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**Lantau Development Advisory Committee
Sustainable Development Subcommittee and
Traffic, Transport and District Improvement Items Subcommittee
First Joint Meeting**

Date: 28 July 2016 (Thursday)

Time: 9:30 am to 12:30 pm

Venue: Conference Room 6, G/F, Central Government Offices, 2 Tim Mei Avenue,
Tamar, Hong Kong

Gist of Meeting

Members Present

Dr LAM Kin-ngok, Peter	Chairperson of the Sustainable Development Subcommittee
Mr LAU Ping-cheung	Chairperson of the Traffic, Transport and District Improvement Items Subcommittee
Mr LAM Siu-lo, Andrew	Deputy Chairperson of the Sustainable Development Subcommittee
Ms CHAU Chuen-heung	Deputy Chairperson of the Traffic, Transport and District Improvement Items Subcommittee
Mr HA Wing-on, Allen	
Professor HO Kin-chung	
Mr KWOK Ching-kwong, Francis	
Dr LAU Wai-neng, Michael	
Dr WANG Jixian, James	
Mr YU Hon-kwan, Randy	
Mr CHAN Chi-ming	Deputy Secretary for Development (Works)2, Development Bureau (DEVB)
Mr YIP Hung-ping, Joe	Principal Assistant Secretary (Works)5(Atg.), DEVB
Miss CHOW Ho-kiu, Cheryl	Principal Assistant Secretary (Planning & Lands)2, DEVB
Mr LI Ping-wai, Anthony	District Officer (Islands), Home Affairs Department (HAD)
Mr TSANG Wing-keung, Rico	Assistant Secretary for Transport & Housing (Transport)3B, Transport and Housing Bureau (THB)
Mr LAM Sai-hung	Project Manager (Hong Kong Island & Islands),

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	Civil Engineering and Development Department (CEDD)
Mr CHAN Bun-pui, Bosco	Deputy Project Manager (Hong Kong Island & Islands), CEDD
Mr LUK Wing-cheong, Lukie	Chief Highway Engineer/New Territories East, Highways Department (HyD)
Ms LI Chi-miu, Phyllis	Deputy Director of Planning/Territorial, Planning Department (PlanD)
Ms NGAR Yuen-ngor	Senior Country Parks Officer (North West), Agriculture, Fisheries and Conservation Department
Mr NG Che-on, Raymond	Assistant Director-General of Civil Aviation (Airport Standards)(Atg.), Civil Aviation Department
Mr TANG Kin-fai	Assistant Director (Environment Assessment), Environmental Protection Department (EPD)
Ms Shirley CHUNG Yuk-fong	Chief Executive Officer (Planning)2, Leisure and Cultural Services Department
Ms YU Ka-man, Carmen	Senior Administrative Officer (Tourism) 2, Commerce and Economic Development Bureau
Mr POON Chi-man, Edmond	Principal Transport Officer/Urban, Transport Department (TD)
Mr HO Kwok-fai, Godfrey	Senior Engineer 13 (Islands), CEDD Secretary

Co-opted Members

Mr CHEUNG Tsz-kei
Ms CHIU Sin-ting
Mr KWOK Ping, Eric
Ms LAU Shuk-han, Rita
Dr LEE Shu-wing, Ernest
Mr LO Kwong-shing, Andy
Mr LUK Hon-man, Benson
Mr TSANG Wai-him, William
Mr WONG Fuk-kan
Mr WONG Man-hon

Absent with Apologies

Hon CHAN Han-pan
Mr CHAN Kit, William

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Dr FANG Zhou, Joe
Mr LAM Fan-keung, Franklin
Hon MAK Mei-kuen, Alice
Hon WU Chi-wai
Mr YAU Ying-wah, Algernon
Hon YIU Si-wing

