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

Date: 24 June 2015 (Wednesday)

Time: 3:00 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 (TTSC)
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Ms CHAU Chuen-heung	Deputy Chairperson of TT SC
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Hon CHAN Han-Pan

Mr Allen HA Wing-on

Professor HO Kin-chung

Dr James WANG Jixian

Hon WU Chi-wai

Mr Randy YU Hon-kwan

Mr CHEUNG Tsz-kei

Mr LEE Chi-fung

Dr Ernest LEE

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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 LAI Cheuk-ho Principal Assistant Secretary(Works) 5, Development Bureau (DEVB)

Miss Janet WONG Principal Assistant Secretary (Works) Special Duties, DEVB

Mr MAK Chi-biu Deputy Project Manager (Hong Kong and Islands) (Acting), Civil Engineering and Development Department (CEDD)

Mr CHAN Cheuk-ming Chief Engineer/ Railway 2-2, 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)**

Mr CHAN Yung

Mr Ivan CHU Kwok-leung

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Transport and Housing Bureau (THB)

Commerce and Economic Development Bureau (CEDB)

**In Attendance**

Dr FANG Zhou

Mr Kevin CHEUNG

Researcher, Hong Kong Golden 50,  
Assistant of Mr LAM Fan-keung

Ms Irene HO

Assistant Commissioner/New Territories, TD

Mr Honson YUEN

Chief Transport Officer/New Territories South West,  
TD

Mr Isaac LO Kong-sai

Senior Engineer/Islands, TD

Mr Ken WONG Pak-kin

Principal Transport Officer/Management, TD

Mr Eric TAM

Senior Transport Officer/Planning/Taxi, TD

Mr Haywood LEE Ka-hei

Engineer/Islands 1, TD

Mr HO Yun-sing

Deputy District Commander (Lantau), Hong Kong  
Police Force (HKPF)

Mr David Neil Bennett

Divisional Commander (Lantau), HKPF

Mr KU Chun-nam

District Operational Officer/Lantau, HKPF

Ms NGAR Yuen-ngor

Senior Country Park Officer, (NW), Agriculture,  
Fisheries and Conservation Department (AFCD)

Miss Connie NG Ka-yan

Nature Conservation Officer (Lantau), AFCD

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Miss Clara U Kam-wa	Senior Environment Protection Officer (Regional Assessment)2, Environmental Protection Department
Mr WONG Kwok-fai	Senior Engineer/NT Region, HyD
Mr Joe YIP	Assistant Secretary (Land Supply) 1, DEVB
Mr Kevin LAI	Senior Manager (Infrastructure), DEVB
Miss Erica WONG	Senior Executive Officer (Lantau), DEVB
Mr Nick LI	Project Coordinator, DEVB
Mr Joe CHOW	Assistant District Officer (Islands) 2, HAD
Mr David LO	Chief Engineer / Islands, CEDD
Ms Doris YAU	Senior Engineer 8 (Islands Div), CEDD
Mr Stephen WONG	Senior Planning Coordinator, PlanD

1. The Chairman welcomed all Members, co-opted Members and government representatives to the fifth meeting of the TT SC.

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

2. The Secretariat had distributed the draft gist of the last meeting to Members for their perusal prior to the meeting, and no proposed amendments had been received. No further proposed amendments were received at the meeting, and the TT SC confirmed the proposed gist of the fourth meeting.

