

## Appendix S

Proposal submitted by an individual



10-August 2012

Ref. Stage 1 Public engagement for the Tung Chung new town development project & Tung Chung town extension.

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Planning Department and CEDD,

Dear Sirs,

Please do take in to account my input to the proposed developments in Tung Chung. Some of my comments refer directly to the proposals others are not related but would enhance life for residents and can be factored into the master plan.

Do not hesitate to contact me!

Yours sincerely!



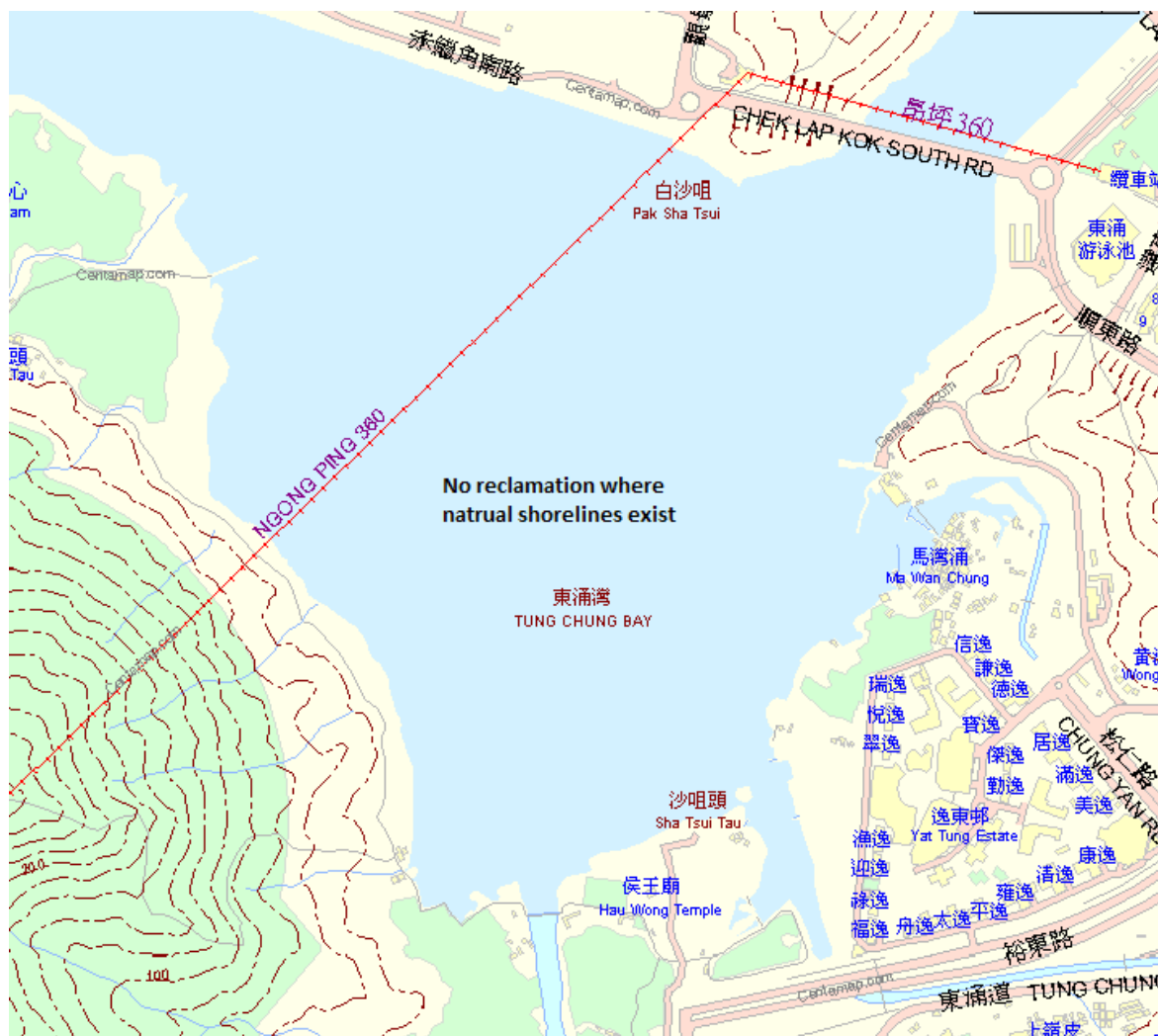
# Reclamation & Fallow Agricultural land