In Attendance

Ms Violet SO	Executive Assistant to CEO, AsiaWorld-Expo
Miss YIU Yuk, Isabel	Assistant Secretary (Lantau) 1, DEVB
Mr CHOW Sui-ping	Engineer (Lantau), DEVB
Miss WONG Pui-yue, Erica	Senior Executive Officer (Lantau), DEVB
Mr LEUNG Sze-ho, Louis	Assistant Secretary for Transport & Housing (Transport)1A, THB
Mr MAK Chi-bui	Chief Engineer/HK1, CEDD
Mr LO Kwok-chung, David	Chief Engineer/Islands, CEDD
Mr WONG Ching-bui, Kenneth	Senior Engineer 9(Islands), CEDD
Mr WONG Siu-wah, Pierre	Senior Engineer 11(Hong Kong1), CEDD
Mr CHAN Hing, Ken	Senior Engineer 14(Special Duties), CEDD
Mr CHOW Ho-ming, Winson	Senior Engineer 17(Special Duties), CEDD
Mr YIP Yuk-tsang, Steven	Engineer 17(Islands), CEDD
Ms TO Wai-tsz, Isabella	Senior Manager (Hong Kong Island and Islands), CEDD
Mr YUEN Hong-shing, Honson	Chief Transport Officer (NT South West Section), TD
Mr WONG Ping-cheung, William	Senior Transport Officer/Boundary/Projects, TD
Ms LIU Mei-fong, Kennie	Town Planner/Strategic Planning 12, PlanD
Mr CHOW Chit, Joe	Assistant District Officer (Islands) 2, HAD

1. The Chairperson of the Sustainable Development Subcommittee (hereinafter referred to as “SD SC”) welcomed Members, Co-opted Members and representatives of government departments to attend the first joint meeting of SD SC and Traffic, Transport and District Improvement Items Subcommittee (hereinafter referred to as “TTDII SC”). He explained that as the issues of sustainable development of Lantau and traffic, transport and district improvement items were inter-related, a joint meeting was held to facilitate Members to explore the issues from different perspectives.

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2. The Chairperson of the SD SC briefed that sustainable development comprised three elements, namely economic, environment and social aspects, and a balance should be struck among these three aspects in the context of sustainable development. Nowadays, in order to achieve success in the sustainable development of Lantau, the fourth element, stakeholders' views, was also needed. Therefore, the Chairperson of the SD SC hoped that Members could feel free to express views, in a bid to contribute to the sustainable development of Lantau.

3. The Chairperson of the TTDII SC invited the Secretary to briefly introduce the SD SC's and TTDII SC's Members, representatives of government departments, as well as persons in attendance.

Agenda Item 1: Terms of Reference, House Rules and System of Declaration of Interests

(SD SC and TTDII SC Paper No. 01/2016)

4. The Secretary briefed on the main points of the paper, including the proposed terms of reference, house rules and system of declaration of interests of the SD SC and the TTDII SC under the Lantau Development Advisory Committee (hereinafter referred to as "LanDAC"). In addition to the system of declaration of interests, there were also measures on enhancement of transparency, rules on confidentiality and other matters. He also stressed that the proposals were in line with the LanDAC's rules.

5. The Secretary reminded Members to obtain prior consent from the Chairpersons if they wished to bring along their personal assistants to the meetings, and that their personal assistants were only allowed to sit in, but not to speak or participate in discussions during meetings. In addition, personal assistants were required to submit duly completed "Registration of Interests" forms to the Secretariat before their first attendance to the meetings. The Secretariat would subsequently upload the "Registration of Interests" forms to the website of the LanDAC for public inspection.

6. The Secretary also reminded Members to refer all media enquiries to the Secretariat for handling. If Members wished to express their views to the media direct, they had to declare that such views were strictly personal.

7. SD SC and TTDII SC Paper No. 01/2016 was endorsed.

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Agenda Item 2: Progress of Strategic Studies and Local Improvement Works Items in Lantau

(SD SC and TTDII SC Paper No. 02/2016)

8. The Secretary reported the progress of five major strategic studies, three short-term strategic topical studies and seven local improvement items.

