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**Lantau Development Advisory Committee  
Traffic and Transport Subcommittee  
Fourth Meeting**

Date: 5 March 2015 (Thursday)

Time: 2:30 p.m. to 6:00 p.m.

Venue: Conference Room of Transport Department, Room 4110B, 41st Floor, Immigration Tower, 7 Gloucester Road, Wan Chai, Hong Kong

**Gist of Meeting**

**Members Present**

Mr Billy LAM	Chairperson of Traffic and Transport Subcommittee (TT SC)
Ms CHAU Chuen-heung	Deputy Chairperson of TT SC
Mr Allen HA Wing-on	
Dr James WANG Jixian	
Mr Randy YU Hon-kwan	
Mr CHEUNG Tsz-kei	
Mr LEE Chi-fung	
Dr Ernest LEE	
Mr Andy LO Kwong-shing	
Mr WONG Siu-keung	
Mrs Ingrid YEUNG	Commissioner for Transport, Transport Department (TD)
Mr TO Kam-biu, David	Deputy Commissioner/Planning and Technical Services, TD
Mr LEUNG Sai-ho	Assistant Secretary for Transport & Housing (Transport) 7B, Transport and Housing Bureau
Mr LAI Cheuk-ho	Principal Assistant Secretary (Works) 5, Development Bureau (DEVB)

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Miss Janet WONG	Principal Assistant Secretary (Special Duties) Works, DEVB
Mr Jeffrey CHIM	Senior Administrative Officer (Tourism) 2, Commerce and Economic Development Bureau (CEDB)
Mr Bosco CHAN	Deputy Project Manager (Hong Kong and Islands), Civil Engineering and Development Department (CEDD)
Mr WAN Kin-hung	Senior Engineer / Technical Services 2-2, Railway Development Office, Highways Department (HyD)
Mr Anthony LI	District Officer (Islands), Home Affairs Department (HAD)
Ms Amy CHEUNG Yi-mei	Assistant Director of Planning/Territorial, Planning Department (PlanD)
Mr Gary WONG Chi-fai	Chief Executive Officer (Policy and Development), DEVB Secretary of TT SC

**Members Absent with Apologies**

Hon CHAN Han Pan

Mr CHAN Yung

Mr Ivan CHU Kwok-leung

Professor HO Kin-chung

Hon WU Chi-wai

**In Attendance**

Dr FANG Zhou

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Mr Franklin LAM Fan-keung	
Mr Kevin CHEUNG	Researcher, Hong Kong Golden 50
Mr Ekmanson POON	Marketing and Branding Manager, Asia World-Expo
Mr Leo WONG	Executive Assistant to CEO, Asia World-Expo
Mr James TONG	Director Corporate Affairs, Cathay Pacific Airways
Ms Irene HO	Assistant Commissioner/New Territories, TD
Mr Honson YUEN	Chief Transport Officer/New Territories South West, TD
Mr Haywood LEE	Engineer / Islands 1, TD
Mr Joe YIP	Assistant Secretary (Land Supply) 1, DEVB
Miss Erica WONG	Senior Executive Officer (Lantau), DEVB
Mr Nick LI	Project Coordinator, DEVB
Miss Bonnie MAN	Assistant District Officer (Islands) 2, HAD
Mr David LO	Chief Engineer / Islands, CEDD
Ms Doris YAU	Senior Engineer 8 (Islands Div.), CEDD
Mr WONG Kwok-fai	Senior Engineer / Technical Services, HyD
Mr YAU Ka-tai	Chief Engineer / Cross boundary Infrastructure & Development, PlanD
Mr Terence LEUNG	Senior Town Planner / Cross boundary Infrastructure & Development 2, PlanD
Mr Stephen WONG	Senior Planning Coordinator, PlanD

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1. The Chairperson welcomed all Committee Members, co-opted Members and government representatives to the fourth meeting of the TT SC.

**Agenda Item 1 : Confirmation of the Gist of the Last Meeting**

2. Subsequent to the proposed amendments to Paragraph 15.2 and Paragraph 15.3, the Secretariat had sent the revised Draft Gist to Members for comments prior to the meeting. No further proposed amendments were raised at the meeting and the revised draft gist was confirmed.

