

(Translated Version)

Mr TO Kam-biu, David	Deputy Commissioner/Planning and Technical Services, TD
Mr LAI Cheuk-ho	Principal Assistant Secretary (Works) 5, Development Bureau (DEVB)
Mr Janet WONG	Principal Assistant Secretary (Works) Special Duty, DEVB
Mr Rico TSANG	Assistant Secretary for Transport & Housing (Transport) 3B, Transport and Housing Bureau (THB)
Mr Bosco CHAN	Deputy Project Manager (Hong Kong & Islands), Civil Engineering and Development Department (CEDD)
Mr Robert CHAN	Chief Engineer/ RD 2-2, Highways Department (HyD)
Mr Anthony LI	District Officer(Islands), Home Affairs Department (HAD)
Ms CHEUNG Yi-mei, Amy	Assistant Director of Planning/Territorial, Planning Department (PlanD)
Mr WONG Chi-fai, Gary	Chief Executive Officer (Policy and Development), DEVB Secretary

Members Absent with Apologies

Mr CHAN Yung

Mr CHU Kwok-leung, Ivan

Professor HO Kin-chung

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Hon WU Chi-wai

Dr Ernest LEE

Representative of the Commerce and Economic Development Bureau

In Attendance

Dr FANG Zhou

Mr Franklin LAM

Mr CHEUNG Kwok-man, Kevin

Researcher, Hong Kong Golden 50 (Assistant to Mr. Franklin LAM)

Mr Albert WONG

General Manager People, Cathay Pacific Airways Ltd

Mr Leo WONG

Executive Assistant to CEO, Asia World- Expo

Ms Irene HO

Assistant Commissioner/New Territories, TD

Mr Isaac LO

Senior Engineer/Islands, TD

Mr CHU Shun-wah

Chief Highway Engineer/Works, HyD

Mr LIU Yip-kan

Senior Engineer /HK2, HyD

Mr Chris WONG

Senior Engineer/Technical Services, NT Region, HyD

Ms Winnie LAU

Chief Town Planner/Strategic Planning, PlanD

Mr K T YAU

Chief Engineer/CID, PlanD

Mr Terence LEUNG

Senior Town Planner/CID2, PlanD

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Ms Doris YAU	Senior Engineer 8 (Islands Div), CEDD
Ms Theresa YEUNG	Director, Ove Arup & Partners HK Ltd
Ms Carmen CHU	Director, Ove Arup & Partners HK Ltd
Mr Brad FONG	Engineer, Ove Arup & Partners HK Ltd
Mr York IP	Assistant Town Planner, Ove Arup & Partners HK Ltd
Mr Joe YIP	Assistant Secretary (Land Supply) 1, DEVB
Miss Isabel YIU	Assistant Secretary (Lantau) 1, 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 Stephen WONG	Senior Planning Coordinator, PlanD

1. The Chairman welcomed all Members, co-opted Members and Government representatives to the sixth meeting of the Traffic and Transport Subcommittee (TT SC). Mr CHAN Yung, Mr Ivan CHU Kwok-leung, Prof HO Kin-chung, Hon WU Chi-wai, Dr Ernest Lee Shu-wing, and the representative of the Commerce and Economic Development Bureau had sent in apologies for absence. The Chairman said that due to heavy workload, Members might bring along their personal assistants to attend or sit in the TT SC meetings and assist in handling TT SC matters. However, Members had to file an application to the Secretariat and approval should be obtained from the Chairman prior to the meeting. Personal assistants would only attend TT SC meetings as observers. They could neither speak at the meetings nor participate in the discussions. Personal assistants were required to submit "Declaration of Interest" to the Secretariat before sitting in the meeting for the first time. The Secretariat would upload the "Declaration of Interest" to the Committee's website for public inspection.

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

2. The Secretariat had distributed proposed gist of the last meeting to Members prior to the meeting, and no proposed amendments had been received. With no further amendments proposed at the meeting, the draft gist of the 5th TT SC meeting was confirmed.

Agenda Item 2: Matters Arising

Arrangements for Traffic Restriction and Issuance of Closed Road Permits for South Lantau and Provision of additional Parking Spaces in Mui Wo, Tai O, and on South Lantau Road (Paragraph 5, Gist of the Fifth Meeting)

3. Ms Irene HO of the TD said that the Department had received supporting and opposing opinions when consulting stakeholders about the proposals for relaxing the restriction on the closed road permits for South Lantau. Most of the opposing views were concerned about the impact of the proposals on the natural environment; the existing roads failed to meet safety standards; outside drivers were not familiar with the road conditions in South Lantau and there was a shortage of parking spaces. The TD would continue to strive to improve the narrow road sections in Lantau. The TD would also consider implementing the proposed measures in stages and restricting the number of vehicles entering the South Lantau Road and their time of entry. The TD planned to implement the proposals at the end of this year or early next year, by which time they would step up publicity to road users about the road conditions in South Lantau and remind motorists to pay attention to road safety, etc.
4. As for provision of additional parking spaces, Ms Irene HO of TD said that the three lots at Mui Wo could not be used as car parks for the time being due to various reasons. The TD would give priority to the vacant area next to the football field at Yim Tin Pok, Tai O which was expected to provide around 250 parking spaces in mid 2016. In addition, the TD and other relevant departments were actively following up the two vacant lots at Tong Fuk and Shui Hau, which were expected to provide about 70 additional parking spaces. At Pui O, the Islands District Office would add 10 roadside parking spaces for private cars under the rural planning and improvement strategy plan. The TD had also planned to add 4 private car parking spaces at Pui O and 4 parking spaces for coaches at Cheung Sha. The Government would also provide more parking spaces through

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development projects. For example, the improvement works at Mui Wo and Tai O would provide 90 and 47 additional private car parking spaces respectively.

Additional Taxi Licenses for Lantau (Paragraphs 8-9, Gist of the Fifth Meeting)

5 Mrs Ingrid YEUNG of the TD said that, as discussed at the previous SC meeting, the Department had planned to arrange the issue of additional Lantau Island taxi licences. The number of new licences to be issued would be approximately half of the current level.

6. A Member extended thanks to the TD for their efforts and determination to issue more Lantau taxi licences, provide more parking spaces, and relax the restrictions on roads in South Lantau. But the plan to add parking spaces should make the best use of limited land resources, e.g., consideration should be given to the construction of multi-storey car parks. Regarding the relaxation of the restrictions to roads in South Lantau by limiting the time and number of vehicles, the TD should try to simplify the application procedures to facilitate motorists. Another Member said that there were suggestions for setting up a 3-storey car park on the vacant lot next to the Mui Wo Swimming Pool, and he had also conducted a survey to collect local residents' opinions on the construction of a multi-storey car park on the lot. He would later refer the relevant proposal and information to the Department for consideration.