## Reclamation

### Tung Chung Bay

I do not agree with any reclamation in Tung Chung bay for the following reasons:

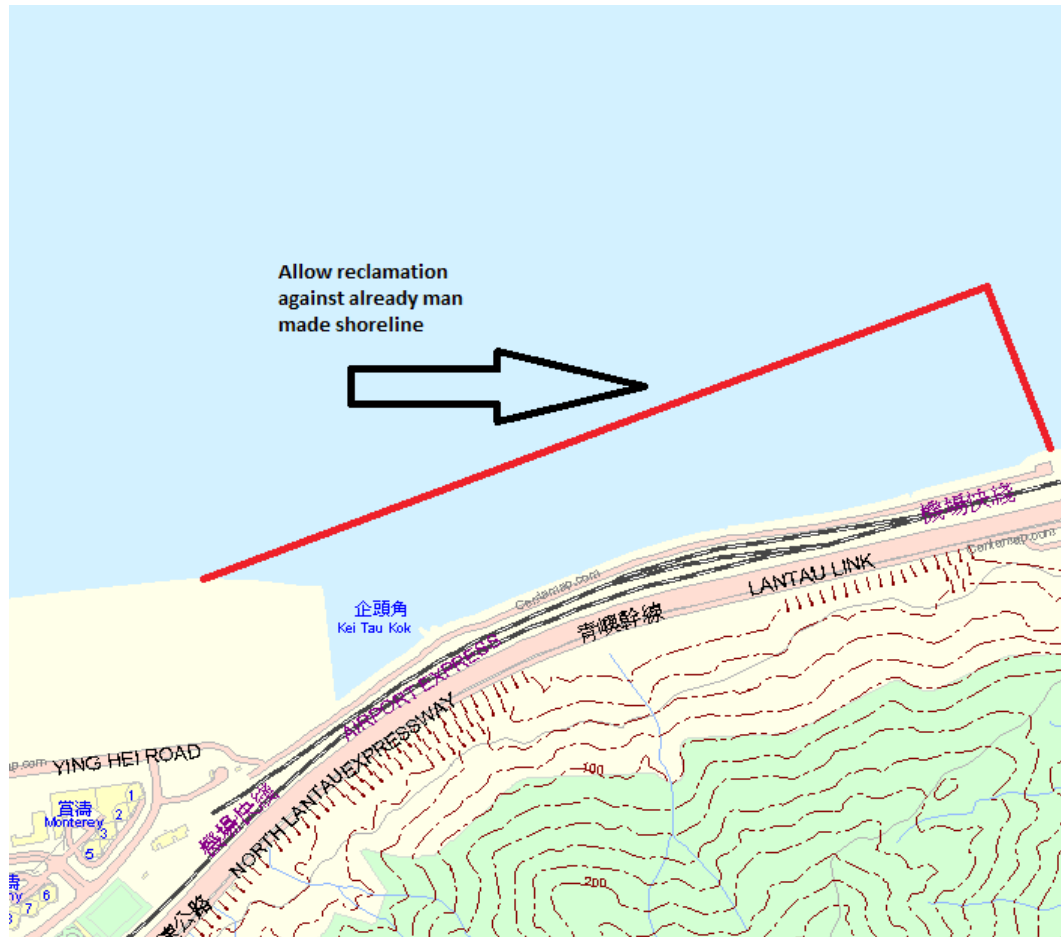
1. Tung Chung Bay has a natural shoreline and this should be maintained and respected
2. Numerous people use the bay for water sports
3. Seasonally people wade into the bay to pick muscles and cockles from the seabed
4. Riders of the cable car would have their journeys spoiled with yet more buildings to look at
5. This would be a visual eyesore for owners & residents in Tung Chung Crescent and many occupants at the Yat Tung public housing estate