**Agenda Item 2 : Matters Arising**

3. There was no matter arising from the gist of the previous meeting.

**Agenda Item 3 : Planning, Engineering and Architectural Study for Topside Development at Hong Kong Boundary Crossing Facilities Island of Hong Kong-Zhuhai-Macao Bridge**

(TTSC Paper No. 05/2015)

4. Mr. K. T. Yau of Planning Department, Mr. David Lo and Ms. Doris Yau of Civil Engineering and Development Department, and Ms. Theresa Yeung of Ove Arup Partners Hong Kong Limited briefed Members about the background information of the Planning, Engineering and Architectural Study for Topside Development at Hong Kong Boundary Crossing Facilities (HKBCF) Island of Hong Kong-Zhuhai-Macao Bridge (HZMB), the study scope, progress, and methodology of market positioning and strategic directions for transport links respectively. Mr. Amen Tong and Ms. Olivia Lim of the Airport Authority Hong Kong then updated Members on the developments in the North Commercial District (NCD) of the airport.
5. Members' discussions and comments were summarized as follows:
  - 5.1 A Member enquired about the transportation arrangement for the first phase of the project. Mr. Amen Tong of the Airport Authority Hong Kong informed Members that public buses and coaches would be the major means of transport for the first phase of development, and a public transport interchange would be

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provided. Preliminary studies suggested that such arrangements could meet the demand for transportation during the first phase of development.

5.2 A Member expressed his opinions regarding the topside development at the HKBCF Island of HZMB:

5.2.1 The HKBCF of HZMB, upon completion, would be the largest transportation hub and gateway in Hong Kong and was of paramount importance to the development of Hong Kong's economy, because of its connection to the Airport, the cross-boundary bridge, the railway system, the SkyPier as well as Hong Kong's road networks. Each of the above-mentioned transport systems would converge on the HKBCF and link up Hong Kong with the east and west coasts of the Pearl River Delta;

5.2.2 Owing to developments in the HKBCF of HZMB, and that of NCD of the airport and Tung Chung New Town Extension, Lantau would become one of the most unique and largest retail centres in Hong Kong and the region. These new commercial and retail developments would together form a "super regional retail centre" and an integrated leisure and entertainment centre mainly targeted for tourists, and would relieve the pressure caused by an overwhelming number of tourists visiting downtown and the North District;

5.2.3 Since the HZMB connected to the west of the Pearl River Delta and the Tuen Mun-Chek Lap Kok Link connected to the east side would converge on the HKBCF, Lantau would therefore benefit from a bridgehead economy. Considering the fact that Pearl River Delta East was even more developed than Pearl River Delta West in terms of population and economy, transportation arrangement for Pearl River Delta East would be equally important;

5.2.4 Besides, transportation between Guangdong and Hong Kong was experiencing a paradigm shift from the traditional "shop in front and factory behind" mode to a new "one-hour living circle" mode. With regard to the transportation functions of the HZMB, it was foreseeable that the use of trucks would relatively decrease, whereas the importance of passenger traffic would rise, resulting in the significance of passenger traffic overriding that of cargo traffic. The design of vehicle clearance

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arrangements had therefore to be carefully considered;

- 5.2.5 To link up developments of the HZMB, NCD of the airport and Tung Chung New Town Extension, transportation had to be considered from an “four-in-one” perspective. In addition to ensuring the convenience of tourists, nearby residents should also be attracted to work on the island;
- 5.2.6 It was proposed that a railway transportation circuit be developed on the existing railway network, linking Tung Chung New Town Extension, the Airport, NCD of the airport and the HKBCF of HZMB;
- 5.2.7 It was proposed that the SkyPier be moved onto HKBCF Island, which would be equipped with large-scale customs clearance facilities in the future. If the SkyPier could be moved onto the HKBCF Island, such facilities could be shared for higher economic efficiency, so that invaluable land on the airport island could be released for commercial development;
- 5.2.8 The HKBCF and the airport island could be connected by a small sky train, with one train line connecting the passenger clearance building to the airport restricted area for passengers’ direct access to the boarding area, while the other train line could take passengers to the airport island after customs clearance. Alternatively, a railway station connecting the airport island, the HKBCF Island and Lantau Island could be considered if the small sky train would not be provided; and
- 5.2.9 It was suggested that several thousands of private car parking spaces be provided within the closed area of the HKBCF Island, for the single licence private cars travelling from western Guangdong through HZMB to park in Hong Kong. This could facilitate passengers travelling to Hong Kong by private cars, and allow them to shop in malls within the closed area without having to go through customs clearance.
- 5.3 Another Member also agreed that the HKBCF of HZMB, upon completion, would be one of the largest transportation hubs and gateways in Hong Kong. At present, it took only about 30 minutes to travel from Shenzhen Bay Port to the airport. When the Tuen Mun-Chek Lap Kok Link was completed, the driving distance would be greatly reduced to attract even more tourists. The decision on