9. Members' discussion and comments on the paper were summarized as follows:

(i) The bus terminus near the improvement works area of Tai O Promenade and entrance to the plaza could only cope with traffic flow during weekdays and there were insufficient parking spaces for coaches during holidays. It was suggested that traffic management measures should be implemented during holidays to alleviate the traffic congestion caused by coaches;

(ii) While a number of improvements had already been carried out along Keung Shan Road, there were an increasing number of coaches using the road. There were many voices from the locals that the Government could expedite improvement works at the narrow bends along Keung Shan Road to ensure road safety;

(iii) The Government could consider widening the road at certain bends of Keung Shan Road, such as Bends K13 and K15, by means of slope cutting, which would not only improve the narrow road bends concerned, but also reduce the scale of slope improvements works (e.g. reducing the use of soil nails).

10. Mr LAM Sai-hung, Project Manager (Hong Kong Island & Islands), CEDD, expressed that follow-up actions would be taken with the TD to implement the interim traffic improvement arrangements of Tai O Improvements Works.

11. In response to Members' comments on the narrow road bend improvement works at Keung Shan Road and South Lantau Road, Mr LUK Wing Cheong, Lukie, Chief Highway Engineer/New Territories East, HyD, said that:

(i) For the improvement works at Bend K10, he expressed his gratitude to the TTDII SC for assistance in coordinating with the relevant departments. The works, originally targeted for completion by end 2019, could now be advanced to end 2017. An Environmental Permit was issued by the EPD on 15 July

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2016 and the HyD anticipated that such works would commence in September 2016 (Post-meeting note: The improvement works at Bend K10 commenced on 25 October 2016);

(ii) The HyD anticipated that the improvement works at Bends K13 and K15 to be completed in phases by end 2017;

(iii) Given that there was a bus stop next to the slope at Bend K15, relocation of the bus stop was required prior to commencement of such works for subsequent widening of the bend, with a view to achieving a smoother traffic flow. While the original design of the inner bend involved use of soil nails, assessment would need to be conducted if slope cutting could be adopted instead. The HyD would discuss the matters with the Geotechnical Engineering Office (GEO), CEDD. (Post-meeting note: The GEO, TD and HyD carried out site inspection and discussion was made with members of the Traffic and Transport Committee of the Islands District Council and other representatives on 31 August 2016. The GEO agreed that small-scale slope cutting could be carried out at the inner side of Bend K15 after the inspection.)

12. In responding to the problem of parking spaces in Tai O, Mr POON Chi-man, Edmond, Principal Transport Officer/Urban, TD, pointed out that the TD would provide a temporary car park under a short-term tenancy at Yim Tin Pok, in order to alleviate the problem of insufficient parking spaces in Tai O during the course of the construction.

13. Some Members asked if Hong Kong's overall development needs would be examined in the study of an artificial island in the central waters, and if a demand analysis would be incorporated in such study. Mr. CHAN Chi Ming, Deputy Secretary for Development (Works)², replied that relevant issues would be explored in depth subject to funding approval from the Legislative Council for such topical study on the an artificial island in the central waters. That said, such a demand analysis would not be carried out separately. DEVB was working collaboratively on overall planning for Lantau and monitored the PlanD's study on Hong Kong 2030+. Pending its completion, the DEVB would disseminate relevant information for Members' reference.

14. In responding to the enquiries about land use and demand, Ms. LI Chi Miu, Phyllis, Deputy Director of Planning/Territorial, PlanD, pointed out that demand for land supply was not only related to Lantau, but also to the overall strategic demand for land supply in Hong Kong. To update the development strategy for Hong Kong, the PlanD was

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currently conducting a study on Hong Kong 2030+ with a view to examining the spatial demand for Hong Kong's overall developments. A projection of demand for land arising from population growth and various economic activities would be made, and the current land supply in Hong Kong would be examined.

15. Some Members requested the DEVB to allow sufficient time for the LanDAC to examine the report on the Study on the Recreation and Tourism Development Strategy for Lantau.