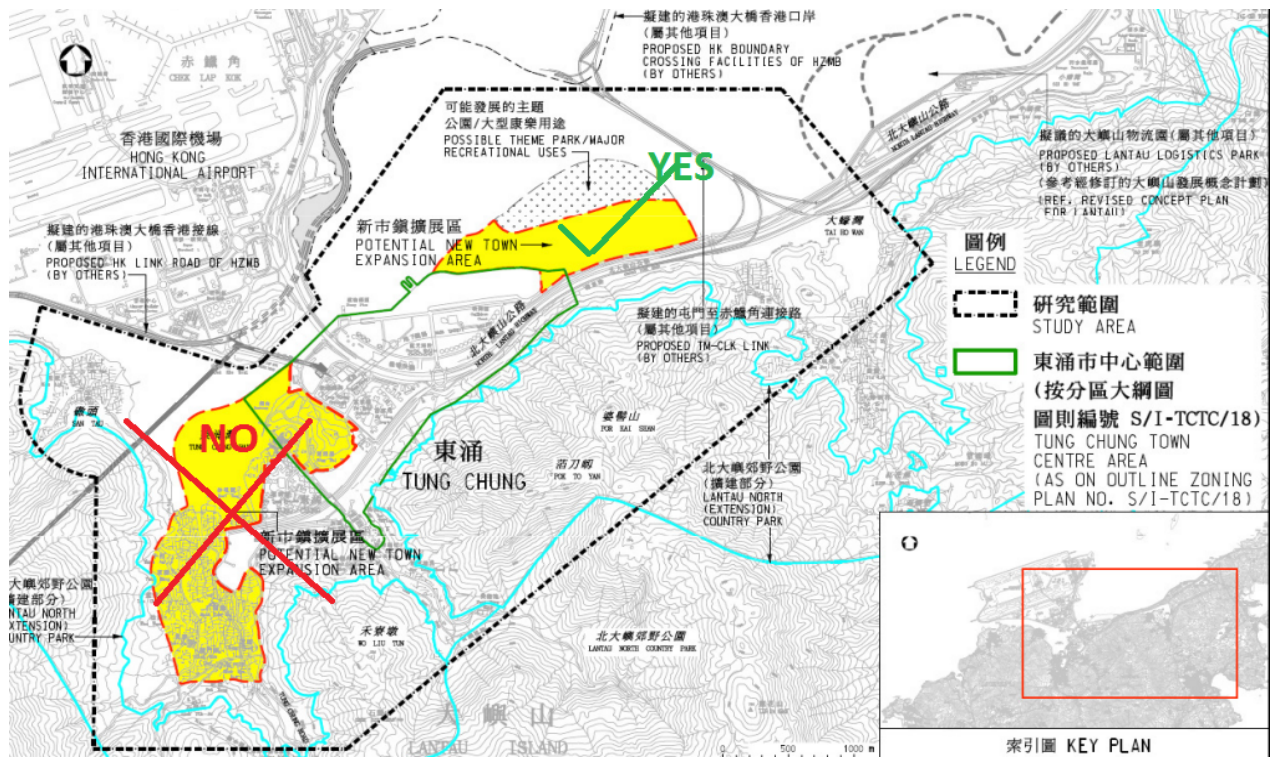
## Tung Chung area near Caribbean Coast

Reclamation **can** be done here as:

1. The shoreline is not natural and already spoiled
2. The areas is sparsely populated and could cope with more people and housing
3. Suggest building an all electric mono-rail to connect housing and Caribbean Coast developments to the TC MTR station and then demise the tenants shuttle service which uses polluting diesel busses that cause noise nuisance in the TC area.



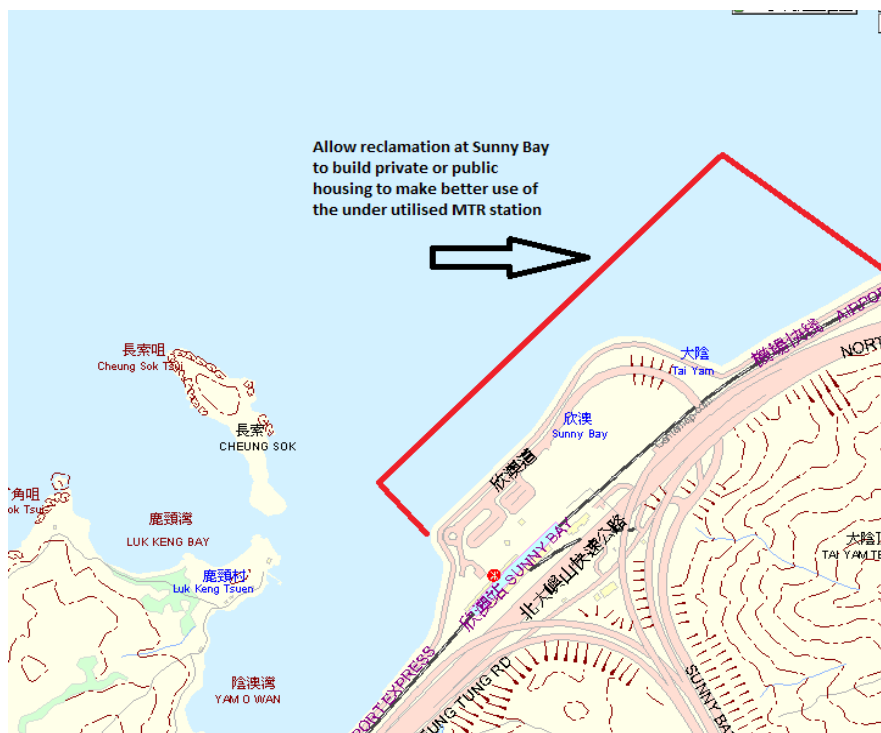
So in line with your proposal see my marked up drawing.