(Post Meeting Note: The Member had submitted the relevant plans and the proposal of building a multi-storey car park to the Chairman of TT SC on 25 September, as attached in Appendix 1)

Agenda Item 3: Overall Spatial Planning and Conservation Concepts for Lantau - Initial Ideas of the Strategic Transport Infrastructure and Social Development Strategy for Lantau - Traffic Improvement Proposals

(TT SC Paper No. 12/2015)

7. Ms Winnie LAU of the PlanD and Mr Joe YIP of the DEVB briefed Members on the various ideas on the Lantau's strategic transport infrastructure for external access and the proposals regarding road links inside and outside Lantau, which were set out in the two papers of "Overall Spatial Planning and Conservation Concepts for Lantau" and the "Social Development Strategy for Lantau" adopted by the Planning and Conservation Sub-committee and the Economic and Social Development Sub-committee at the joint meeting on 10 September 2015. They

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also introduced other proposals relating to traffic and transport mentioned in the two papers.

8. The Chairman said that a Member had submitted written comments on this item, which were tabled at the meeting for Members' reference. (refer to Appendix 2)
9. Discussions and comments on the papers from Members were summarised as follows:
 - 9.1 A Member said public bus services were still in short supply, particularly bus services for Asia World-Expo and Yat Tung Estate. He hoped that the relevant department would request bus companies to strengthen their services and offer special services during peak hours.
 - 9.2 A Member said that the papers did not provide a timetable for the planning. He pointed out that the reclamation of central waters might be a development plan in more than 10 or 20 years later, but the Hong Kong-Zhuhai-Macao Bridge, the Hong Kong Boundary Crossing Facilities (HKBCF) and the north airport development would be completed between 2018 and 2020. He therefore suggested that the Government should set out a timetable for assigning priorities to the planning of the necessary supporting transport facilities. In addition, he welcomed the papers mentioning a study on the construction of a new road linking Tung Chung East, Siu Ho Wan and Sunny Bay, but he said the new road might cause traffic bottlenecks at roads around Tsing Ma Bridge, and hence, the necessity to build a new road besides Tsing Ma Bridge should be studied.
 - 9.3 A Member welcomed that the strategic transport infrastructure proposed in the papers covered rail, road and water traffic facilities. He said mass transit system was the most efficient means of transport, which could ease the traffic burden in the area and also give visitors quick access to and from Lantau, and alleviate congestion that commuting employees encountered in the morning and evening peak periods. He suggested adding a rail link to connect the current Tung Chung Station and the Airport Express to significantly shorten the travelling time between Tung Chung and the airport.
 - 9.4 Another Member welcomed the proposal to strengthen water transport services on Lantau Island. He said more water transport services might help ease busy traffic on holidays, especially in South Lantau. But he suggested that the water transport

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network should cover some locations which were remote and currently not easily accessible, such as Yi O and Fan Lau. But water transport was less cost-efficient than land transport, and could only act as a land transport complement. Long-term goal should be focused on the land transport construction.

- 9.5 A Member said, if only the cost-effectiveness of the traffic and transport system and the standpoint of the service providers were considered, provision of the supporting traffic and transport facilities would only be determined by the demand for such service. However, for such a large scale development plan of Lantau, the Government should take a proactive, macro and forward-looking approach in developing the strategy and traffic and transport blueprint for the future. Traffic and transport infrastructure should be provided in the first place to promote the development of Lantau Island
- 9.6 A Member said that the Government should take this opportunity of Lantau development to introduce transport infrastructure, in particular facilities which were considered not cost-effective and with low demand, such as constructing the northwest highway and the north-south link, and thoroughly improving the dangerous bends in Lantau. He suggested that strategic transport infrastructure should include these infrastructure proposals for improving the present and future Lantau traffic blueprint for public discussion and consideration.
- 9.7 A Member said that the infrastructure concept in the papers covered the link between Lantau and the northwest of the New Territories. But there was a lack of comprehensive network to link Lantau Island with the east of the New Territories. He said the proposed East Lantau Metropolis (ELM) railway system should include building a branch connecting Sha Tin's existing and future rail system, the western part of the Hong Kong Island, Kowloon West, and the North Lantau Island, so as to provide a quick access to the New Territories East.
- 9.8 A Member said the development of Lantau Island was a mega plan for more than 30 or 40 years, and the Government should grasp the opportunity and take forward-looking approach to map out the development of transport infrastructure strategy. He said that we they should not evaluate the transport infrastructure projects based on the current needs only, such as population and low utilisation. On the contrary, they should incorporate some proposed projects that had far-reaching impact on the development of Lantau, such as the Lantau northwest coastal road which had been discussed in TT SC earlier, into the blueprint for

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public information and discussion.

- 9.9 A Member suggested that the development of Lantau's northern suburbs should be extended to Sha Lo Wan, San Shek Wan and Sham Wat, and a road corridor should be built for the development of northwest Lantau, so as not to waste the beautiful natural environment at there. A lot of land resources in the same region close to the airport were completely undeveloped. If the lands in Sha Lo Wan, San Shek Wan and Sham Wat were slightly levelled, an area several times as large as the Tung Chung Valley would become available. Why not consider developing these areas?
- 9.10 A Member made reference to the written opinions submitted by another Member. He said that transport facilities were often constructed later than houses, schools, community and leisure facilities in the past new towns development. The development of Lantau should give first priority to transportation infrastructure to boost development, hence the previous problem would not be repeated. He agreed that in the 1990s the timely completion of the new airport core projects was a successful example. At present, the Government should also develop transport facilities on Lantau Island with a forward-looking vision, and should lead the demand rather than be demand-driven.
- 9.11 Mr Rico TSANG of the THB, said he understood the views of Members. The Bureau had been coordinating with other relevant policy bureaux and departments to follow up the different studies and proposals. THB would provide full assistance in keeping the construction of transport infrastructure facilities in line with development of Lantau. A Member said that THB should not only provide assistance, but also lead and promote the development of Lantau Island.
- 9.12 Ms Amy CHEUNG of the PlanD said that the overall spatial planning and conservation for Lantau proposed in the paper was a conceptual layout proposal, seeking to list all development opportunities, assessing the scale and matching suitable infrastructure facilities. The PlanD would not only look at the schedule for the Lantau Island development projects, but also consider and match the conditions and needs for the development of Hong Kong as a whole, such as changes in the demographic and socio-economic conditions, so as to implement the projects step by step and in the order of priorities. The PlanD would continue to work closely with other relevant policy bureaux and departments to formulate short-, medium- and long-term development strategies.