**Agenda Item 2: Matters Arising**

3. No matters arising had to be discussed at the meeting.

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**Agenda Item 3: Traffic Restrictions and the Closed Road Permit Arrangements for South Lantau**

(TT SC Paper No. 08/2015)

4. Ms Irene HO of the TD briefed Members about the TT SC Paper No. 08/2015, and invited Members to comment on the proposal for relaxing traffic restrictions on the closed roads and issuing closed road permits ("permits") for South Lantau.
5. The discussions and comments on the paper from Members were summarised as follows:
  - 5.1 A Member said that it was feasible to permit 50 private cars to take the South Lantau Road per day on weekdays initially on a trial basis. During the later consultation exercise, more thorough consultation should be undertaken by the relevant departments. Local people were more familiar with the situation of Lantau, and so they should be consulted when planning for temporary parking spaces.
  - 5.2 Another Member supported gradual relaxation of South Lantau's traffic restrictions. He said 90% of the coaches getting in South Lantau on Saturdays and Sundays would go to Tai O. At present, there were only 21 parking spaces for coaches in Tai O. Allowing a daily maximum of 50 coaches to visit South Lantau would add to the demand for coach parking spaces. He proposed to convert the land next to Yim Tin Pok Playground originally reserved for other uses into a temporary car park before its permanent development, to alleviate the demand for parking spaces. As regards the number of private cars allowed to get in South Lantau on weekdays, he said necessary facilities and measures should be provided, and sufficient parking spaces should be made available at all tourist spots, so as to avoid chaos.
  - 5.3 Another Member expressed that the maximum number of coaches allowed to get in the South Lantau Road should be increased from 30 to 50, and 50 private cars should be allowed to use the road from Monday to Friday. In this respect, only about 1,000 more people would visit Lantau Island per day. As long as good management measures were in place, there should not be much impact from the views of environmental protection. He enquired about the daily quota was defined as the number of vehicles or vehicle trips, how to control vehicles parked on closed roads outside the prescribed time limit, how to divert vehicles to various destinations, and whether traffic congestion would be caused by setting up

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checkpoints.

- 5.4 Another Member said that whenever cruise ship arrived in Hong Kong and on public holidays (such as Christmas), additional number of coaches could be considered to attract more overseas and local visitors to Lantau Island.
- 5.5 Another Member said that Lantau residents could not always obtain closed road permit now. It would be unfair to local residents by granting the permits to non-residents' private cars. In addition, urban taxis should be allowed to enter different areas of Lantau Island for the convenience of local residents.
- 5.6 Another Member expressed his support for a gradual opening of closed roads on Lantau Island, but enough parking spaces should be provided at tourist attractions as soon as possible, so that more citizens would visit Lantau Island. Besides, he noticed that the average daily quota for coaches applying to enter Lantau Island had not been fully utilized. He queried whether this was due to the complexity of the application procedure. He therefore suggested reviewing and simplifying the application procedure, and to accept online applications so as to facilitate the permit application by the public.
- 5.7 Another Member suggested that the Government should consider turning abandoned agricultural lands into temporary carparks.
- 5.8 Ms Irene HO of the TD responded that the Department had contacted the Lands Department (LandsD) to convert the vacant land next to Yim Tin Pok into a temporary car park, and would continue to follow up. The quotas for coaches and private cars will be increased by 20 and 50 respectively (measured in number of vehicles), and the permit will be valid for one day, for which if exceeded, the user would be prosecuted. The Department would also request the police to step up enforcement to deter offenders. In terms of public consultation, the Department would collect views from four rural committees, the green groups concerned, and the tourism and transport sectors in addition to consulting the Islands District Council. The TD had issued the works order to add four parking spaces for coaches in Cheung Sha, and would also seek to simplify the permit application procedure, for example, exploring the possibility of processing private car permit applications and payments online. Regarding the traffic capacity of roads in South Lantau, for example Tung Chung Road, the current capacity is 10,000 vehicles a day, but the current average usage was only about 3,700 vehicles. Hence, allowing an additional small number of vehicles to get in South Lantau would have limited

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traffic impact within the area. In addition, Ms Amy CHEUNG Yi-mei of the PlanD said any land owner wishing to convert his or her farmland into a temporary car park could approach the PlanD or LandsD for information regarding the land use of the proposed land and the related requirements. The Chairman asked the relevant departments to expedite approval of applications for converting agricultural land along South Lantau Road into car parks.

