

(Translation)

Islands District Council
Minutes of Meeting of Traffic and Transport Committee

Date : 27 September 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 10:35 a.m.)
Mr WONG Man-hon, MH	
Mr CHOW Yuk-tong, SBS, MH	(Left at around 11:40 a.m.)
Mr CHAN Lin-wai, MH	(Left at around 11:30 a.m.)
Mr WONG Hon-kuen, Ken	(Arrived at around 10:40 a.m.)
Mr HO Chun-fai	
Ms WONG Chau-ping	
Ms TSANG Sau-ho, Josephine	
Mr TSUI Sang-hung, Sammy	
Mr FONG Lung-fei	
Ms LAU Shun-ting	
Mr WONG Chun-yeung	

Attendance by Invitation

Mr WONG Kwok-fai, Alfred	Chief Engineer/Lantau 1, Civil Engineering and Development Department
Ms TANG Yuen-ki, Phoebe	Senior Engineer/9 (Lantau), Civil Engineering and Development Department
Mr Chris HO	Associate Director, AECOM Asia Company Limited

In Attendance

Mr LI Ho, Thomas	Assistant District Officer (Islands)1, Islands District Office
Ms KANG Pu	District Engineer/General (2)B, 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
Mr YEUNG Chun-wing, Jun	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 Lee-yip	Manager, District Relations, New Lantau Bus Company (1973) Limited
Mr Peter TSANG	Senior Manager-Transport, Discovery Bay Transit Services Limited
Ms Sonja CHAN	Assistant Corporate Communications Manager, Sun Ferry Services Company Limited
Ms LAM Wai-ling	General Manager, Hong Kong & Kowloon Ferry Holdings 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 and the representatives of government departments and organisations to the meeting.

I. Confirmation of the Minutes of Meeting held on 19 July 2021

2. The Chairman said that the above minutes had incorporated the amendments proposed by government departments, guest speakers and Members and had been distributed to Members for perusal before the meeting.

3. The captioned minutes were confirmed unanimously by a show of hands.

(The confirmation was supported by the Chairman Mr Eric KWOK, the Vice-chairman Mr HO Siu-kei, Mr WONG Man-hon, Mr CHOW Yuk-tong, Mr CHAN Lin-wai, Mr HO Chun-fai, Ms WONG Chau-ping, Ms Josephine TSANG, Mr Sammy TSUI, Mr FONG Lung-fei, Ms LAU Shun-ting and Mr WONG Chun-yeung.)

II. Proposed Cycle Subways for Tung Chung New Town Extension (East)
(Paper T&TC 39/2021)

4. The Chairman welcomed Mr Alfred WONG, Chief Engineer/Lantau 1 and Ms Phoebe TANG, Senior Engineer/9 (Lantau) of the Civil Engineering and Development Department (CEDD) and Mr Chris HO, Associate Director of the AECOM Asia Company Limited to the meeting to present the paper.

5. Mr Alfred WONG and Ms Phoebe TANG briefly presented the paper with the aid of PowerPoint presentation.

6. Mr FONG Lung-fei was concerned about the safety of the cycle subways. He said the cycle subway near the police station on Yu Tung Road had a sharp, downhill bend where accidents could easily happen. Besides, many residents assembled their own bicycles, and hence the safety of their bicycles was questionable. He therefore hoped the Department would widen and make improvements to the bends in cycle subways to ensure the safety of cyclists. He was supportive of the proposed works to build cycle subways to minimise conflicts between pedestrians and bicycles on the roads.

7. Mr HO Siu-kei drew attention to the issue associated with cycleways alternating with footpaths and roads in the town centre. As an example, he pointed out that a section of the pedestrian footway adjacent to the Tung Chung Police Station intersected with the cycleway, so cyclists were required to dismount and push their bicycles across the short footway. Residents who were not familiar with traffic signs would violate the law inadvertently. He said that since the proposed works intended to provide convenience to residents, cycleways, footways and roads should be designed in such a way as to avoid confusion.