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- 9.13 Mrs Ingrid YEUNG of the TD pointed out that the proposed overall spatial planning and conservation for Lantau was currently a conceptual proposal. Detailed planning was required before its implementation. She understood Members' views that transport infrastructure should precede other development projects. On the other hand, she said that if it was necessary to develop water transport network for facilitating the development, the TD was ready to cooperate. Nevertheless, because land transport was more efficient and cheaper than water transport, developing the road network would be a preferred choice.
- 9.14 Another Member said Hong Kong's economy and development were currently in an unprecedented predicament, and was facing fierce competition from neighbouring areas and cities. The situation was urgent and serious. Hong Kong had no time to be wasted, and should bravely and boldly consider and implement any measures and policies favourable to development. Hong Kong should not reject those traffic facility proposals that were considered unnecessary or not to be cost-effective, resulting to loss of development opportunities.
- 9.15 A Member said that the TT SC had discussed the withdrawal of Lantau Link toll. Besides its connection with transport and traffic, this proposal was also an economic problem. He suggested that the relevant policy bureaux and departments should examine the impact of withdrawal or reducing the toll charge on the economy.
- 9.16 Another Member opined that the Government should consider the above proposals on Lantau's development and formulate a long-term comprehensive plan for transport infrastructure construction, and implement the proposals in stages and in the order of priorities. The Government should also provide short and medium terms transport infrastructure construction and traffic arrangements on Lantau Island as soon as possible. For remote locations such as Fan Lau, water and land transport facilities should be provided and detailed studies on general transport infrastructure construction and traffic arrangements should be carried out as soon as possible to meet the needs of land use planning and socio-economic development. The TT SC agreed to present all comments to the relevant policy bureaux and departments for consideration and suggested setting up a working group to follow up with the relevant policy bureaux and departments.

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Agenda Item 4: Topside Development at Hong Kong Boundary Crossing Facilities Island of Hong Kong-Zhuhai-Macao Bridge – Preliminary Analysis of Transport Connectivity

(TT SC Paper No. 13/2015)

10. Ms Doris YAU of the CEDD outlined the latest progress of the preliminary analysis of transport connectivity in the Planning, Engineering and Architectural Study for Topside Development at Hong Kong Boundary Crossing Facilities Island of Hong Kong-Zhuhai-Macao Bridge (the Topside Development Study). She said that the Topside Development Study would include the planning of a transportation network necessary for the proposed commercial development and other economic activities (including road, rail and pedestrian networks), so that the proposed development could be readily connected to the North Commercial District on the Airport Island, the Hong Kong International Airport, North Lantau and other surrounding areas, to capitalise on the synergy effect to facilitate the development of the "bridgehead economy". The study would also evaluate the impact of the proposed development on traffic and transport and recommend mitigation measures. The assessment of impact on traffic and transport was currently underway, and by taking into account of the comments from Members at the fourth TT SC meeting on 5 March, some preliminary analyses had been conducted on the transport link between the topside development and the airport and North Lantau (including the rail scheme). The study would continue and provide a preliminary conclusion in early 2016.

11. The discussions and comments on the paper from Members were summarised as follows:
 - 11.1 A Member inquired about the parking facilities for cross-boundary vehicles. He hoped that parking facilities could be provided for cross-boundary vehicles in the various ports of the Hong Kong-Zhuhai-Macao Bridge to make it easy for people to drive to and park at other ports. Departments concerned should try their best in making the arrangements and achieving this objective. He considered that Hong Kong ports should also allow local vehicles to park. Another Member said, to his knowledge, Macau had reserved 4,000 underground parking spaces at the port for cross-boundary vehicles.

 - 11.2 Mr Bosco CHAN of the CEDD said THB was negotiating with the governments of Macau and Guangdong about the cross-boundary traffic policy for the Hong

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Kong-Zhuhai-Macao Bridge, and the CEDD would look into the technical feasibility of setting up a parking lot for cross-boundary vehicles at the HKBCF. Mr Rico TSANG of THB said he would refer the views of TT SC Members to the relevant bureaux. Mrs Ingrid YEUNG of the TD added that the HKBCF would provide parking spaces for local vehicles.

- 11.3 Some Members expressed the need to reserve sufficient parking spaces for public transport, such as buses and taxis, to avoid shortage of parking spaces for public transport as at the airport.
- 11.4 Mr Bosco CHAN of the CEDD said their consultant was estimating the demand of parking spaces created from the topside development and considering how to make the best use of the existing space for parking. Although the construction cost for an underground car park was high, the Department would strike a balance on factors such as demand, cost and available space to work out an appropriate solution.
- 11.5 A Member said the planning of parking facilities could make reference to data from other ports for developing an appropriate plan. He said people in the district were concerned about whether the traffic flow created by the proposed topside development would affect the local traffic, and suggested the relevant departments work out appropriate measures for traffic diversion. He was also concerned about the connectivity of the HKBCF and the Airport Island, and opined that the Government should not only rely on automated pedestrian links but should develop a more comprehensive connection plan to facilitate visitors with luggage.
- 11.6 A Member said, although the Airport Authority (AA) had decided not to relocate SkyPier because this terminal under its management was designed to serve passengers from the Pearl River Delta to the Hong Kong Airport departure, the Government should consider the overall interest of Hong Kong, and explore ways to facilitate SkyPier passengers going to the HKBCF, so as to make the best use of SkyPier.
- 11.7 A Member said if SkyPier was relocated to the HKBCF to share the port clearance facility, the terminal could be used for other purposes. If the AA was not willing to pay the relocation cost, the Government might consider bearing the cost to solve the problem.

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- 11.8 A Member said that railway development should not focus only on the demand, as the mass transit railway system would help developing Lantau Island. In addition, it was not an ideal plan if the HKBCF only provided a North-South rail and solely relied on an automated conveying walkway to connect the artificial island and the Airport. He said an additional track should be provided for connecting the Airport Express station and the artificial island, rather than using Tung Chung East or Siu Ho Wan station as a connecting point. The proposal would reduce the burden on the existing railway.
- 11.9 A Member said that adding a railway station in the south of the Airport could connect the Airport to the existing new town in Tung Chung and provide a way for employees to commute to and from the Airport Island. In addition, he did not accept the idea of determining parking area by estimating the demand. He said that the North Commercial District on Airport Island alone would have facilities covering an area of about 5 million square feet in future, and the shopping mall patronage would be depended on whether there were sufficient visitors driving to Hong Kong. A lack of parking spaces for cross-boundary vehicles would reduce the willingness of visitors driving to Hong Kong, contrary to the primary objective of constructing the Hong Kong-Zhuhai-Macao Bridge. Therefore, the Government should provide sufficient parking spaces for cross-boundary vehicles, so as to encourage more vehicles coming to Hong Kong via the bridge.
- 11.10 Mr Bosco CHAN of the CEDD said the proposal of adding a separate railway connected with the Airport Express station and the artificial island was technically quite difficult according to the preliminary analysis by the consultant. The residual capacity of the Airport Express was another factor for consideration. CEDD would continue to review the issue together with the HyD. In addition, the SkyPier was a facility managed by the AA. The proposal of relocating the terminal should be referred to the AA for consideration. As regards the provision of cross-boundary ferry services at the HKBCF, the preliminary conclusion of the consultancy study was that there was no pressing need at this stage.
- 11.11 A Member stated that as the paper only provided an initial idea of the transport link, he asked CEDD and the consultant to present detailed proposals and data to the TT SC for consideration as soon as possible. Department could organise a

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workshop for more in-depth discussions with Members. CEDD was willing to discuss with the Sub-committee Members and would invite THB and HyD, on the provision of parking spaces for cross-boundary vehicles and planning of railway network when the study came up to a detailed conclusion.