Agenda Item 3: Conservation of Tung Chung Stream and Valley

(SD SC Paper No. 03/2016)

16. Mr YU Hon-kwan, Randy declared that his relatives owned a property in Tung Chung. The Chairperson decided that he could sit in attendance in respect of the matters of conservation of Tung Chung Stream and Valley. Mr YU Hon-kwan, Randy expressed that he would refrain from speaking or taking part in discussion in respect of Agenda Item 3 to avoid potential conflict of interests.

17. Mr WONG Ching-bui, Kenneth, Senior Engineer 9(Islands), CEDD, briefed the Members on the proposed conservation of Tung Chung Stream and Valley in the context of Tung Chung New Town Extension (TCNTE), including preservation of natural coastlines and conservation of natural section of Tung Chung Stream, provision of River Park and revitalisation of engineered channel of Tung Chung Stream, innovative Sustainable Urban Drainage System (SUDS), provision of proper sewerage system, conservation of ecology, as well as preservation of built heritages. Tender was invited for the consultancy agreement of detailed design and site investigation for Tung Chung West development, which were scheduled to commence in September or October 2016. Reference would be made from successful local and overseas examples in the detailed design stage so as to further develop the above conservation proposals. In addition, the concept of tour for urban-rural integration in Tung Chung under Northwest Lantau Cultural and Nature Trail proposed by the LanDAC would also be incorporated into the proposal, including establishment of Tung Chung Nature and Historical Walk and River-cum-Biodiversity Park. It will connect the ecological, historical and cultural resources and suitably enhance the tourist facilities, and serve the functions of conservation, public enjoyment, education and tourism. The visitors can enjoy the cultural and natural atmosphere of northwest Lantau.

18. Members' discussion and comments on the Paper were summarized as follows:

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- The TCNTE was supported by Members, and many residents expressed support during consultation. The proposal would not only preserve Tung Chung Stream, but also beautify the surrounding areas;
- It was hoped that community economy could be developed 30m away from Tung Chung Stream to improve the livelihood of the locals;
- Appreciation was shown to provision of the innovative SUDS, which took into account the needs of nearby villages;
- It was suggested that local historical elements could be incorporated into the design of River Park to instill a sense of “old villages” in new town. It was also hoped that the River Park could be connected with the Town Park;
- It was suggested that a gateway should be built in Ma Wan Chung, next to which a commemorative stele should be erected to show local history;
- It was suggested that Wong Lung Hang, south of Tung Chung New Town, should be incorporated into the Development Permission Area Plan, to enhance regulation over planning;
- It was suggested that co-operation with various bodies should be sought to enhance public understanding of conservation of Tung Chung Stream and Valley;
- It was suggested that the Total Water Management under the Water Supplies Department should be exploited for the best utilisation of and effective management of water resources;
- It was supported that new technology should be introduced to preserve the natural river beds of the Valley to the largest extent with a view to protecting its biodiversity, as well as avoiding overly artificial designs. It was also suggested that environmental education facilities such as education trails could be provided, or relevant education activities could be organised, allowing community organisations to experience the cultural and natural atmosphere of the valley;
- It was suggested that the proposal should be regarded as a focal point for ecological conservation of northwest Lantau, with the valley serving as the starting point of the Tung O Ancient Trail; and
- It was suggested that the Government should enter into early negotiation with landlords over land resumption issues if private land resumption was involved in TCNTE.

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19. In responding to Members' discussion and comments, Mr LO Kwok-chung, David, Chief Engineer/Islands, CEDD, replied as follows:

- Revitalisation of engineered section of Tung Chung Stream was not intended to enhance its drainage capacity, but to recover its natural landscape, as well as improve the ecological linkage between the upper and lower sections of the stream;
- The CEDD would consult stakeholders after engaging the consultants for Tung Chung West New Town Extension and when detailed proposals are available;
- A place-making study on Ma Wan Chung would be launched by the CEDD, and the proposed gateway could be considered in the study; and
- While private land resumption would be minimised under TCNTE, it would be unavoidable for some infrastructure construction such as road works. During the feasibility study stage of TCNTE, the CEDD had consulted relevant stakeholders, and would keep close liaison with them when detailed design proposals were available.