8. Mr Sammy TSUI said cyclists would benefit from the works as they would not have to dismount to cross the road. He supported the project and hoped that the works could commence promptly.

9. Mr FONG Lung-fei said a person had been ticketed for cycling at the location Mr HO Siu-kei mentioned, which was at the rear entrance of the police station. The case was even brought to the Court of Final Appeal. He hoped the Department would plan the relevant details as early as possible, such as the junctions of cycleways and roads and the associated legal problems.

10. Mr Randy YU was supportive of the project because the cycle subways could reduce conflicts among bicycles, vehicles and pedestrians in the district. Given that the Department encouraged residents to travel by bicycles and Tung Chung had an extensive network of cycleways and cycle subways, he reminded the Department to reserve at least 500 to 1 000 bicycle parking spaces at the Tung Chung East Station. Besides, with cycleways passing through housing developments like

Ying Tung Estate, Century Link and the Visionary, many cyclists would need to park their bicycles as they went to nearby supermarkets and cafes for shopping and entertainment. A small number of parking spaces should therefore be provided in the relevant locations.

11. Mr Sammy TSUI suggested the Department to consider adopting a smart bicycle parking system at Tung Chung East Station. The reason was that it might be difficult to provide hundreds of bicycle parking spaces at the station, but a smart bicycle parking system could save space and facilitate parking management by sending parked bicycles underground. This would also prevent bicycles from being parked in a discriminate manner.

12. The Chairman said Members were concerned that a number of residents had been ticketed for cycling at the rear entrance of the Tung Chung Police Station connecting to Yu Tung Road. He hoped the Transport Department (TD) would give a response on the situation. He also invited the CEDD to provide supplementary information on the smart bicycle parking system.

13. Mr Alfred WONG gave a consolidated response as follows:

- (a) Regarding the safety issue of cycleways, the CEDD would design the cycle subways in accordance with the road design standards in Hong Kong. The Department would also pay attention to and provide adequate and appropriate traffic signs to guide cyclists and pedestrians using cycleways, footways and cycle subways.
- (b) Regarding the use of the cycleway behind the police station, the CEDD would follow up with the TD on how to optimise and improve the relevant situation.
- (c) The CEDD had maintained close communication with the Mass Transit Railway Corporation Limited (MTRCL) and was informed that the MTRCL would provide hundreds of bicycle parking spaces near Tung Chung East Station to facilitate residents' access. Besides, the Department would provide ample parking spaces totalling more than 1 100 at schools, residential areas, community facilities and parks in the Tung Chung East extension area.
- (d) Regarding the smart bicycle parking system, the CEDD learnt that the TD was conducting relevant studies, and relevant stakeholders would be consulted when the findings were available.

14. Ms HUI Shuk-yee noted Members' opinion on the junction of the cycleway and the pedestrian footway near the above-stated police station. The TD would review the road markings at the location and make timely improvements where necessary.

15. Mr IP Ngai-chung said the police would enforce the law according to road markings and the offences. Members could provide the police with relevant information so that the police could coordinate with the relevant departments for improvement.

16. Ms WONG Chau-ping was concerned about the demand for bicycle parking spaces at Tung Chung West Station and asked the Department if it had discussed the arrangement of parking spaces with the MTRCL.

17. The Chairman supported the proposed cycle subways. However, as the entrances of the subways were close to footways, pedestrians might enter the subways for the sake of convenience. He had thus suggested installing barriers such as fences along the footways to prevent pedestrians from entering the subways. Moreover, he suggested adding markings or numbers to indicate locations within the cycle subways so that in the event of an accident, cyclists could immediately inform ambulance personnel of their precise location when they made an emergency call.

18. Mr Alfred WONG said the MTRCL was required to provide sufficient bicycle parking spaces in accordance with the Hong Kong Planning Standards and Guidelines, so parking spaces would be available at Tung Chung West Station. Besides, the CEDD would consider the suggestion on installing fences along the footways and adding appropriate markings within the cycle subways.