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

(TT SC Paper No. 14/2015)

12. Mr Chris WONG of the HyD said HyD had decided to include 5 narrow road bend improvement works on Keung Shan Road (K12 to K16) after the site visit among Members and representatives of the related regions. They had completed 11 road bend improvement works on Keung Shan Road and South Lantau Road so far. He said that the remaining road bend improvement works included 8 road bends at Keung Shan Road (K1, K4, K10, K12-K16) and 2 road bends at South Lantau Road (S1 and S4). HyD expected the K1 and S4 road bends improvement works would be completed by the end of 2015. The improvement to the S1 road bend would be completed by the end of 2016. As for K10, after study by the working group (comprising representatives from the Environmental Protection Department, the Department of Agriculture, Fisheries and Conservation Department and HyD), the practice [to apply directly for an environmental permit] under the EIA Ordinance would be adopted to expedite the process. HyD expected that the works would start at the end of 2016 and finish in the first half of 2018, earlier than the originally scheduled Q3 2019.
13. The discussions and comments on the paper from Members were summarised as follows:
 - 13.1 A Member thanked for the assistance of various departments and local people to propose 5 more road bends to improve, and to complete the K10 slope works half a year earlier by adopting the practice [to apply directly for an environmental permit]. He said because the K10 road bend posed a great danger to vehicles, hence he hoped that the inter-departmental working group would continue to shorten the project time as much as possible to expedite the works. He said that the 5 additional road bend improvement works should be some relatively small works, and so he hoped the works could be completed as soon as possible. In addition, according to the discussions of a working group under the management of the Islands District Council, many Acacia trees along South Lantau Road

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showed signs of mortality, and so the departments should consider removing these trees for widening and improvement of the South Lantau Road. Another Member added that in 2012, the Islands District Council's working group had consulted a number of environmental groups, noted at that time more than 80% of the 252 Taiwan Acacia trees having 20 to 30 years of age with diameter below 50 cm were showing signs of mortality, and they should be removed. In addition, he opined that the progress of the improvement works was only slightly accelerated, and the inter-departmental working group should continue to speed up the project.

14. The SC noted the contents of the paper and requested the HyD to further expedite the works.

Agenda Item 6: Any Other Business

Views and opinions received by Public Relation and Engagement Subcommittee (PRE SC)

15. The DEVB had joined the PRE SC in attending a number of promotional activities about the "Development of Lantau" between 22 April and 4 August this year. The Secretariat of the PRE SC sorted out the comments they had received during the activities, recommended follow-up actions, and hoped to seek comments from the TT SC regarding 17 of the issues, including traffic and transport infrastructure, bus services, and parking spaces.
16. TT SC agreed to refer the suggestions to the relevant policy bureaux to follow up. (Post Meeting Notes: The Secretariat had referred the views and proposals to the relevant policy bureaux to follow up.)
17. A Member suggested the relevant policy bureaux and departments arranging a site visit to the relevant traffic and transport projects and those proposed items on Lantau Island for TT SC Members, hence they could have a better understanding on these.
18. There being no other business, the meeting was adjourned at 5:15 p.m.

(Chinese Version Only)

日期：25/9/2015

敬啟者：

有關改善梅窩交通及泊車問題

建議規劃興建多層式停車場

梅窩墟市內泊車車位嚴重不足，存在已久。在這數月間，本辦事處收到居民和車主的投訴及意見，他們表示在早上及晚間時段，違例泊車情況最為嚴重。本辦事處為了讓貴會進一步了解梅窩墟市中心泊車情況，特別安排高空拍攝，片段可瀏覽<https://youtu.be/iCAxS0OWFcs>。違例泊車危及生命安全，因為車輛停泊在路邊，遮擋了行人及駕駛者的視線，有機會造成交通意外，而且也為居民帶來不便。事實上，為解決日益嚴重的問題，近來警方也有出動執法抄牌，卻因此引起警民衝突。

本辦事處曾實地統計車輛違泊的情況，以清晰問題所在，包括分別在梅窩消防局、銀石街、銀樹街、涌盛街等墟市中心一帶點算，統計發現每日最少有 186 架車輛違泊，其後又在梅窩碼頭路及銀運路一帶進行點算，每日最少亦約有 110 架車輛違泊，最終結果，違泊車輛每日約超過 300 輛之多。若適逢時節，違泊車輛更多出數十架不等，證明問題確實嚴重。

最重要者，梅窩居者有其屋計劃，現進行得如火如荼。據香港房屋委員會資料，未來將為本區提供 700 個居屋單位，可是預計供應給住戶使用的私家車位卻只有 54 個，所以，不難預計本區的車位需求將更為殷切。雖然回歸後，特區政府為提高梅窩的旅遊吸引力，以及促進社區經濟發展，期間不斷推出一系列改善梅窩的工程建議，希望透過各項工程，改善環境，再加上在大嶼山發展諮詢委員會的討論中，亦提到梅窩的未來發展等，不過，如未來旅遊人士、外來者增多，卻又不能兼顧本區人士需求，本人擔心政府提供的公共設施，尤其是泊車位的提供，將與居民期望形成很大落差。

有見及此，本人希望了解 貴會將如何改善梅窩區內交通及泊車等問題？此外，也有意見要求有關部門，在當區規劃興建「多層式停車場」。建議之一是將梅窩銀石街露天停車場（梅窩綜合大樓對出）改建，連同銀石街銀河公園（梅窩游泳池對面）的範圍一併擴充，改建成三層的「多層式停車場」，停車場建於地下及一樓，而天台將提供康樂及文娛服務，例如天台備有運動設施，包括如排球場或網球場等，這樣既能增加泊車車位數量，也為市民提供更多的康樂設施，一舉兩得，詳情請參考附件內容。

本人期望 貴會可用特事特辦的方式處理問題，我們靜候佳音，謝謝。

此致 大嶼山發展諮詢委員會交通及運輸小組主席林中麟先生

二零一五年九月二十五日

附件一：要求擴建梅窩銀石街露天停車場為多層停車場建議

附件二：多層停車場設計擬稿

副本抄送：

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要求擴建梅窩銀石街露天停車場為多層停車場



梅窩銀石街銀河公園(梅窩游泳池對面)