- 5.9 A Member asked if statistics were available with respect to coaches carrying local and overseas visitors. Ms Irene HO of the TT responded that the current quota of 30 coaches was usually allocated fifty-fifty to local and overseas tourists; however, the TD would allocate the quota flexibly depending on the unused quotas and the actual needs. The Member also hoped the relevant government departments would coordinate with the Hong Kong Tourism Board to attract more overseas tourists to Lantau Island by coach. The TT SC requested the TD to inform the CEDB and the Tourism Board about the relevant proposal.
- 5.10 Another Member said that roads on Lantau Island had been closed since the 1970s, and for planning to develop Lantau Island now, the roads should be improved and closed roads should be opened. He agreed with the proposal of gradually opening the closed roads, and asked the TD for a schedule for the opening. He said that all vehicles had paid an annual licence fee and should be able to use all roads in Hong Kong, and so it was unreasonable to pay extra fees for gaining access to Lantau Island. Applying permit should therefore be free of charge.
- 5.11 Another Member said that the daily quota of 50 private cars was not too many, and a larger number of quota could even be provided on weekdays. But he said there should be sufficient parking spaces, and the parking demand for coaches and private cars should also be made known in order to more accurately plan for and set up parking spaces. In addition, for monitoring the usage of parking spaces at tourist attractions on Lantau Island, the departments concerned could use modern communication technology, such as mobile apps, to provide real-time information for those wishing to use such facilities. On the other hand, the concerned department should simplify the permit application procedure, accept online applications, provide real-time information, and expedite the approval process, so as to encourage and facilitate the public to apply for a permit.
- 5.12 A Member asked why the restricted areas on Lantau Island differed from those in Sai Kung in terms of management mode. He said that opening the roads on Lantau Island should match with the goal of conserving Lantau's country parks, and one

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should strike the balance between opening the roads and conserving the nature. He did not think that ordinary drivers would choose to go to a tourist spot simply because of the availability of parking spaces, and so parking spaces should not be provided only at a few spots. He suggested adding parking spaces should base on the confirmed parking needs. But another Member said that Lantau Island's tourist attractions were concentrated in a few locations, and so parking spaces could be provided in the locations with high demand.

- 5.13 Ms NGAR Yuen-ngor of the AFCD responded that except in specified locations, vehicles were not allowed to get in country park areas. Pak Tam Chung in Sai Kung largely fell within a country park, but as some villagers were living there, permits had to grant for them to go in and out. Because the roads on Lantau Island were not country park areas, it was not necessary to apply for permit to enter the country park.
- 5.14 Another Member said that private car parking spaces were currently in tight supply for Lantau residents. He inquired about the existing number of private car parking spaces, and whether any data was available to indicate that on days when the coach quotas were fully used, parking spaces fell short of the demand.
- 5.15 Another Member said as short-term measures on improving roads on Lantau Island, the TD proposals on provision of more parking spaces and gradually open of roads on Lantau Island could be followed. Medium-term measures should be aligned with the positioning of Lantau Island, especially South Lantau. It should determine whether the roads in these areas would continue to be designated as closed roads, or open for economic and tourism development purposes, so as to determine the direction of opening and usage of the roads. Over the long term, the possibility of building a through road between North and South Lantau should be considered in addition to improving existing roads, in order to achieve sustainable development and conservation of the environment at the same time.
- 5.16 Another Member said as opening roads on Lantau Island did not depart from the idea of conserving Lantau, and partially opening the roads could improve the accessibility of Lantau Island. To enable people to stay overnight on Lantau Island when driving there, he suggested offering a two-day vehicle permit. He further said parking spaces were in serious short supply at Tai O and Mui Wo on weekdays, and agreed to provide additional parking spaces at such tourist hotspots as soon as possible, rather than setting up roadside parking spaces like in Sai Kung.