### North Lantau at Sunny Bay

Reclamation can be done here as:

1. The MTR station is underutilised and housing there could enjoy shortened journeys to Central from Sunny Bay
2. The shore line is not natural and already spoiled
3. The views across the channel would be spectacular for home owners



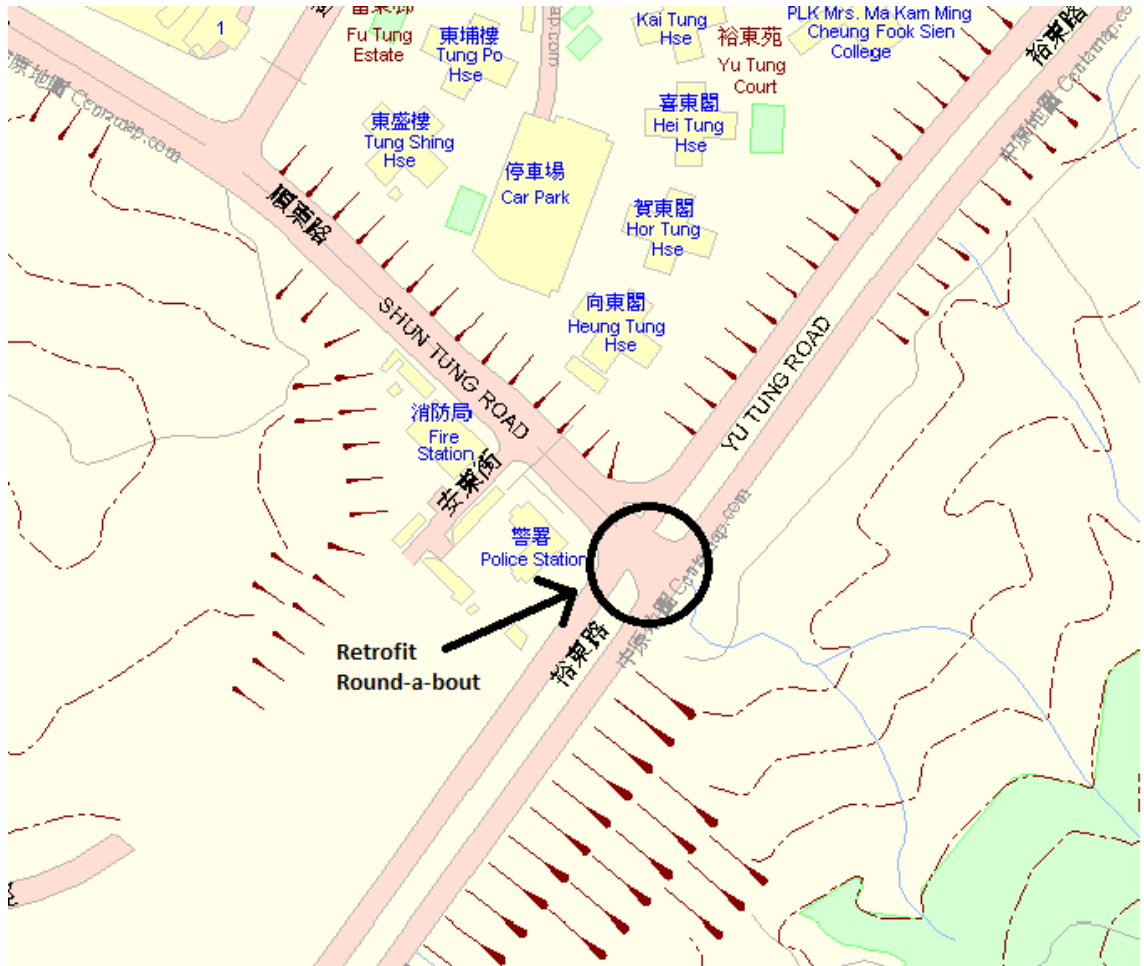
# Transportation

## *Retro fitting round-a-bouts at traffic light controlled junctions*

### Sites for easy adoption of retro fitting

The sites shown below could easily be retro fitted. Currently traffic flow is interrupted by red lights and long periods when no traffic flows. I think it is generally understood that moving traffic produces less pollution than stationary traffic which needs to stop then accelerate away. Of course you would need to convince those responsible for traffic lights to have them removed and replaced with more efficient round-a-bouts.