20. Ms. LI Chi Miu, Phyllis, Deputy Director of Planning/Territorial, PlanD, expressed that Wong Lung Hang was incorporated into the Draft Tung Chung Town Centre Area Outline Zoning Plan No. S/I-TCTC/21, and designated as "Conservation Area" on 8 January 2016. Discussion with other relevant departments would be required to determine how to enhance regulation over those lands located between country parks and new towns but not yet incorporated into the statutory plans.

Agenda Item 4: Sustainable Design Concepts for Mountain Bike Trail in South

Lantau

(SD SC Paper No. 04/2016)

21. Mr MAK Chi-biu, Chief Engineer/Hong Kong 1, CEDD, briefed Members on the sustainable design concepts for improvement and expansion of mountain bike trails in south Lantau. The improvements and expansion of such trails were implemented in two phases. Funding for such works was approved by the Finance Committee of the Legislative Council in July 2016. The construction was planned to commence in end 2016 for completion by end 2017.

22. Members' discussion and comments on the Paper were summarized as follows:

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- It was suggested that relevant organizations should be consulted on the design of mountain bike trails;
- It was suggested that the whole section of the trail should not be located within any private lands;
- It was suggested that illegal parking problems in south Lantau should be addressed in a serious manner. Taking Mui Wo as an example, if the mountain bike trail in south Lantau were enhanced to meet the requirements of international competitions, it was anticipated that participants, support crew members and visitors would be attracted to come to south Lantau, thereby aggravating the illegal parking problem in Mui Wo, given that there were no parking spaces in Pui O as well. The Government should review relevant supporting infrastructure, in a bid to cope with increase in both passenger and traffic flow, as well as avoid the overcrowding of roads;
- It was suggested that supporting facilities should be provided for mountain bike trail users and competition participants;
- It was suggested that new technology, such as online enquiry and booking of parking spaces, should be introduced to solve the problem of insufficient parking spaces; and
- The proposed mountain bike trails might be used as hiking trails when no competitions were held, thereby causing conflict between hikers and cyclists. It was suggested that due consideration should be given to the safety of hikers and cyclists.

23. Mr MAK Chi-biu, Chief Engineer/Hong Kong 1, CEDD, responded as follows:

- The Government briefed local cycling associations, such as the Hong Kong Mountain Bike Association and Cycling Association of Hong Kong, on the designed improvements and expansion of mountain bike trail in south Lantau, and would continue consulting the relevant organizations. In addition, the Government had sought advice from overseas mountain bike experts, with whom opinions were exchanged upon joint site inspection;
- There were currently two ways for the public to go to the mountain bike trail in south Lantau, one would be by ferries via Mui Wo, and the other one by vehicles from South Lantau Road to the trail at Chi Ma Wan; and
- According to preliminary site investigations, there were no private lands

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involved in proposed mountain bike trial works.

Agenda Item 5: Study on Traffic, Transport and Tourist Receiving Capacity of Lantau

(TTDII SC Paper No. 03/2016)

24. Mr CHAN Bun-pui, Bosco, Deputy Project Manager (Hong Kong Island & Islands), CEDD, briefed Members on the three-month public engagement (PE) exercise held between 31 January 2016 and 30 April 2016, during which comments on impacts on traffic and transport brought about by the developments of Lantau and Lantau's capacity to receive visitors were received. In addition, he presented an outline of the overall traffic and transport infrastructure network and services in Lantau. Then, he briefed preliminary concepts of a study on traffic, transport and Lantau's capacity to receive visitors (proposed study), with a view to examining the proposals of the strategic traffic and transport systems put forth in the LanDAC's First-Term Work Report, as well as exploring the role of Lantau as a transport hub in the overall traffic and transport planning in Hong Kong. In addition, he deliberated on how to improve the internal connectivity among Tung Chung, Tai O, Mui Wo and north Lantau, as well as various proposals and their feasibilities to relieve the congested traffic situation at each popular visiting spot.