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whether to build the railway station in Siu Ho Wan or in Tung Chung would need to be made as soon as possible. Besides, whether the Tung Chung Line should be expanded with the addition of more stations should be studied in detail to avoid creating constraints to tourists getting to the attractions on Lantau. In addition, although online shopping nowadays had becoming very popular, in deriving the marketing positioning for the HKBCF of HZMB and NCD of the airport, the provision of some commercial items that could not be provided through online purchase, such as high-quality bicycles, and freight logistics services could also be considered. However, it was considered that freight logistics services should be set up in places outside Lantau, such as Tuen Mun and Hung Shui Kiu, etc., whereas the HKBCF or NCD of the airport would be suitable places for goods display. In short, purchase and logistics services could be one of the biggest growth areas in Hong Kong airport cargo in the future.

- 5.4 Construction of a railway system connecting the HKBCF and Lantau could provide not only convenient transportation services for tourists, but also easy access to the airport and the HKBCF for Lantau residents, which would also provide incentives for them to work at the airport and the BCF. The idea of expanding the railway network circuit in the HKBCF and the airport island would be conducive to the development of Lantau.
- 5.5 As for changes in traffic patterns, another Member considered that the growth in the use of private cars would be much higher than that in trucks. Besides, as railway and public transport systems had become the major means of transport, the consultants should investigate the needs for cross-district ferry service, and consider the re-provisioning of ferry terminal facilities as well as the provision of other feeders and co-ordinating facilities, such as parking spaces. In the market positioning study, the existing and planned business facilities in the Pearl River Delta region should also be taken into consideration and research should be conducted in the changes and trends for shopping and consumption behaviour, which would facilitate the setting up of a suitable mode of transport facilities. Overall, he supported the development of the railway system but noticed great technical difficulties in the current alignment options proposed for the railway transport circuit on Lantau. Since public consultation and participation in any large scale infrastructure was indispensable, he suggested that the consultants should strengthen community participation and consultation, adopting a bottom-up approach to solicit the views of stakeholders before reaching an option acceptable to the public.

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- 5.6 Another Member agreed with what was put forward under the consultancy study on the BCF topside development. He proposed to explore the development and needs of different types of commercial and economic activities in the local and overseas markets, position the topside commercial facilities in the context of creative industries and professional services, and focus on the development of innovative, high value-added and professional brands, in achieving an upgrade shift rather than providing low-end products and services. Since high value-added, innovative and professional services were not labour-intensive industries, the development of such industries could help reduce the flow of people and traffic issues. As for the development of the airport's NCD, most business travellers coming to Hong Kong would visit the malls in Tsim Sha Tsui and Kowloon Station. He suggested that the Airport Authority study the shopping patterns of this segment of travellers in developing commercial facilities in the NCD to attract these high-spending visitors for future consumption on Lantau Island. Only in this way could pressure on the future demand for transport facilities to and from Lantau be reduced.
- 5.7 Another member welcomed the Airport Authority's intention to commence as soon as possible the development of the airport's NCD, hoping to receive visitors in time for the opening of the HZM Bridge. He inquired whether the earlier proposed SkyCity concept still existed in the pipeline. He agreed that the airport's NCD should be developed with retail and hotel facilities, but since commercial facilities in Terminal 2 were still not in full use, the Airport Authority should consider studying the feasibility of using Terminal 2 for passenger transport and commercial offices. As for employment, since Tung Chung residents would only reach 270,000 in 2023, to continue with development on Lantau Island and in response to the labour shortage on the island, better connection with the Northwest New Territories should be in place to attract more residents to work in Lantau. The Tuen Mun Western Bypass in connection to Tuen Mun needed to be finalised as soon as possible to avoid delay in the opening and use of roads. Furthermore, since there were no further development proposals for the Shenzhen-Hong Kong Western Express Line, there was a need for the early completion of a bypass. He welcomed the preliminary recommendation for a thoroughfare linking Tung Chung and Mui Wo, which would have significant impacts on the connection to Lantau East and the sustainable development of Lantau. To connect the HZMB and to get through to Tung Chung and the airport as soon as possible, the dual use of the airport