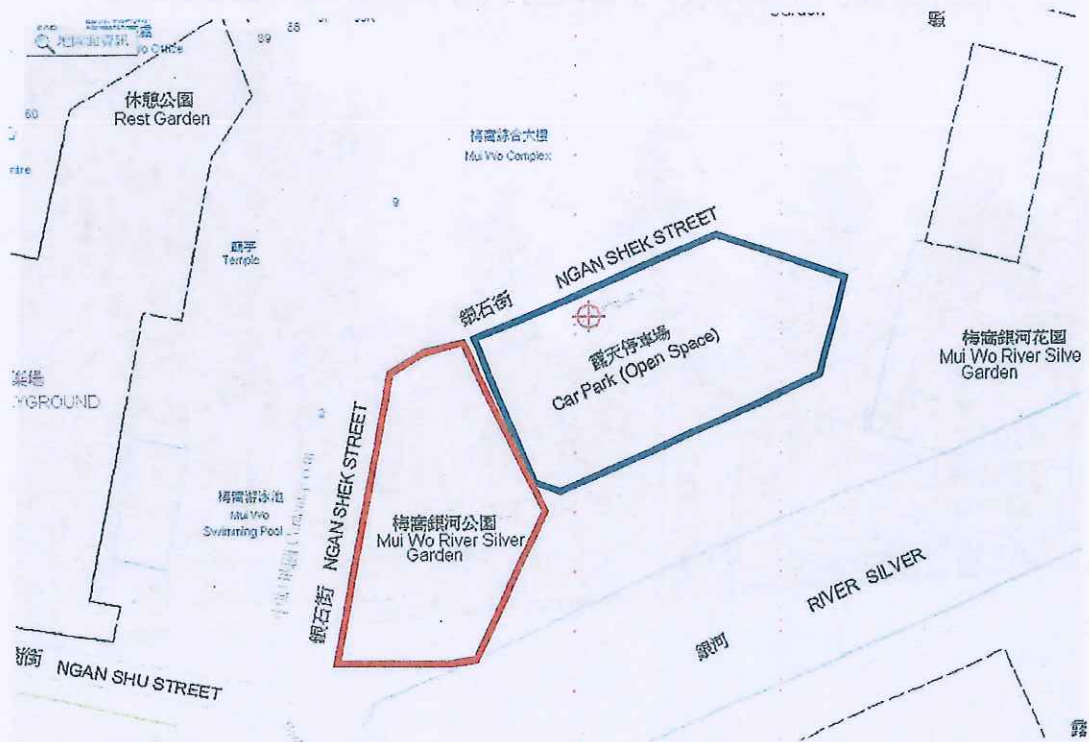


要求擴建停車場的位置。

要求擴建梅窩銀石街露天停車場為多層停車場

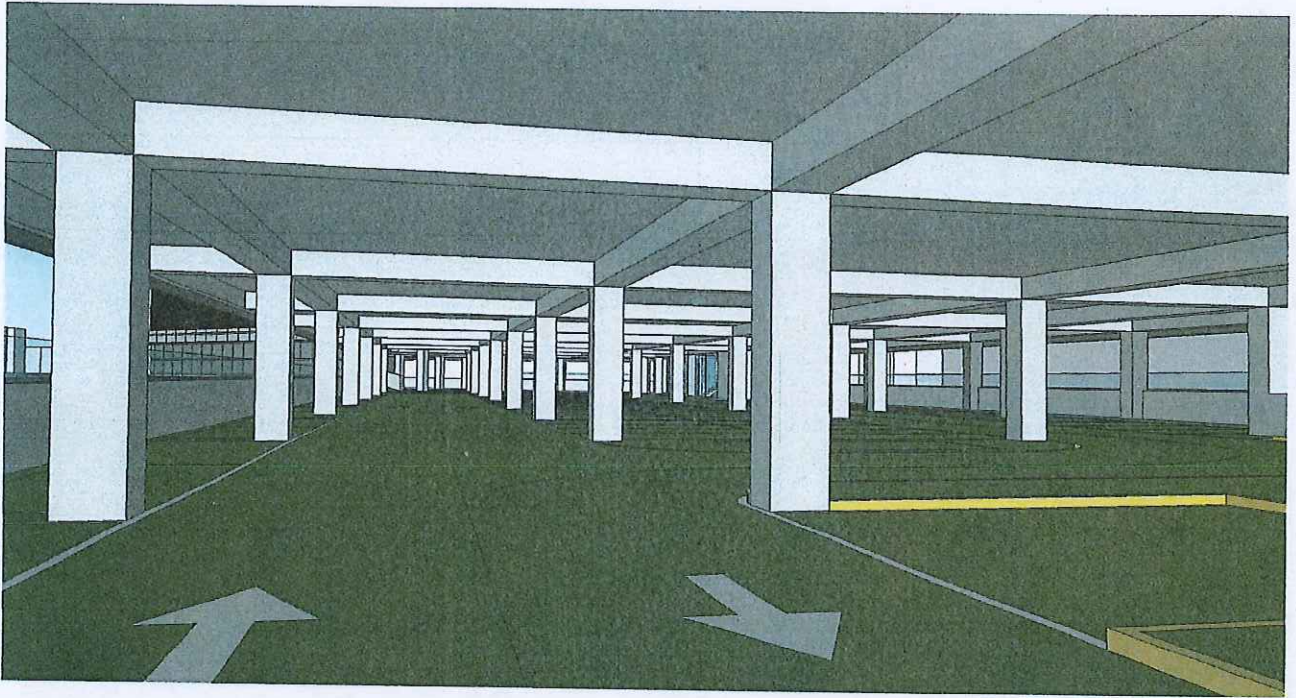


7月16日早上9時半停車場泊滿私家車。

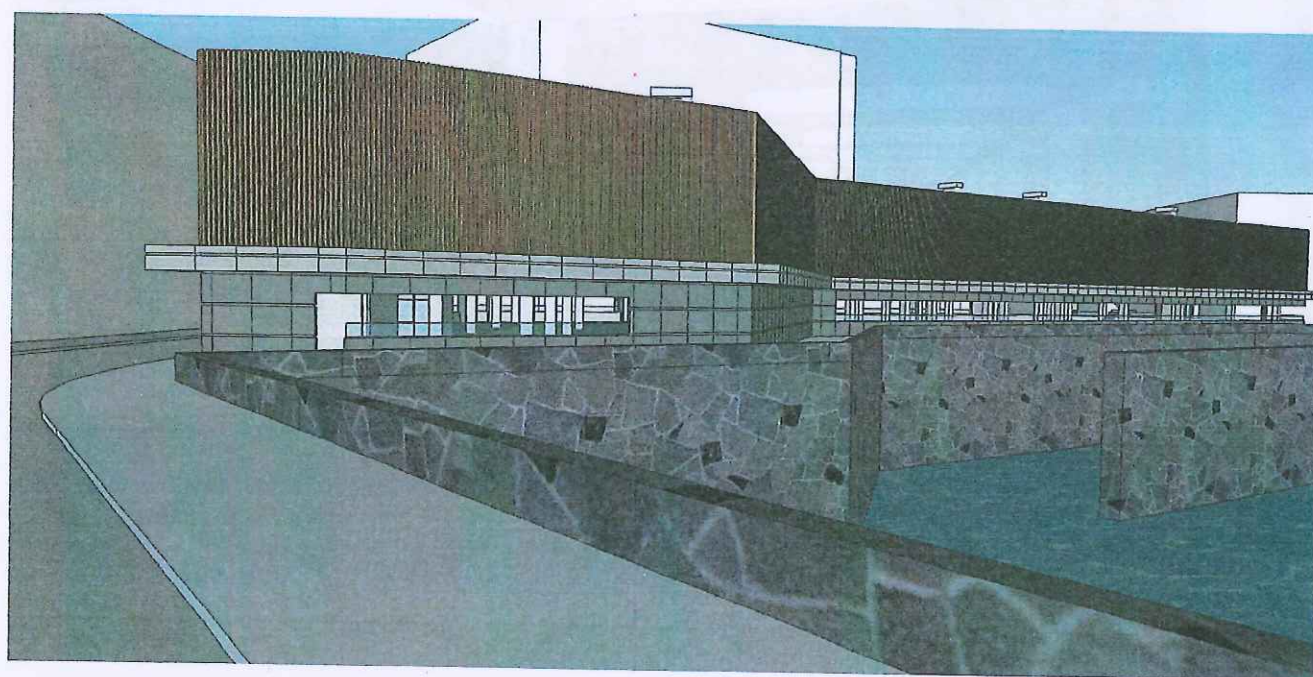