Retrofit  
Round-a-bout

消防局  
Fire Station

警署  
Police Station

向東閣  
Heung Tung Hse

賀東閣  
Hor Tung Hse

喜東閣  
Hei Tung Hse

Kai Tung Hse

Fu Tung Estate

東盛樓  
Tung Shing Hse

停車場  
Car Park

裕東苑  
Yu Tung Court

PLK Mrs. Ma Kam Ming  
Cheung Fook Sien  
College

原東路  
SHUN TUNG ROAD

裕東路  
YU TUNG ROAD

裕東路

裕東路

原東路

裕東路

1



## Sites where pedestrian walk ways would need to be installed first

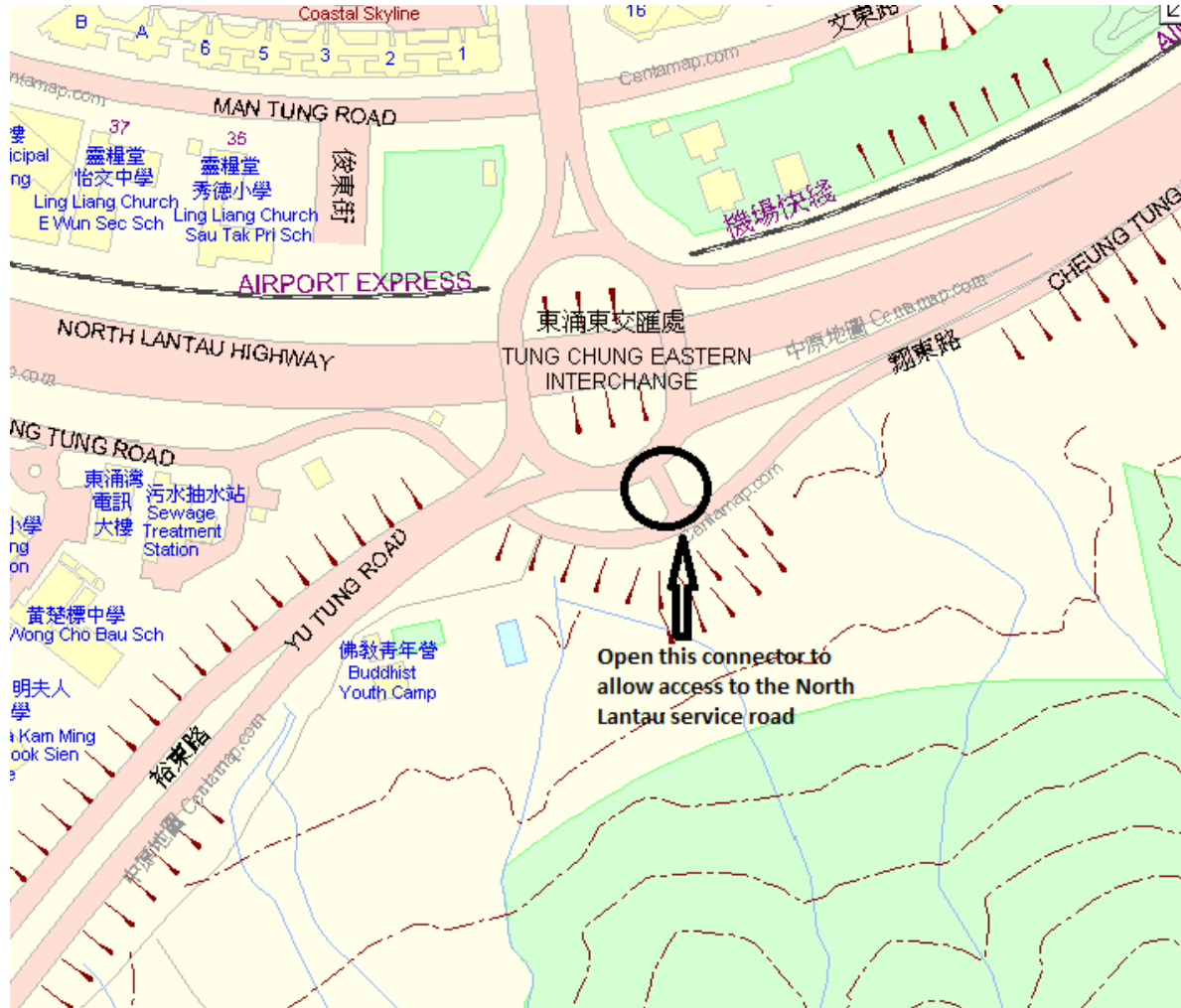
These sites are harder to retro fit as currently those junctions incorporate pedestrian crossing that would need to go underground. Of course with some imagination and thought these too could be retro fitted and have free flowing traffic. Pedestrians would be underground and away from roadside pollution, and if you take up my other suggestions there would be fewer E bus services running via TC than at present.