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- 5.17 Another Member expressed that the planning for Lantau Island should be based on conservation of the natural resources. It should not open the roads only to meet driving needs. To facilitate the public visiting Lantau Island, public transport and associated supporting facilities should be improved, rather than opening the roads simply to serve the driving needs.
- 5.18 Another Member said the parking spaces were in tight supply on Lantau Island. He agreed that if there was any suitable agricultural land whose owner wished to convert it into temporary parking spaces, relevant departments should provide assistance and explain relevant planning requirements. He also suggested that the TD should erect parking signs where appropriate, in order to provide clear instructions to motorists. Over the long term, multi-storey car parks should be built in Mui Wo and Tai O. He was not worried that private cars would illegally enter or stay on the closed roads on Lantau Island. If offender was found, police would make prosecution according to law. He requested that the TD should simplify the permit application procedure and shorten the time required for applications for encouraging more people to apply.
- 5.19 Another Member said that two of the three planned car parks in Mui Wo had already been used for the parking of vehicles, so few parking spaces could actually be added and the supply was still tight.
- 5.20 Ms Irene HO of the TD stressed that the proposed relaxation of traffic restrictions would be in tandem with the planning intention of designating South Lantau as a conservation area, and the Department would review the practical needs when determine the adequate number of parking spaces.
- 5.21 A Member opined that in the 2015 Policy Address, the Chief Executive had outlined the short-term projects that should be rolled out in full swing within the year, including reviewing the arrangements for the closed roads and the issuance of permits for Lantau Island. He agreed that Lantau's country parks should be conserved, but convenient transport facilities should also be provided to make it easy for the public to reach Lantau, so that the valuable resources would not be wasted.
- 5.22 The TT SC summarised the discussions, and hoped that enough parking spaces would be provided at tourist sites as soon as possible and that the procedure of permit application would be streamlined, and publicity would be enhanced. The

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TT SC suggested conducting a review one year after the relevant measures had been implemented, and requested the working group to follow up the issue.

**Agenda Item 4: Progress on Narrow Bend Improvement Works at Keung Shan Road and South Lantau Road in Lantau**

(TT SC Paper No. 09/2015)

6. Mr WONG Kwok-fai from the HyD briefed Members about the progress on narrow bend improvement works at Keung Shan Road and South Lantau Road in Lantau. He said that the remaining bend improvement works included three road bends (K1, K4, K10) at Keung Shan Road and three road bends (the remaining parts of S1 and S2, and S4) at South Lantau Road. Road bends K1 (near Tai O Road), S2 (near San Shek Wan) and S4 (near the entrance of Pui O Au Portal) were expected to be completed by the end of 2015. Improvement works on road bends K4 (near Shum Wat Road) and S1 (near Tung Chung Road) could also get started in 2016, and were expected to be completed in 2017. For road bend K10 (near Shek Pik Reservoir link), , as it would take time to conduct land and trees surveys, carry out slope design and prepare EIA report, the work was expected to be completed in 2019.
7. Members' discussions and comments on the paper were summarised as follows:
  - 7.1 A Member said the project progress was very slow. He suggested the relevant departments to strengthen coordination and carry out the necessary works simultaneously as far as possible for speeding up the improvement work. Mr WONG Kwok-fai of the HyD said that permit had been given by the AFCD earlier, and the Geotechnical Engineering Office would carry out ground investigation works soon to provide geotechnical data for the slope design. He expected the ground investigation report to be completed by early 2016, and they would then submit an EIA report to the EPD.
  - 7.2 Miss Clara U Kam-wa from the EPD pointed out that the approval of an environmental permit would depend on the environmental impacts of the project. If the HyD's ecological assessment indicated that the ecological impact was small, the HyD could develop a project brief and apply directly to the EPD for a construction permit. If there was not much public opposition, it was preliminarily estimated that it would take around half a year to obtain a permit. Both she and Ms NGAR Yuen-ngor of the AFCD said that they would fully cooperate with the HyD.