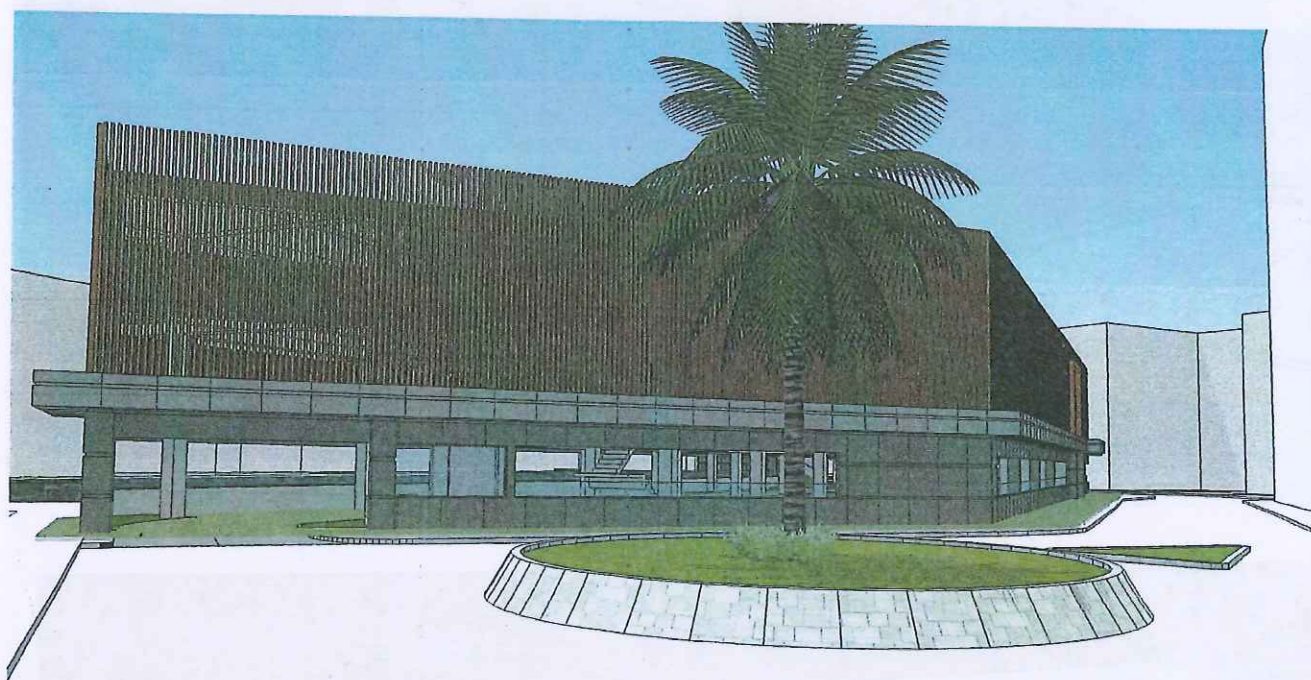


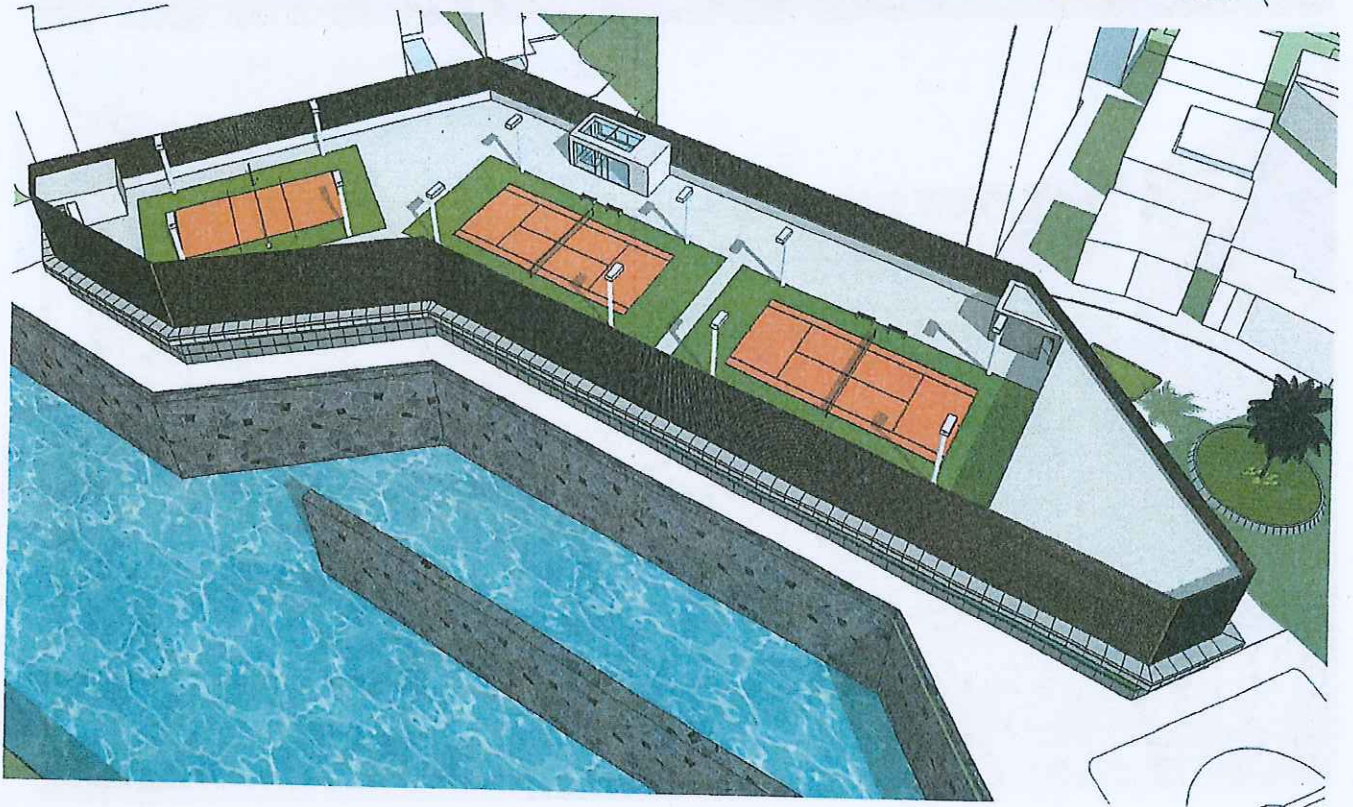
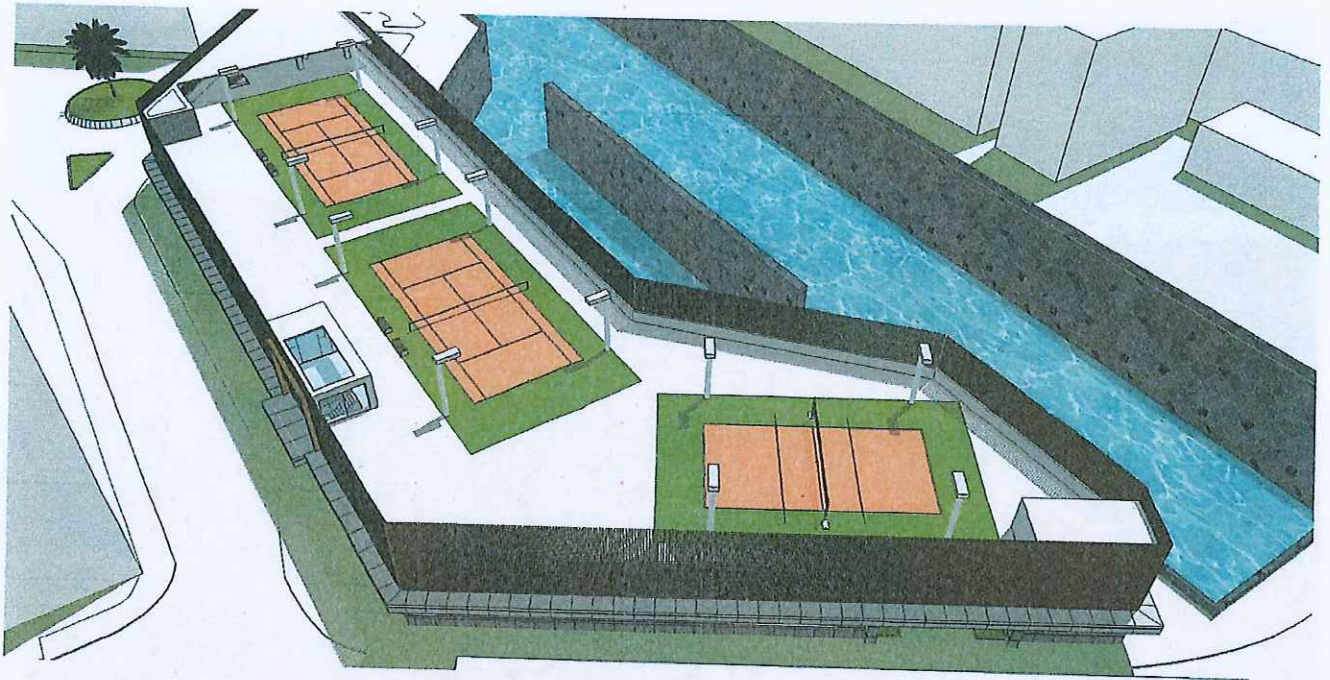
註解：——藍線為現有銀石街露天停車場位置

