation of the proposals would depend on the feasibility of commercial operation, so he requested the TD to conduct study, consultation and trial run. Route nos. 901 and 34 were vital to the connection between the urban and rural areas of Tung Chung, so he requested the TD and the operators to take the initiative to follow up. He was disappointed that the TD had not conducted any consultation since September 2020.

88. Ms Eunice LEUNG said that the TD's consultation exercise mainly concerned the proposal for route no. 901 to run via the CAD. As for the Chairman's suggestion for the TD to consult villages or RCs, the TD would consider with Coronet Ray the scope of future consultations and the feasibility of making improvements to the service of the route.

89. The Chairman said that online and face-to-face consultations were conducted with almost 3 000 residents in 2020 and about 38.3 per cent of them supported the proposal.

90. Mr Peter CHU said that Coronet Ray had studied Members' proposal concerning Shek Mun Kap with the TD. As the proposal took time to process, he would reply to Members later.

91. Ms WONG Chau-ping said that it was important to conduct a comprehensive consultation. As the consultation conducted by the Chairman might not have covered the rural area, a consultation by the TD would be more comprehensive. Regarding the proposal concerning the Shek Mun Kap section, she suggested deploying 28-seat buses

to serve the route for two reasons. Firstly, the size of buses to be used for route no. 901 after the resumption of service had not been decided. Secondly, there was not much space for U-turning on the one-lane road from the roundabout at Shek Mun Kap to Shek Mun Kap Tsuen. In addition to the enhancement of route no. 901, the TD still needed to have a detailed discussion on issues such as the location of the bus stops. Since residents in areas around Shek Mun Kap Tsuen, Mok Ka Tsuen and Lo Hon Buddhist Monastery relied on route no. 34 for travelling, it was important to consult mainly the local residents when considering new bus routes and other suggestions. The departments concerned should carefully consider the target groups, objectives and scope of the consultation.

92. Ms Eunice LEUNG said that the TD noted Members' views and would further review with the bus company and GMB operator concerned.

VIII. Reports by Working Groups  
T&TC Working Group  
T&TC Bus Routes Working Group

93. The Chairman said that the relevant working group reports were tabled at the meeting for Members' perusal.

94. Members noted and endorsed the above working group reports.

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

95. The Chairman welcomed Ms KANG Pu, Engineer/Islands (2) of the HyD to the meeting to respond to the question. The HyD had submitted the Islands District Minor Traffic Improvement Projects and Works Schedules as at early November 2021 before the meeting. Enquiries and opinions from Members were welcomed.

96. Ms WONG Chau-ping expressed her views as follows:

- (a) Members and the TD had spent two years to conduct site inspections for the proposed safety island and the widening of carriageway on Tung Chung Road near Lung Tseng Tau, and the TD had previously stated that the works would be carried out before Lunar New Year as far as possible. She enquired why the works were still in the planning stage.
- (b) Members had conducted site inspections of the pedestrian crossing in front of the Tung Chung Catholic Kindergarten on Tung Chung Road and the pedestrian crossing at Sheung Ling Pei Tsuen and Ha Ling Pei Tsuen, and they had endorsed the proposal broadly. She therefore enquired about the progress of the works. She also enquired about the progress of the bus bay works at Sheung Ling Pei Tsuen and Ha Ling

Pei Tsuen, which the TD had basically endorsed earlier with a remark that tree relocation was the only remaining issue to be resolved.

- (c) As there were no speed enforcement cameras installed on Tung Chung Road at present, vehicles were always seen travelling at high speed after 10:00 p.m. The Police set up road blocks which had deterrent effects, but the road blocks had not been seen in the past six months. She hoped the TD could coordinate different departments and give a response about the progress of the installation of speed enforcement cameras.
- (d) The TD had previously conducted a site visit to Tung Chung and convened a meeting on the road resurfacing works of the bend between Sheung Ling Pei and Lung Tseng Tau. Villagers were concerned about whether the road resurfacing works would obstruct the entrances of their villages, and they hoped that the works could be completed before Lunar New Year. She therefore enquired about the progress of the works.

97. Ms KANG Pu said the HyD had submitted the relevant documents concerning the proposed safety island and the widening of carriageway on Tung Chung Road near Lung Tseng Tau to the Road Management Office of the HKPF and the TD. If the parties concerned had no comments, she believed the Permitted Works Permit could be issued shortly and anticipated that the works could commence in December. The road resurfacing works mentioned above would commence upon completion of the pedestrian crossing works at Lung Tseng Tau.

98. Ms HUI Shuk-yee said that Tung Chung Road was an important road linking Tung Chung Town Centre to South Lantau. Therefore, when considering the order for carrying out improvement works of Tung Chung Road, the TD had to be mindful of whether the temporary traffic arrangement for the works would affect the traffic capacity of Tung Chung Road. After discussing with the HyD, the TD considered that the improvement works of Tung Chung Road should be carried out one after another so that the traffic of Tung Chung Road would not be affected by too many or long-time temporary traffic arrangements. Regarding the road resurfacing works, the TD and the HyD would closely monitor whether the temporary traffic arrangement would cause obstruction to the entrances of the villages concerned, and the contractor would also conduct a consultation with the stakeholders. As for the speeding problem, the TD would continue to maintain close liaison with the Police.

99. The Chairman said that the departments concerned had conducted a consultation on the installation of speed enforcement cameras via the IsDO in 2020, and most Members hoped the project could be completed as soon as possible. It had already been a year, but the departments indicated that they were still following up and studying the project which was not a high-skill intensive one. He expressed his concern over the matter.

100. Ms WONG Chau-ping said that priority should be accorded to the resurfacing



works and the speeding problem of Tung Chung Road. As part of the rural culture, villagers attached great importance to Lunar New Year, during which many of them would go around to pay each other visits. In addition, as the contractor stated earlier that it saw no problem with the works schedule, she hoped that the road resurfacing works could be completed before Lunar New Year and requested the TD to follow up. Besides, the TD should maintain communication with the Police on the speeding problem of Tung Chung Road. Even if summons could not be issued against the offenders, action should at least be taken to achieve deterrent effects. The problem was particularly serious for the straight road off Sheung Ling Pei Tsuen, where vehicles would speed excessively at night when the traffic was light. The situation was frightening as the area was frequented by residents. During a site inspection, she found that the road blocks were able to achieve deterrent effects. She suggested that the departments concerned should set up road blocks two times or more a week.

101. Ms HUI Shuk-yee said that the Electrical and Mechanical Services Department was inviting tenders for the installation of speed enforcement cameras. The exercise was anticipated to be completed within this year. Site inspection and underground utilities investigation would be carried out later to determine the location and technical feasibility of the installation of a fixed speed enforcement camera system. Moreover, the TD would continue to monitor the speeding situation on Tung Chung Road at night and maintain close liaison with the Police. It was hoped that the Police would strengthen law enforcement when necessary.

102. Ms WONG Chau-ping said that the TD's team had been improving in recent years. She hoped that the Department would not regress to its practice in the past.

X Date of next meeting

103. The meeting was adjourned at 12:56 p.m. The next meeting would be held at 10:30 a.m. on 17 January 2022 (Monday).

-END-