19. Mr FONG Lung-fei said while it was important to keep the community green, large trees should not be planted on the sides of cycleways, as some cycleways between Tung Chung West and Tung Chung New Development Pier had already been damaged by the roots of large trees, resulting in uneven surfaces. The Department should plant small trees or shrubs instead.

20. Mr Alfred WONG said he would pay attention to the tree-planting arrangements.

21. Members voted by a show of hands, and the above works project was endorsed unanimously.

(Members who voted in favour included: the Chairman Mr Eric KWOK, 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, Ms WONG Chau-ping, Ms Josephine TSANG, Mr Sammy TSUI, Mr FONG Lung-fei, Ms LAU Shun-ting and Mr WONG Chun-yeung.)

(Mr Randy YU arrived at around 10:35 a.m. and Mr Ken WONG arrived at around 10:40 a.m.)

III. Question on widening the bus stop and provision of a layby at the section of South Lantau Road between Pui O and Nam Shan

22. The Chairman welcomed Mr Tim WONG, Engineer/Islands 1 of the TD and Ms KANG Pu, District Engineer/General (2)B of the Highways Department (HyD) to the meeting to respond to Members' questions.

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

24. Mr Tim WONG said the TD consulted the relevant departments and stakeholders on the proposal to build a bus bay and public parking spaces on South Lantau Road near Pui O Lo Wai Tsuen in June this year. The consultation exercise was largely completed in mid-September this year. The Department would promptly issue a Works Request Form to the HyD to commence the works.

25. Ms KANG Pu said the HyD would commence the works upon receipt of the relevant Works Request Form. The Department would conduct site inspections with its contractor to identify the affected aboveground and underground facilities, and would further communicate with the TD and the relevant departments to determine the construction plan and works arrangements in the light of the findings.

26. Mr HO Chun-fai said he had conducted a site inspection with the TD, the HyD and the District Office. The entire section of South Lantau Road between Pui O and Nam Shan warranted concern. Owing to the concurrent works in Cheung Sha and development in Mui Wo, a large number of heavy trucks and dump trucks frequently travelled on the said road section. In addition, there were buses taking visitors to nearby areas during the holidays, resulting in very heavy traffic on the road. However, there was not even a single layby on the entire road section. It might not be appropriate to build a layby at the Swire Leadership Centre as the location was private land. The TD's proposal to build a bus bay at the edge of Pui O near a CLP substation was feasible because currently large vehicles, such as coaches, could only make a U-turn at the roundabout in Mui Wo once they went past Pui O. He asked the TD and government departments to inform Members of the progress of the consultation exercise in a timely manner. Otherwise, if Members did not make follow-up enquiries and departments did not respond proactively, it would only be a waste of time to wait for years before being informed that the proposal was not accepted.

27. Mr FONG Lung-fei said he understood Mr HO Chun-fai's feeling as he had also not received any update on the different consultation papers for which he had submitted response forms, including even some papers from the previous year. He said that no matter whether the proposals were adopted or not, the departments should inform Members of the results so that Members could explore other solutions as soon as possible. He thus asked the Department to follow up on the procedural issues of the consultation.

28. Mr Randy YU said the TD and the HyD did not give a proper response to the two questions posed by Mr HO Chun-fai. Given that the TD had completed the

consultation in mid-September and had issued a Works Request Form to the HyD, and the HyD had conducted a site inspection with its contractor, he did not understand why the TD had not provided the estimated works commencement and completion dates. He hoped the Department would provide a rough timetable so that Members could disseminate clear information to residents.

29. Mr Tim WONG said the consultation had just been completed, and the corresponding Works Request Form was expected to be issued in October. The exact timeframe for the works depended on the site environment. He asked the HyD to provide supplementary information.