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- 7.3 Another Member said that it was difficult to understand why it would take half a year to obtain an environmental permit, and four years to complete the works for K10 slope. He requested the relevant departments to carry out their approval works simultaneously and to speed up the project progress.
- 7.4 Another Member pointed out that he had asked the Department at the previous meeting to carry out the K10 slope improvement works simultaneously, and he was disappointed that the work completion date would still on 2019. He requested again the relevant departments to step up coordination, so as to shorten the construction time. In addition, he said that the five bends at Keung Shan Road mentioned in Appendix C herein threatened the safety of vehicles, and believed that the relevant improvement works would not be very complicated, and so he hoped that the HyD would start construction as soon as possible.
- 7.5 Mr LAI Cheuk-ho of the DEVB said that the HyD had earlier proposed that the road bend improvement works would not commence until late 2017, based mainly on the fact that the project schedule would generally vary depending on the amount of time required by the Environmental Impact Assessment Ordinance. However, if the project had little impact on the ecological environment, the HyD could develop a project brief according to the opinions given by the EPD earlier and apply an environmental permit directly from the EPD, and so the work could be started at the earliest opportunity. The HyD would again review the project schedule and construction methods, hoping to shorten the construction time as much as possible. Mr CHAN Cheuk-ming and Mr WONG Kwok-fai of the HyD, and Mr MAK Chi-biu from the CEDD said that they would review the project progress, and discuss with their responsible colleagues to speed up project.
- 7.6 The Chairman hoped that all the departments would note the short-term projects outlined in the Chief Executive's 2015 Policy Address that would be rolled out in "full swing" within the year, including improvement works on the narrow bends at Keung Shan Road and South Lantau Road. He requested the DEVB to follow up the relevant bend improvement works, and he would discuss the project with the Permanent Secretary (Works) after the meeting.  
(Post meeting notes: With regard to the K10 bend improvement project, after the DEVB had checked the project schedule, the HyD would work with the EPD and the AFCD to set up a working group to discuss how to speed up the approval of environmental permit and ecological assessment, so as to complete the project ahead of schedule.)

**Agenda Item 5: Review on Issue of New Lantau Taxi Licences**

(TT SC Paper No. 10/2015)

8. Mr Ken WONG Pak-kin of the TD briefed Members on the results of the survey on Lantau taxi service level conducted by the TD over the past two years and its relevant analyses. He said that compared with 2012 and 2013, Lantau taxis recorded an increase in both average daily patronage and average number of trips in 2014. In addition, future developments on Lantau Island and the projected growth of local population and visitors will further add to the demand for Lantau taxi service. Therefore, the THB and the TD considered it necessary to issue new Lantau taxi licences. While the actual number of new licences required was being studied, the preliminary assessment was that it should be appropriate to increase the number of licenses by about half of the existing number.
9. Members' discussions and comments on the paper were summarised as follows:
  - 9.1 A Member said that the average waiting time for passengers at taxi stands and on roadside as mentioned in the paper did not match the actual conditions. According to data from the TD, passengers waiting time at taxi stands on weekdays lasted one minute, and two to three minutes at weekends. The roadside waiting time ranged from 14 to 16 minutes both on weekdays and at weekends. However, he said the waiting time often lasted one hour or longer, and over 50 people kept waiting. He learned that Lantau taxi trade objected to the increase in taxi licences, but given the future development of Lantau Island, and the significant growth in population and the number of visitors on Lantau Island, Lantau's current taxi services really could not cope with the demand. If no sufficient number of additional Lantau taxi licences could be issued, he suggested the Government to explore the possibility of allowing urban taxis to provide service in South Lantau.
  - 9.2 A Member indicated that he understood the practice of averaging out the taxi waiting time mentioned in the paper. But passengers had in fact to wait for a very long time. He disagreed the reason of Lantau taxi trade to oppose the issuance of additional licences on the grounds of lacking business. It was because given an average daily capacity of 3,500 passengers, taxis could provide 41 passenger trips per shift on average, which outperformed other types of taxis, and so he agreed with the proposal to issue additional Lantau taxi licences.