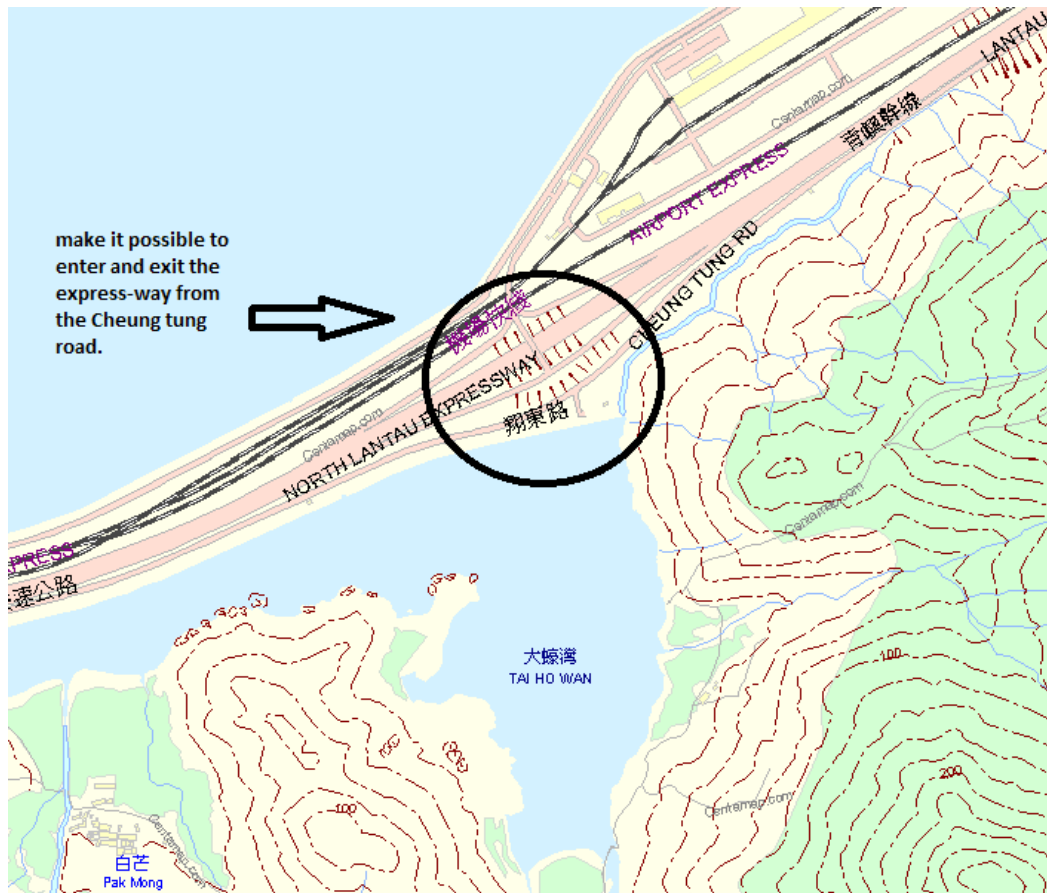
## Official opening of connection between existing round-a-bout and North Lantau service road