30. Ms KANG Pu said the HyD had conducted a site inspection before the Works Request Form was issued. The initial assessment was that at least 10 trees and certain waterworks installations would be affected. The actual timeframe for the works could only be determined on site with the contractor after receiving the works arrangement and actual plans from the HyD.

31. The Chairman said the buses of the New Lantao Bus Company (1973) Limited (NLB) indeed had to go to Mui Wo to make a U-turn. He suggested that the disused petrol filling station in Annex I be converted into a U-turn bay for buses in addition to a bus stop and a layby to address the problem for NLB buses. Besides, given that the works had been started, he asked the Departments to follow up on it properly by providing concrete works commencement and completion dates. That would prevent NLB double-decked buses from causing danger when pulling over to give way to the motorists.

32. Ms KANG Pu clarified that the HyD had not received the actual Works Request Form, which was expected to be issued in October according to the TD. The HyD only conducted a site inspection in advance and found that at least 10 trees would be affected. According to the past experience of the works involving trees, tree transplanting typically took one year to over one and a half years to complete.

33. The Chairman said neither he nor Members had found any special large trees that needed to be transplanted in the location. He asked the TD to give a clear account of the matter and respond to Mr HO Chun-fai so that Members could take practical follow-up action. Otherwise, the works would be delayed again.

34. Mr HO Chun-fai said the Department was being evasive. He understood that special trees needed to be handled by the relevant departments first, but the trees in the area were neither large trees with diameter exceeding one metre nor protected trees, and yet the Department had to delay the works for one year. He considered that departments should streamline procedures and maintain communication to truly address the problems. Besides, he pointed out that the Department should explore more feasible construction sites while carrying out the first phase of works because there were no laybys along the whole stretch of sloping road in the Nam Shan area, which was not in compliance with the road standards. He hoped the Department would identify a suitable location for the second phase of works.

35. Mr FONG Lung-fei said many works were often delayed because of trees. It appeared that the trees in question were just some miscellaneous trees of no “fung shui” significance. While he recognised the importance of environmental conservation, some of the big trees were simply not planted with a plan, and they just grew naturally. After years without anyone tending to them, they grew beyond a certain size and had to be referred to the Tree Management Office, only to be identified as ordinary trees after elaborate procedures. As there was a real need to conduct the above-mentioned works, he hoped the Department would stop making excuses.

36. Mr Randy YU raised three main points, which he hoped the departments would study carefully before giving a written reply or providing supplementary information in the next meeting. First, Members welcomed the Department’s proposal on the bus bay. Meanwhile, the Department should proactively identify a suitable location for building a layby along the uphill section of South Lantau Road leading to Nam Shan. Also, he asked the departments to promptly provide a proposal on whether the long disused petrol filling station could be converted into a layby, a roundabout or a U-turn bay, etc. Finally, as Members queried whether it took too long to handle the trees, he asked the TD to discuss with the contractor and provide Members with a concrete timeframe for the works.

37. Mr HO Siu-kei opined that as the discussion touched on the safety of road users, and given that the number of inhabitants and tourists on Lantau Island continued to rise, it was a must to enhance the safety of the roads in question. While Members were willing to make coordinating efforts at the district level, it would be rather disappointing if the departments still insisted on sticking to the procedures or even taking a year and a half to handle non-protected trees.

38. Mr Tim WONG said the TD would further study additional measures in relation to the uphill section leading to Nam Shan and the site of the old petrol filling station in Pui O to make improvements.

39. The Chairman said a Traffic and Transport Committee (T&TC) Working Group meeting was tentatively scheduled on 13 October this year. He suggested that the issue be discussed in detail at the Working Group subject to Members’ consent. This would also give the TD and the HyD more time to study Members’ proposals in detail and report at the meeting. The Chairman invited Members to vote on the suggestion by a show of hands.

40. Members voted by a show of hands. The result was 13 votes in favour, none against and one abstention. The suggestion was endorsed.