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railway should be enforced with additional stations, which would generate economic benefit and streamline the flow of passengers. It was expected that the consultancy study should further investigate its technical feasibility.

- 5.8 Ms. Olivia Lim of the Airport Authority pointed out that the concept of SkyCity in the 2000's had been confined mainly to commercial development of the Airport and most of the recommendations, such as shopping malls, hotels and exhibition centers, etc. had already been implemented. The planning for Airport Terminal 2 was based mainly on passenger transportation services and not on business development.
- 5.9 Mr. Bosco Chan of Civil Engineering and Development Department informed Members that from the public engagement exercise in the Tung Chung Extension Study, it was noted that commuting from Lantau to the airport for work was inconvenient. The Department would first look into the carrying capacity of the existing railway system. The use of the existing rail system to connect the HKBCF and NCD of the airport would be the preferred option. The construction of new railway lines through Mui Wo to connect the HKBCF to the East Lantau Metropolis would be the long-term goal. The Department would in collaboration with MTRCL and the relevant departments examine the design and operational issues. Mrs. Ingrid Yeung, Commissioner of Transport, informed Members that the Tuen Mun Western Bypass was tentatively scheduled for completion in mid to late 2020's. Currently, routing issues and strategic needs were still under review and earlier Tuen Mun District Council's views on routing were being collected. It was pointed out that the Bypass had not been planned for simultaneous use upon completion of the HZM Bridge.
- 5.10 Another Member pointed out that the development Lantau should be planned from long-term macro-perspectives. Assuming that there would be 15,000 university students graduating every year, and that each person would require the use of about 200 square feet of floor space, there would be a demand of about three million square feet of floor space per year. When the BCF's commercial buildings were completed (i.e. about eight years later), the total demand would reach about 24 million square feet. Therefore, mall facilities were in demand, and there was a need to develop large scale, centralised and specialised services, such as technology, medicine or culture and arts related services. According to researches and the experience of other cities such as Incheon and Amsterdam, land near the airport was the most precious, and commercial land would be

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nothing less than 22 million square feet. The commercial areas in North Lantau and the BCF, which were about two million and three million square feet respectively only, would not be considered to be excessive in size. Land use of the HKBCF Island was not considered to be optimized with the provision of only about 3 million square feet of commercial area out of the total area of about 13 million square feet of the Island. He therefore proposed to maximise the commercial area of the HKBCF topside development. Moreover, with the GDP rising in a number of cities in China, Hong Kong should strive to attract tourists from these cities rather than focusing only the 7 million Hong Kong people. The planning for developments should therefore be made based on a long-term vision.

- 5.11 Apart from railway and road networks already planned or being planned, the planning for a thoroughfare connecting Northwest Lantau and Tai O should also be expedited so as to bring about better connection amongst the airport, the BCF Island and the entire Lantau Island.
- 5.12 For the construction of the super commercial retail centre, accessibility and reachability had to be taken into consideration to avoid repetition of issues affecting business activities due to undesirable accessibility.
- 5.13 Another member agreed to strengthening accessibility to fixed destinations on Lantau Island, and suggested considering the connectivity of the Tuen Mun-Chek Lap Kok Link with the railway network.
- 5.14 As the Tuen Mun-Chek Lap Kok Link would only be opened to traffic in 2018, it was expected that after the opening of HZMB, the North Lantau Highway would become congested. Since the North Lantau Highway was the only road linking the airport and downtown, the construction of another road should be considered.
- 5.15 Mr. Bosco Chan of Civil Engineering and Development Department informed Members that the Department and the consultants would engage in detailed discussions with various stakeholders, including business stakeholders and the local community while conducting public engagement exercise under the study. Public forums would also be held to collect views of all parties. Regarding the concept of a circular transport link, it would not necessarily be limited to the railway, the North-South Corridor might also be considered. As for commercial

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land on the BCF Island, the feasibility study would investigate the development of underground space and discussions would be held with the Civil Aviation Department and the Airport Authority on the height restriction. On the other hand, the consultants would study in detail the connection between commercial facilities in closed and non-closed areas. The Department would take up this issue with the relevant policy bureaux and departments.