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- 9.3 A Member said that the number of complaints received by the Transport Complaints Unit also revealed a lack of taxi services on Lantau Island, and therefore there was a need to review the number of Lantau taxis. However, he did not support allowing urban taxis to operate in South Lantau for solving the problem. In terms of data, the Member agreed that average numbers could not be relied on, and the Department should take into account factors such as data errors during the assessment.
- 9.4 Another Member also considered that average numbers often failed to reflect the actual situation and were generally unreliable. He suggested introducing an objective mechanism to figure out a suitable number of taxi licences. He recommended recording the waiting time of each passenger within a given period of time.
- 9.5 Another Member said that a car-pooling model could be introduced on a trial basis. Under this model, some private institutions could provide a suitable number of environmentally-friendly vehicles for tourists to hire at designated places in Lantau. This would not only ease the shortage of transport means, but also limit the number of vehicles using roads in Lantau so as to conserve the environment.
- 9.6 Mr Ken WONG Pak-kin of the TD said that the duration of waiting would vary largely from time to time, and so average data would be more objective. The data would only be used for preliminary assessment, and the Department would not rely solely on these data in determining whether to increase the number of taxi licences. The Department would consider the public demand for taxi services, the operating situation of the taxi trade, and the anticipated impact before proposing to issue more taxi licences. Regarding the proposal of allowing urban taxis to enter South Lantau, the Department needed to assess the impact of permitting urban taxis to operate in the prohibited zones of South Lantau on environmental conservation. In addition, since each of the existing three types of taxis in Hong Kong has its own operating areas, the Department would have to take into account the views and concerns of the operators of all these types of taxis about the possible change. Given that a total of 50 taxis were currently operating on the island, the preliminary assessment was that it should be appropriate to increase the number of licenses by about half of the existing number. The Government would examine relevant data carefully, taking into account the views of the community. The aim of issuing additional Lantau taxi licences was to ensure that the new taxis would remain in service on Lantau Island, and to address the problem of inadequate taxi services on the island. As regards the suggestion of car-pooling

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model, if implemented, it was necessary to know whether the model would be in accordance with the existing legal requirements.

- 9.7 Mrs Ingrid YEUNG of the TD said that the Department would further sort out the data and examine the various relevant factors, to decide the number of new Lantau taxi licences to be issued. She expected the result to become available by the end of this year, and additional Lantau taxi licences to be issued in 2016. As regards the survey on the level of Lantau taxi services, it was an extensive survey conducted each year on Lantau taxi service. The TD would pay attention to the change in passenger traffic after the issuance of more Lantau taxi licences when collecting data next year.
10. The TT SC noted the content of the paper and supported the TD to issue more Lantau taxi licences.

**Agenda Item 6: Report of the Working Group under the Traffic and Transport Subcommittee of the Lantau Development Advisory Committee**

(TT SC Paper No. 11/2015)

11. Members' discussions and comments on the paper were summarised as follows:
- 11.1 A Member inquired about the timetable and the number of parking spaces to be provided at CP1 to CP6, as well as four locations adjacent to Cheung Sha, Shui Hau and Tong Fuk in relation to the proposal for adding parking spaces in South Lantau as mentioned in the paper, and also the legal proceedings for turning agricultural land into a rental car park.
- 11.2 Ms Amy CHEUNG Yi-mei of the PlanD said the statutory planning requirements for setting up car parks might vary depending on the plans of different sites. Citizens wishing to convert agricultural land into a car park could first check with the Planning Department on the requirements and procedure relating to the use and development of the proposed land. Mr Isaac Lo Kong-sai of the TD responded that the proposed CP1 to CP3 at Mui Wo could provide a total of around 60 parking spaces and CP4 to CP6 in Tai O could provide a total of 440 parking spaces. But a few sites were currently used for different purposes, for example, the Food and Environmental Hygiene Department was using "CP1" to park their departmental working vehicles, and therefore they may not be able to spare some spaces for public parking. Some other sites were used as temporary works sites by other departments. Despite these, the TD was still discussing with the relevant

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departments, but could not fix the time for increasing parking spaces at this stage. The Chairman requested the DEVB to coordinate all relevant departments, and hoped that the sites would be vacated as soon as possible for use as car parks.