25. Members' discussion and comments on the Paper were summarized as follows:

- It was supported that the proposed study should commence as soon as possible;
- It was suggested that a demand analysis should be carried out in the proposed study in respect of the Lantau developments in the short, medium and long term. In addition to infrastructure projects, traffic improvements measures could be implemented to tie in with the needs of developments of Lantau;
- It was hoped that an objective and accurate analysis of the capacity to receive visitors would be carried out in the study, with emphasis on how to cope with peak hours of visitors during holidays;
- It was suggested that sustainable development concepts should be introduced into the proposed study, such as public sharing of data for online enquiry of road conditions and booking of parking spaces, with a view to developing Lantau as a smart community;
- It was suggested that, in addition to road bend improvements, measures to

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enhance and improve South Lantau Road should be incorporated into the proposed study;

- There were concerns over whether the content of the proposed study would overlap with the Study on Recreation and Tourism Development Strategy for Lantau;
- It was suggested that consideration should be given to how the traffic and transport infrastructure and arrangements could coexist with animals;
- It was suggested that the TD should negotiate with ferry operators to increase the ferry frequency between Tung Chung and Tai O during holidays, in order to address the problem of long waiting time at bus terminus;
- It was suggested that due consideration should be given to the livelihood of local residents in the context of internal traffic connectivity, such as the transport arrangements for Tung Chung residents working in the airport island;
- There were worries that it would take too long to complete the proposed study, given that role of Lantau as a transport hub in the overall traffic and transport planning in Hong Kong was both strategic and long-term in nature; and
- It was suggested that consideration should be given to the social, housing and economic development needs when carrying out traffic and transport infrastructure works.

26. Ms. LI Chi-miu, Phyllis, Deputy Director of Planning/Territorial, PlanD, considered that issues of development capacity should be explored in the proposed study, including the daily needs of local population and economic activities, as well as the special needs arising from peak tourist hours during holidays. In addition, in order to tie in with the positioning of Lantau as a smart community, consideration should be given to the sustainable traffic and transport planning concepts in the proposed study, such as the online enquiry of road conditions, online booking of parking spaces, sharing of transport resources and etc., so as to divert tourists to different parts of Lantau. Given the broad scope of the issue of capacity to receive visitors, emphasis should be placed on the traffic and transport infrastructure.

27. Mr CHAN Bun-pui, Bosco, Deputy Project Manager (Hong Kong Island & Islands), CEDD, responded as follows:

- The proposed study would be conducted in the context of the development needs

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of Lantau in the short, medium and long run. Given that uncertainties exist in many proposals and very long time span in overall developments, it would be desirable to explore the internal and external traffic and transport measures and make relevant suggestions for different timeframes;

- The Study on Recreation and Tourism Development Strategy for Lantau was intended to propose tourism items, while the traffic and transport connectivity among tourist attractions on the island would be explored and suggestions would be made in the proposed study;
- Various measures and supporting facilities would be explored in the proposed study, such as improving internal traffic connectivity, with a view to enhancing the capacity to receive visitors; reference would also be made to a paper issued by the International Tourism Organization, which set out objective suggestions on how to assess the sustainable development of tourist attractions, with a view to assessing the capacity of leisure and tourist attractions to receive visitors in Lantau;
- The proposed study was anticipated to commence in end 2016 or early 2017, with the preliminary study findings available 12 months later; and
- Suitable amendments to the scope of the proposed study would be made taking into account Members' views.