- 5.16 In addition to the development of bridgehead economy, it was considered that the concept of a SkyCity or airport-driven development zone should be taken into consideration. At the same time, connectivity between the airport and other areas should also be studied. In regard to transport facilities, in short term, traffic issues arising after the opening of the bridge. In mid-term, the connectivity amongst NCD of the airport, the BCF and different areas should be investigated. The long-term planning should focus on connectivity amongst local districts, the Pearl River Delta cities and even the northern cities. Finally, attention should also be given to the shift of long-term economic activities to reserve space for dealing with the evolving economic development in the future with some flexibility.
- 5.17 The relevant departments would report to the Sub-committee for discussion in good time when preliminary findings of the study became available.

**Agenda Item 4 : Traffic restrictions and the closed road permit arrangements in South Lantau**

(TTSC Paper No. 06/2015)

6. Ms Irene Ho and Mr Honson Yuen of Transport Department briefed Members on the existing arrangement for the issuance of closed road permit, and the provision of public transport services and other major facilities for the South Lantau visitors; they also elaborated factors to be considered for the relaxation of road regulations, including the fact that such measures should be in line with planning intentions for the current South Lantau as natural conservation area; that such measures should consider the capacity of tourist facilities; and that the scale of relaxation must not cause unacceptable negative impact on the environment, traffic safety and livelihood of the residents. Based on the above considerations, the Transport Department did not recommend immediate and full abolition of the arrangement on closed roads and the issuance of closed road permit.

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7. Based on members' discussions on the item, a summary of comments was listed as follows:
  - 7.1 Regarding members' enquiry about the opening South Lantau Road, Mr Honson Yuen of Transport Department replied that the greatest difficulty was a shortage of adequate facilities, such as parking spaces. At present, there were only 353 private car parking spaces in South Lantau, the utilization rate was very high during holidays, and South Lantau Road being close to the Country Park area, there was inadequate space for setting up new parking spaces.
  - 7.2 South Lantau Road should be widened to 7.3 m to improve the safety of users. Currently, roads were insufficient in Lantau, especially after Tai O had become a tourist attraction. Therefore a new coastal road from Tung Chung to Tai O direct should be developed , after which the pressure on the use of South Lantau Road would be reduced.
  - 7.3 The development of a new road might be a long-term target. As a short term goal, vacant farm lands along South Lantau Road could be used with short-term tenancies for temporary car parking to improve the shortage of parking spaces. Although some sections might fall within country parks and be confined by country park conservation policy, the Country Parks Ordinance, in fact, had set out that if the objective was to provide recreational purposes, development of such areas or use of the roads by the general public should not be prohibited purely for conservation purposes.
  - 7.4 It was misleading that the utilization of permit quota as listed in the document was low, because the average utilization could not reflect the demands on weekends and holidays. The trial scheme for the gradual relaxation of the South Lantau Road restriction on weekdays by the Administration was welcomed. It could encourage the use of the road by citizens to avoid road congestion in Lantau on weekends or holidays. Members also agreed to develop those abandoned farmlands to temporary car parks. After the trial relaxation of the road, local communities could collaborate with government departments to review and study the necessary control and regulatory measures.
  - 7.5 Members suggested the government consider provision of tour buses in North Lantau for tourists visiting South Lantau during non-holiday periods. They also recommended that the local District Council may follow up the feasibility of this

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proposal, or convey the proposal to the Hong Kong Tourism Board for reference.