This connection should be opened to reduce the distance a vehicle needs to travel in order to drive on to and off the North Lantau service road (known also as Cheung Tung Road) (this road runs in parallel with the North Lantau express-way). This could also reduce the distance tenant shuttle services from Caribbean Coast to the MTR. There would need to be a rerouting and arrangement so that they could interchange near the current blue taxi interchange at the MTR.



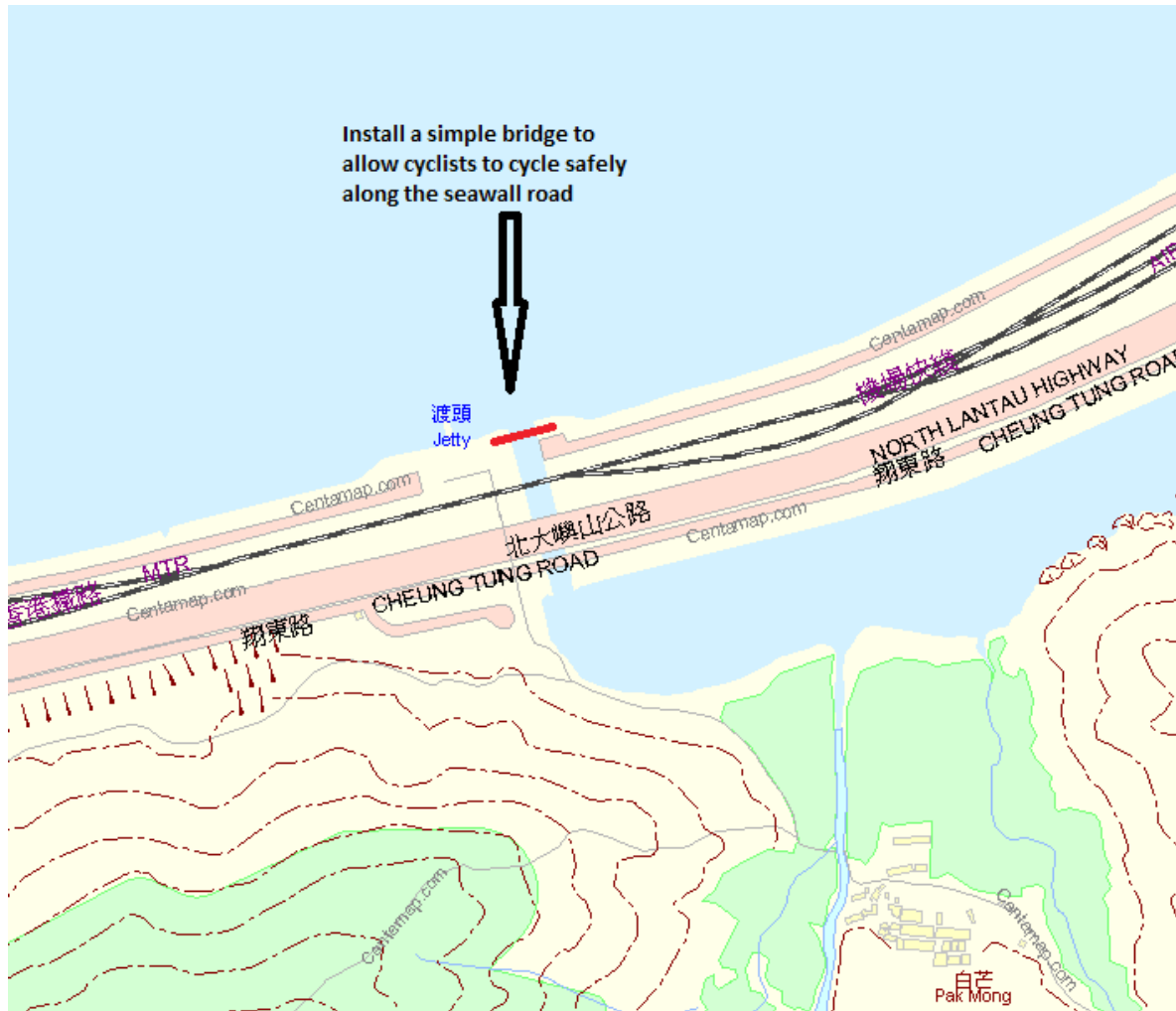
## Joining up the express-way with the Cheung Tung Road at Sai Ho Wan