- 11.3 Another Member said that the 60 parking spaces planned for Mui Wo were still inadequate, and he suggested opening emergency vehicular access for vehicles to go into and out of villages, for easing the parking demand in Mui Wo.
- 11.4 Another Member opined that the Working Group could pass the suggested study on the traffic demand of overseas visitors going to Lantau Island for the Tourism Commission to follow up and the Economic and Social Development SC to consider.
- 11.5 Another Member said the Working Group was progressing well in improving franchised bus services to and from the airport island, and he requested relevant departments to continue optimizing the services.
- 11.6 Another Member welcomed the fact that a total of about 180 staff service routes were currently operating to and from various areas on the Airport Island, Tung Chung Town Centre, as well as major destinations in Hong Kong, Kowloon and the New Territories, and he believed that the employees would be able to travel more conveniently and quickly to and from Lantau Island to work. But he said the vehicle pick-up/ drop-off points in Tung Chung Town Centre, especially on the passage next to MTR Exit A, were currently very congested, and therefore he hoped that the authorities concerned would improve the situation. In addition, he suggested that the Hong Kong Airport Authority (HKAA) would include the trade union as a stakeholder in future surveys of traffic demand from employees, in order to collect more opinions from employees for the TD and transport operators to discuss how to optimise their services.
- 11.7 Another Member welcomed the proposal from relevant franchised bus companies to provide four overnight express bus services this summer within limits on a trial basis, and hoped to review the operation and effectiveness of such services, so as to further improve services. Every two years, the HKAA would conduct a comprehensive survey of traffic demand from the staff working on the airport island. He suggested that the survey could be done once a year, to update the relevant data more quickly and accurately.
12. The TT SC noted the content of the paper and urged the departments concerned to

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consider and follow up the proposals.

**Agenda Item 7: Any Other Business**

**Views and comments received by the Public Relation and Engagement SC**

13. The DEVB had joined the Public Relation and Engagement SC in attending a number of promotional activities around the "development of Lantau" between January and 21 April this year. The Secretariat of the Public Relation and Engagement SC sorted out the comments they had received during the activities, and suggested follow-up actions. Among these, they hoped to seek the TT SC's comment on 11 of the issues which were proposals on traffic and transport infrastructure, reclamation, and railway development.
14. A Member tracked the opinions from the Tuen Mun District Council about traffic in the New Territories West. For the completion of the Hong Kong-Zhuhai-Macau Bridge and Tuen Mun-Chek Lap Kok Link in 2018, relevant departments should carefully review the possibility that the opening of the Link to traffic could lead to traffic congestion in some places as its proposed exit would be located in the north of Tuen Mun. Regarding the inquiry from the Central and Western District Council on whether a bridge would be built to connect Lantau Island and Hong Kong Island, he said that the DEVB and the CEDD should consider and plan for the bridge during the planning of Artificial Island in the Central Waters and East Lantau Metropolis.
15. Mrs Ingrid YEUNG of the TD said that the HyD had recently consulted the Tuen Mun District Council about Tuen Mun Western Bypass, and informed that the relevant routing was still under planning. By data analysis, from 2018 when the Chek Lap Kok link is opened till mid-2020s, additional traffic would not seriously increase the traffic loading of Tuen Mun.
16. Another Member hoped that in addition to the departments in connection with traffic and transport which should follow up on suggestions, the DEVB should closely monitor the progress of the relevant works and projects.
17. The TT SC agreed to refer the suggestions to the relevant policy bureaux to follow up.  
(Post meeting notes: The Secretariat had referred the suggestions to the relevant policy bureaux to follow up.)



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18. There being no other business, the meeting was adjourned at 6:00 p.m.