- 7.6 In recent years, the government retrieved a lot of lands for emergency vehicular access purpose. It was suggested that some of the emergency accesses could be upgraded to rural roads for the provision of more vehicular accesses.
- 7.7 The Chief Executive announced in his Policy Address that the government would review in full swing the arrangements of closed roads and the issuance of closed road permit in Lantau to facilitate its short-term economic and community development. Departments should adopt an innovative approach and an open attitude to handle and solve the problems, rather than bound by the existing restrictions. Departments should also undertake risk assessment and co-ordinate each other. For the low utilization of permit quota shown in the paper, there might be some other factors, such as adverse weather, complicated permit application procedures, and high permit fees etc. that hinder the wish of permit application. It was recommended to use intelligent transportation systems, strengthen the traffic management and law enforcement for enhancing road safety.
- 7.8 Even though the Government had begun to construct new parking spaces in Tai O and Mui Wo, these parking spaces could only be completed few years later. Due to a severe shortage of parking spaces on Lantau Island, Members agreed to provide temporary parking spaces by means of short-term waiver. It was also recommended conducting a trial to allow vehicles with certain last digits on car plates to use South Lantau Road on weekdays during school holidays in August; and to allow the entry of red and green taxis to Lantau to provide services on Saturdays and Sundays.
- 7.9 Tourists mainly visited a few major attractions, such as Mui Wo, Cheung Sha and Tai O now. Hence, it was recommended to build multi-storey car parks at these major attractions for increasing the number of parking spaces. Among the roads in Lantau, the most dangerous one was Keung Shan Road. For most of the remaining roads, they were at similar conditions as other roads on Hong Kong Island. In long run, new roads should be built in north-west Lantau.
- 7.10 A member agreed letting red and green taxis provide service in Lantau. As private car parking spaces were often occupied by goods vehicles, he supported relevant departments to strengthen the law enforcement. In addition, due to land

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shortage in Tai O, he agreed that multi-storey car parks should be constructed to ease the problem of shortage of parking spaces.

- 7.11 It was considered that the aforesaid trial schemes could be implemented, and South Lantau Road restriction could be partially relaxed. However, the temporary parking space problem should be resolved at first to avoid serious traffic jams.
- 7.12 Mr Anthony Li, District Officer (Islands) of Home Affairs Department, agreed to relax the road restriction in Lantau gradually and should review the effectiveness with relevant departments afterwards. District Council and District Management Committee would also assist the relevant departments to collect comments of the communities and stakeholders for examining the way forward.
- 7.13 Mrs Ingrid Yeung, Commissioner of Transport, advised that there were 14 days in 2014 in which the usage rate of quota (30 numbers per day) for coaches to access South Lantau reached hundred percent. At present, citizens can download permit application form from internet and learn the situation of quota application of a certain day two weeks in advance. For condition of roads, certain carriageways on Hong Kong Island were still only 6.8m wide or less at present. Some road sections even prohibited trucks over 3 tons. It can be seen that these roads still functioned smoothly. In South Lantau, there were certain narrow bends that motorists needed to pay particular attention for. After South Lantau Road became partially open, parking demands at attraction spots would be increased. Hence, it should provide parking spaces at suitable locations beforehand. Transport Department would liaise with relevant departments for provision of additional temporary parking spaces and report the progress to the Sub-committee in future. A member expressed that the local communities would assist the departments to resolve the problems as soon as possible.
- 7.14 It was recommended that the Working Group should follow up the provision of additional temporary parking spaces in South Lantau, and report progress to the Sub-committee in due course. District Office and District Council could follow up the provision of temporary toilets in relevant locations in parallel so as to cope with the gradual opening of South Lantau Road.

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**Agenda Item 5: Progress of Narrow Bend Improvement Works at Keung Shan Road and South Lantau Road in Lantau**

(LanDAC TTSC Paper No. 07/2015)