This could be done to again further reduce the need to vehicles to travel on the service road. To further reduce motor vehicles on the service road you should only permit vehicles to leave the service road and join the express-way when heading towards Tung Chung, and the opposite when on the express-way heading toward Sunny Bay you should be able to leave and join the service road.



## Small bridge to make cycling safer!

Install a small free standing iron bridge wide enough for cyclists and walkers to cross the open section near the jetty. Currently walkers and cyclists have to walk under the express-way then up and over an embankment and down and back under the express-way. This is not safe and interrupts what should be a pleasant journey. Those cost of such a bridge would be minimal and make a large improvement for all users.



## **Tuen Mun to CLK link bridge**

When considering the construction of the bridge you should include a cycle way to permit cyclists and walkers to walk over the bridge. This would be an excellent way for cyclists to gain entry to Lantau from the Tuen Mun area and vice versa. This could also be enjoyed by walkers.

Again do not permit polluting vehicles on this bridge.

## ***Tung Chung line MTR service***

### **Frequency**

Due to population expansion the practice of running services only from Tsing Yi to Hong Kong and vice versa should be stopped. All trains should run through from Tung Chung to Hong Kong station.

### **Station improvements**

Recently MTR spent millions of dollars to add retail outlets above the passenger concourse. However, since the station was opened no improvements have been made to benefit users. An obvious start would be to commission an other escalator to permit more people per hour to get to and from the platform. Currently when trains arrive you may have to wait up to five minutes to get from the platform to an exit. You should note a space and partial construction already exists for such an escalator. It just needs to have the escalator added. Simple!

### **Digital radio extended to TC line**

The government should install equipment to permit the relay of digital radio (DAB+) inside the platform and tunnels of all tunnels and stations along the Tung Chung line to encourage its take up and benefit passengers travelling for long journeys.

### ***Local busses***

On a recent telephone calling programme on RTHK the previous chief executive Donald Tsang stated his support to consider an all electric trolley bus service to serve the Tung Chung area. So this could be extended to cover those TC to Yat Tung services operated by the New Lantao Bus company and tenant shuttle services of Caribbean Coast. Again this would reduce roadside noise and improve air pollution. Many European cities and mainland cities have advanced trolley bus services – we are in the dark ages in Hong Kong by comparison.

# **Ecology and Environment Conservation**

## ***Air pollution issues***

The following should be done to improve air quality in the TC area:

### **New HK-Macua-Zhuhai bridge**

On the new Macau Zhu Hai bridge and associated works ensure only low emission vehicles are permitted. So this means getting tough on mainland coaches and goods vehicles

Ban the transportation of empty containers from the bridge and link roads

### **Airport**

Make all carriers use low polluting and clean fuels when in HK airspace, including taxi ways and while on the ground at CLK

If a third runway is built use that as a primary runway leaving the south runway as a spare and overflow runway – thus distancing Tung Chung from pollution (slightly)

Rationalise bus services to and from the airport. This may mean using Tsing Yi as an interchange hub and encourage the last section of travel to be completed by airport express. It makes no sense for many half empty busses to trundle along the North Lantau express-way at 60 kilometres per hour when the airport express does twice that speed. Again Tsing Yi should be a hub also for bus services, so feed in from districts and have regular filled up busses running direct to work locations at CLK and avoid Tung Chung. People travelling to Tung Chung can take the TC line MTR direct to Tung Chung from Tsing Yi. Those E bus services should not go via Tung Chung and create roadside pollution.

## Installation of vehicle noise barriers for residents

Noise barriers should be installed at the following locations to reduce the noise currently inflicted on residents of Tung Chung Crescent. There are lots of examples around town of noise barriers installed to dampen road noise at locations where far fewer people live. If there are space constraints associated with installing such barriers it may be appropriate to reduce vehicle lanes from two to one at locations such as the downhill section leading from the junction that heads alongside blocks 1, 2 and 3 of Tung Chung Crescent.