(The proposal was supported by the Chairman Mr Eric KWOK, 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, Ms WONG Chau-ping,

Ms Josephine TSANG, Mr Sammy TSUI, Mr FONG Lung-fei and Ms LAU Shun-ting; Mr WONG Chun-yeung abstained.)

IV. Question on proposal for provision of bus stop at Chung Yan Road off Yu Tai Court (Paper T&TC 41/2021)

41. The Chairman welcomed Ms Eunice LEUNG, Senior Transport Officer/Islands 1, and Ms HUI Shuk-ye, Engineer/Islands 2 of the TD and Ms KANG Pu, District Engineer/General (2)B of the HyD to the meeting to respond to Members' questions.

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

43. Ms HUI Shuk-ye said the TD had earlier widened the roundabout on Tung Chung Road near Pa Mei Road to allow 12-metre buses to pass through, with a view to meeting Yu Tai Court residents' transport needs and improving the daily operation of buses. Also, the Department was studying the feasibility of providing a bus stop or a roadside bus bay on southbound Chung Yan Road near Yu Tai Court with relevant departments, as well as consulting relevant departments and stakeholders on the proposal.

44. Mr WONG Chun-yeung said it was inconvenient for Yu Tai Court residents to travel, and it was impractical for the elderly to cycle to Yat Tung Estate to shop for groceries. He asked the Department to provide the works schedule for the Chung Yan Road bus stop so that he could disseminate the relevant information to residents. Also, as the roads near Yu Tai Court and Chek Lap Kok New Village were narrower, he suggested introducing new minibus routes to operate on the relevant roads, with a view to providing residents with point-to-point transport service.

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

- (a) The TD had planned to widen the roundabout before residents moved into Yu Tai Court. He thought then that the refuse collection point would be relocated to the hillside to facilitate the works. If the current plan was adopted, drivers of 12-metre vehicles might not be able to make the turn in a single manoeuvre. They might have to perform a three- or four-point turn to get through the roundabout. The noise of reversing vehicles would cause a severe nuisance to nearby residents because of the wall effect created by the hill adjacent to the roundabout. He asked the Department how it would address such problem.
- (b) Residents of Tung Chung West were concentrated around Yu Tung Road and Tung Chung Road. He suggested that the Department add a bus stop on Chung Yan Road outside Yu Tai Court as soon as

possible to facilitate residents' travel and divert passengers away from the Yat Tung Estate bus stop.

- (c) He asked if double-decked buses would drive past the fung shui trees near the roundabout and reminded the Department to carefully consider whether passing vehicles would affect the fung shui trees.

46. Mr WONG Chun-yeung asked NLB and the TD to note the paper and send representatives to attend the Working Group meeting to discuss the proposals of re-routing bus routes serving the Citygate bus terminus and Mun Tung Estate via Mui Wo and Pui O, or merging them with bus routes travelling to and from Shek Mun Kap. The proposals would not only provide Yu Tai Court residents with convenience, but also expand NLB's service area to increase its source of revenue. Besides, he also suggested that the Coronet Ray Development Limited, which was a member of the same group as NLB, consider launching new minibuses serving Yu Yai Court, Citygate and Tung Chung MTR station.

47. Ms WONG Chau-ping said that residents of Yu Tai Court, Ma Wan New Village and Pa Mei Village would pass through the roundabout when they went out or returned home. Currently, the roundabout was already very congested at midday and during evening rush hours, and new bus routes would be introduced in the future. She therefore agreed to the provision of a new bus stop on Chung Yan Road to alleviate traffic congestion and minimise the risks of traffic accidents. She said she had put forward the suggestion to the TD and NLB and hoped that the Department would consider it actively.