8. Mr Chris Wong of Highways Department briefed Members on the progress of the narrow bend improvement works at Keung Shan Road and South Lantau Road in Lantau. The Sub-committee noted that the Highways Department had completed 10 bend improvement works located on Keung Shan Road and South Lantau Road, including completion of the South Lantau Road bend close to Nam Shan (S5) at the end of 2014, and that of the South Lantau Road bend near Lo Wai Tsuen, Pui O (S3) earlier this year. The remaining bend improvement works included three bends (K1, K4 and K10) located on Keung Shan Road and three other bends located on South Lantau Road (S1, the remaining part of S2, and S4). It was estimated that three bends, namely K1 (near Tai O Road), S2 and S4 (near Tung Chung Road) could be completed before the end of 2015. As for three more bends, namely K4 (near Sham Wat Road), K10 (near Shek Pik Reservoir Link) and S1 (near Tung Chung Road) were estimated to be completed in 2019 due to time required for processing ground investigation, tree survey and design, the Environmental Impact Assessment Report and resolving residents' objection.
9. Based on members' discussions on the item, a summary of comments was listed as follows:
  - 9.1 A Member was concerned why K4 and K10 bends improvement works could only be completed by 2019. Mr. Chris Wong of Highways Department explained that the two lots had slopes of more than 70 degrees. There were also many trees within the project area, felling of these trees would require compliance with established procedure before seeking consultation and approval. It was estimated to be completed by 2019.
  - 9.2 The District Council had not received any objections against improvement works at Keung Shan Road. In case of objections, the Department could communicate with the District Council to examine and deal with the issue. Regarding the projects for the two sites, the District Council had submitted comments to the Department; after amendments were made, the proposed project might not need to go through the Environmental Impact Assessment Report requirement. Since road improvement works involved road safety issues, especially at the K10 bend, relevant bureaux and departments should speed up completion of the

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improvement works. The Highways Department should work with the District Council for solutions again.

(Post-meeting information: As K10 road improvement works belong to designated project within the Schedule of the Environmental Impact Assessment Ordinance, environmental impact assessment is therefore required, and the Highways Department also needs a longer period for required works.)

- 9.3 The improvement works could only partially widen the road but could not improve the slope of the road, which was of little help to buses and coaches, because the bottom of the vehicles might hit the slope. As only widening the road without processing the slope still involved hidden risks, it was therefore proposed that the Department should enhance the scope of the project and apply for public works funding. Works should be based mainly on the standards for improving Sham Wat Road and Ngong Ping Road. It was hoped to take advantage of this opportunity for public works to straighten the bends and improve the slopes.
- 9.4 As for South Lantau Road bend S1 improvement works, Ms Irene Ho of Transport Department informed Members that changes had been made on the project scope, and views of the residents were being consulted again. The outcome was expected by mid-March when the Department would study and handle the situation in collaboration with the District Council, hoping for commencement of the project as soon as possible.
- 9.5 As road improvement works could be classified as short-term and long-term projects, it was recommended that Highways Department in conjunction with Transport Department should go for on-site inspection together with the District Council as soon as possible in order to understand the unresolved issues and to discuss ways for more efficient and effective improvement.
10. The Sub-committee noted the document, and urged relevant departments to complete the works as soon as possible.

**Agenda Item 6: Any Other Business**

Opinions and comments received from the “Public Relation and Engagement Sub-committee”



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11. Development Bureau in conjunction with the "Public Relation and Engagement Subcommittee" attended various promotional activities concerning "Lantau Development" between November and 31 December last year. The Secretariat of "Public Relation and Engagement Sub-committee" sorted the comments received during the events and recommended follow-up actions, two of which required the views of the Sub-committee, including: (1) proposal on the construction of cross-harbour bridge connecting Cheung Chau and Lantau Island, and (2) Lantau has great potential for development, but the costs of transportation from and to Lantau are very high; new measures should be considered to reduce the transportation costs, for example, part of the proceeds from land sales can go into a fund for subsidizing public transport.
  
12. After discussions, the Subcommittee agreed to submit the proposals to the relevant Policy Bureau for following-up.  
(Post-meeting information: The Secretariat submitted the proposals to the relevant Policy Bureau for following-up.)

List of follow-up items by the Traffic and Transport Sub-committee Meeting

13. Relevant department had compiled a list of follow-up items in relation to Lantau traffic and transportation already discussed by the Sub-committee. The list was distributed at the meeting for Members' reference. Items on the list were also matters of concern for the Sub-committee. The Department would update the list from time to time in future according to the progress of follow-up issues and the matters discussed in subsequent meetings.
  
14. There being no other business, the meeting was adjourned at 6 p.m.