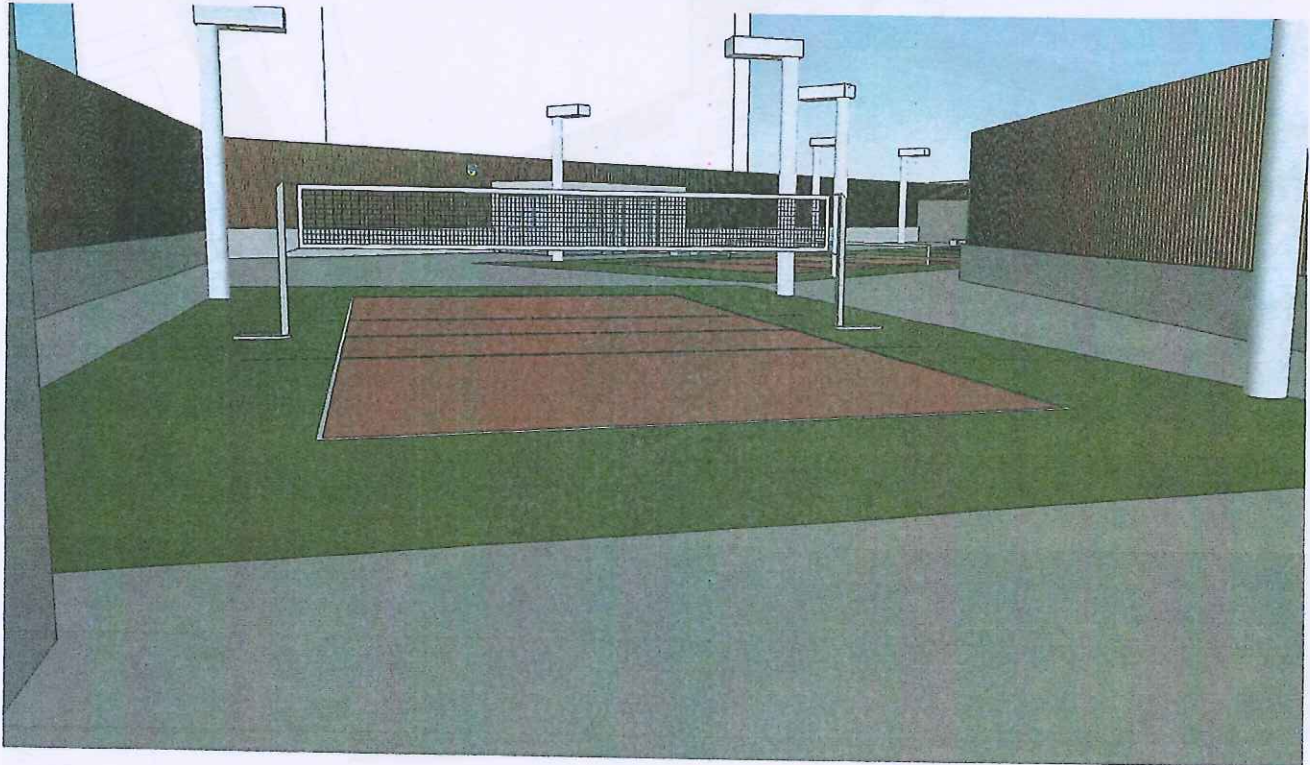
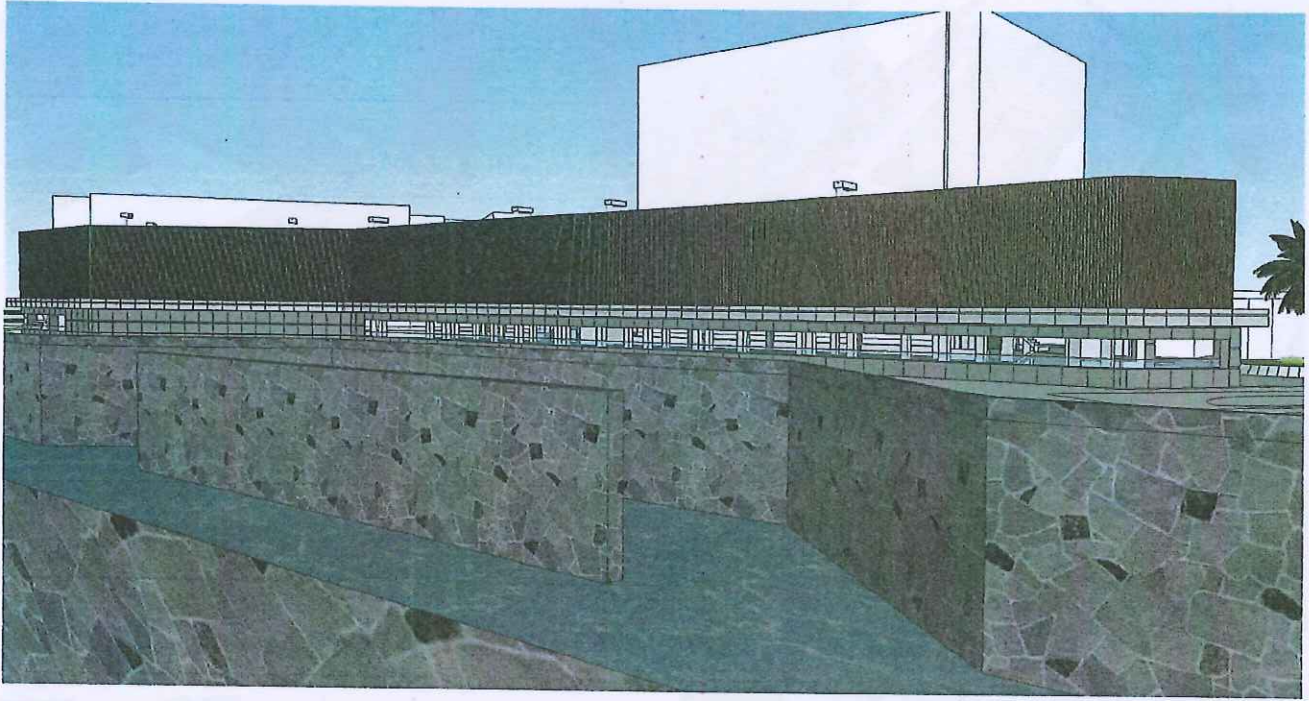
——紅線為要求爭取擴建的停車場部份