48. The Chairman expressed his views as follows:

- (a) He supported the addition of a bus stop and said the right-turning bend from Chung Yan Road into Tung Chung Road needed to be widened too to facilitate the passage of double-decked buses.
- (b) He also thought the refuse collection point would be relocated to facilitate the widening works of the roundabout. He stressed that the design of the roundabout at Yu Tai Court had to allow bus captains to pass through in one manoeuvre.
- (c) The roundabout on Tung Chung Road was very congested at midday. In addition, the section of Chung Yan Road for turning left into Yu Tai Court was the private land of Chek Lap Kok New Village planted with fung shui trees. He suggested that the TD and the HyD should improve road safety and the bus services concerned.
- (d) NLB representatives had indicated in past meetings that route 34 might be cancelled as its operation was not commercially viable. However, with residents moving into Yu Tai Court and the continued development of Areas 42 and 46, the demand for route 34 would

increase, particularly among construction workers. He thus suggested that NLB increase the frequency of route 34 to serve the residents of Chek Lap Kok Village and Sheung Ling Pei and consider re-routing it via Sam Heung.

49. Ms Eunice LEUNG gave a consolidated response as follows:

- (a) The TD was open to the suggestion of adding a new bus stop on Chung Yan Road near Ma Wan New Village and would consult the relevant stakeholders. It was also aware that the demand for bus routes travelling within and beyond the district had increased with residents moving into Yu Tai Court. Members were earlier notified by circulation of paper of the optimisation of NLB route 37H, which would be routed via the roundabout behind Yu Tai Court.
- (b) The Department had conducted a site inspection of the roundabout behind Yu Tai Court with NLB and found that captains of single-decked buses were able to go through it in one manoeuvre. The Department noted Members' concern and would closely examine the road arrangement with NLB. If a new bus stop was provided at the location later on, the Department would make proper adjustments to the existing routes to prevent any impact on nearby residents.
- (c) The Department would discuss the future bus route arrangements with NLB in light of the actual circumstances. It would also study the feasibility of deploying large buses to serve particular routes upon the expansion of the road network, with a view to providing residents with more comprehensive bus services.

50. Ms HUI Shuk-yee gave a consolidated response as follows:

- (a) The design of the roundabout on Pa Mei Road allowed drivers of 12-metre vehicles to go through in one manoeuvre.
- (b) The proposal of adding a bus stop or a bus bay on southbound Chung Yan Road was still at the design stage, and there was no works schedule yet. As the road section in question was rather short and had a pedestrian crossing, the TD had to carefully consider the field of vision of drivers and pedestrians. The Department would coordinate with relevant departments and consult them, with a view to expediting the progress. A public consultation would be conducted later, and the Works Request Form would be issued to the HyD.

51. The Chairman invited NLB to provide supplementary information on whether the frequency of route 34 could be increased during the housing construction

in Areas 42 and 46, so as to meet the transport demand of construction workers and Yu Tai Court residents.

52. Mr HO Lee-yip confirmed that route 37H would be routed via Yu Tai Court. The same would go for routes 3M and 23 upon the addition of the bus stop to facilitate residents' travel. Besides, NLB noted a Member's opinion on increasing the frequency of route 34 during the development of Areas 42 and 46.

53. The Chairman asked NLB to further study the proposal on increasing the frequency of route 34 and give a response at the Working Group meeting.

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

- (a) As there were many vehicles illegally parked during the early hours, drivers might not be able to go through the roundabout in one manoeuvre. The Department had to take into account such situation.
- (b) Given that Yu Tung Road was a major road, the Department should study the need to widen the road in a timely manner.
- (c) The TD and the relevant departments should optimise the bus routes serving Tung Chung West as soon as practicable. Yu Tung Road ran through many housing estates, each of which was served by bus routes running on Yu Tung Road. In addition, by splitting those bus routes, a number of airport bus routes had also been introduced. This worked against the Department's goal of minimising vehicles on roads. He hoped the Department would plan ahead in the future.
- (d) As the Yat Tung Estate bus stop was close to residential buildings, the noise created by buses pulling in would affect residents' rest at night. The Department should proactively deal with and prioritise the issues of Tung Chung West.