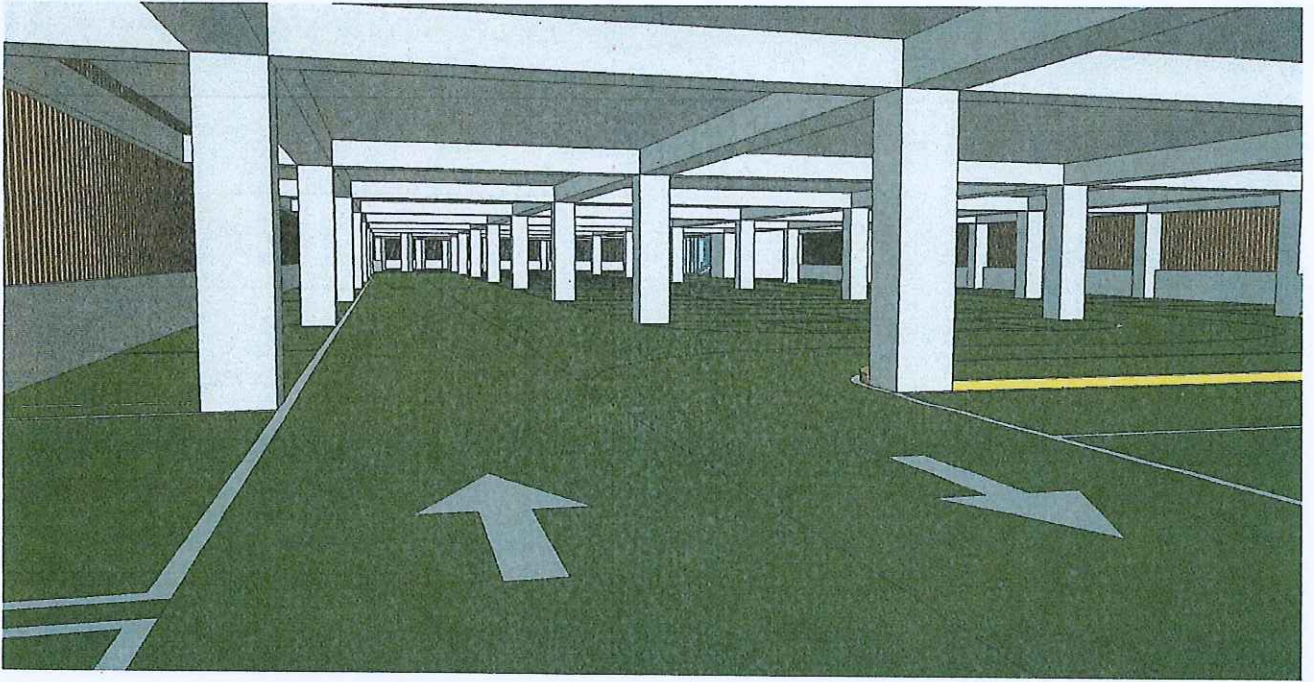


多層停車場設計擬稿









A TTSC Member's Views and Comments on TTSC Paper No. 12/2015

- The paper lists out the proposed transport infrastructure but does not position them from an overall systems approach.
- The spatial planning concept and conservation approach are supported. However, at a strategic level, the paper does not address the time factor. There is no mention of the “design years”, and ignores the criticality of interim facilities.
- In past new town development, the provision of transport facilities tended to lag behind housing, jobs, school places (including classes), social and leisure facilities etc. This must be changed. Better coordination is essential for Lantau, so as not to repeat past mistakes from which the Government had to bear the huge social and political costs.
- The conventional wisdom whereby market force would adjust between supply and demand, including provision of transport facilities and jobs etc. is a myth and has proved to be untrue for public projects.
- The agony and social problems faced by residents of Tin Shui Wai and Tung Chung are typical of this mismatch.
- Government should proactively intervene by practical government policies that support the integration of transport supply and demand. The timely completion of the Airport Core Projects in the 1990s is a good example and should be adopted for Lantau development. Facilities should be approved and implemented en bloc. Otherwise, society would have to continue to tolerate delays as exemplified in the over-due improvement of bends in Keung Shan Road and South Lantau Road.
- Government should plan such that transport is provided ahead of population and jobs, and not the other way round. This policy is particularly important because we are facing fierce competition in the

neighbourhood (cf Hengqin in Zhuhai, Qianhai in SZ).

- Government should apply CE's 適度有為 policy on Lantau, especially on resources allocation. This would be a golden opportunity to test this policy.