55. Mr WONG Chun-yeung said the development of Tung Chung West should not be overlooked. He hoped the Department would pay attention to the issue of bus routes and provide Yu Tai Court residents with more comprehensive transport services.

56. Mr HO Chun-fai said most of the buses heading to South Lantau went through Tung Chung. There was a single-lane section of Yu Tung Road for turning left near the police station leading to the petrol filling station. In the evening, many buses would head to the petrol filling station or return to the bus depot through the road section, causing severe traffic congestion. He suggested adding a road junction behind the petrol filling station for buses to travel to and from the bus depot.

57. Mr FONG Lung-fei expressed that as most buses turned right into Chung Wai Street rather than taking Tung Chung Road to go to the bus depot, he believed widening the road section could divert traffic more effectively. Yu Tung Road had a lot of traffic as it ran through South Lantau and Tung Chung West. He believed there were many green areas in Tung Chung that could be used for road widening, and the proposed bus stop would also be located on a green area. He hoped the Department would proactively consider using green areas to widen the above-mentioned roads to meet the traffic demand brought about by the population growth in Tung Chung West in the future.

58. Ms Eunice LEUNG gave a consolidated response as follows:

- (a) Regarding increasing the frequency of route 34 to meet the transport needs of construction workers working at the Tung Chung West development area, the TD would study the passenger demand with the departments responsible for the relevant construction sites, discuss with NLB its service capacity and make further arrangements later.
- (b) The Department had all along conducted studies and discussions with the CEDD to ensure that the roads in the new development area could meet passenger demand in the future.
- (c) As for the proposal to re-route route 37H, the estimated implementation date as set out in the paper was the fourth quarter of 2021. Upon completing the consultation exercise in October this year, the Department would discuss the bus captain training arrangements with NLB, with a view to launching the route concerned as soon as possible. After the proposal was implemented, the Department would review the operation of route 37H. If Yu Tai Court residents had other transport needs in the future, the Department would study the improvement measures with NLB. The Department would also work with the police to tackle illegal parking at the roundabout to ensure the smooth operation of route 37H.

59. Ms HUI Shuk-ye gave a consolidated response as follows:

- (a) The departments responsible for the relevant development projects would submit traffic review reports and provide improvement measures as to whether the new development area's traffic network could cope with future passenger and vehicle traffic.
- (b) With regard to the proposal to add a bus stop and a bus bay on Chung Yan Road, the Department would maintain close communication with the relevant departments to amend the design without affecting road safety, with a view to expediting the implementation of the proposal.

60. The Chairman remarked that as the development in Tung Chung West was rapid, discussions at the Committee's meetings alone might not thoroughly address the relevant issues. He suggested establishing a third Working Group where Members and government departments could discuss the development of transport in Tung Chung West in depth.

61. Mr Randy YU suggested drafting the terms of reference of the Working Group first before circulating the paper for endorsement.

62. The Chairman asked the Secretariat to put the establishment of the third Working Group to vote by circulation of papers.

(Post-meeting note: The Secretariat of the IDC had put the establishment of the third Working Group to vote by circulation of papers on 12 Nov 2021.)

(Mr CHAN Lin-wai left at around 11:30 a.m.; Mr CHOW Yuk-tong left at around 11:40 a.m.)

V. Any Other Business

Highways Department's Minor Traffic Improvement Projects and Works Schedules

63. The Chairman welcomed Ms KANG Pu, District Engineer/General (2)B of the HyD, to the meeting to respond to Members' questions. The Department submitted the Islands District Minor Traffic Improvement Projects and Works Schedules as at early September this year before the meeting. Members were welcome to ask questions and express their views.

64. Members noted the relevant documents.

VI. Date of next meeting

65. There being no other business, the meeting was adjourned at 11:52 a.m. The next meeting would be held at 10:30 a.m. on 22 November 2021 (Monday).

-END-