28. Mr POON Chi-man, Edmond, Principal Transport Officer/Urban, TD, added that in response to the problem of long waiting time for buses for tourists who left Tai O at night, the TD had made follow-up actions on two fronts: (1) Discussion with ferry operators to increase the ferry frequency between Tai O and Tung Chung; and (2) Discussion with bus companies to provide feeder bus services between Tung Chung New Ferry Pier and Tung Chung MTR Station. The TD would consult the Traffic and Transport Committee of the Islands District Council, when detailed information would be available.

Agenda Item 6: Local Public Transport Arrangements at the Hong Kong Boundary Crossing Facilities of Hong Kong-Zhuhai-Macau Bridge

(TTDII SC Paper No. 04/2016)

29. Mr WONG Ping-cheung, William, Senior Transport Officer/Boundary/Projects, TD, briefed the Members on the proposed local public transport arrangements, including

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franchised buses, franchised mini-buses, taxis and non-franchised buses, at the Hong Kong Boundary Crossing Facilities of Hong Kong-Zhuhai-Macau Bridge (“HZMB”).

30. Mr POON Chi-man, Edmond, Principal Transport Officer/Urban, TD, expressed that the TD had earlier consulted the Legislative Council, Traffic and Transport Committee of the Islands District Council, industry and relevant organizations, and the views collected mainly included:

- The detouring of airport buses (Route A) over the Hong Kong Boundary Crossing Facilities would increase the travelling distances causing inconvenience to passengers and staff travelling to and from the Airport. Mr POON pointed out that the journey time for airport-bound buses would only increase about five minutes upon adoption of Tuen Mun-Chek Lap Kok Link (South) by Route A, while that for the buses bound for urban areas would remain largely unchanged;
- A bus stop for Route A should be provided at the AsiaWorld-Expo;
- The proposed new franchised bus route between Sunny Bay MTR Station and the Hong Kong Boundary Crossing Facilities should extend its service to the Disneyland Resort;
- Luggage racks should be added to the franchised mini-buses travelling between Tung Chung MTR Station and the Hong Kong Boundary Crossing Facilities; and
- The franchised mini-bus routes should extend its service to northern Tung Chung.

31. Members’ discussion and comments on the Paper were summarized as follows:

- The public transport arrangements at Hong Kong Boundary Crossing Facilities proposed by the TD were supported by Members. It was concurred that the Sunny Bay Public Transport Interchange, positioned as the destination for the franchised bus routes, could effectively divert passengers to the nearest MTR station, where passengers could switch to MTR to travel to urban areas, thereby greatly reducing the traffic burden on Tung Chung Town Centre;
- There were concerns over insufficient spaces for carriage of luggage on boarding franchised mini-buses and their failure to cope with the future increase in passenger flow given their limited carrying capacity; Future increase in service frequency might cause traffic congestion at Tung Chung; Members considered that the franchised mini-bus routes were relatively indirect, as the mini-buses

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passed Tuen Mun-Chak Lap Kok Link (South) and North Lantau Road en route to Tung Chung MTR Station, and Tung Chung residents might therefore opt for the S1 Route with cheaper fares and yet shorter journey time;

- It was suggested that more rapid and point-to-point bus routes should be adopted, and detouring should be avoided;
- There were concerns over the public transport arrangements in the medium and long run;
- As the drop-off points for various vehicles (including franchised buses, non-franchised buses, franchised mini-buses, taxis and private cars) were all located on the 1st floor of the Hong Kong Boundary Crossing Facilities, such a design might cause traffic congestion, especially during peak hours;
- It was hoped that the TD would provide the detailed design of the public transport interchange at the Hong Kong Boundary Crossing Facilities for Members' reference;
- There were concerns over whether the traffic flow upon commissioning of HZMB would exceed the traffic carrying capacity of Tung Chung Town Centre;
- It was suggested that the traffic and transport connectivity among Tung Chung residential areas, the Airport and its North Commercial District should be reviewed in the short run;
- It was suggested that the feasibility of constructing a low-carbon light rail network should be explored by the Government;
- It was suggested that more information should be made available to the public to facilitate online enquiries of information such as bus and mini-bus service frequencies, bus and mini-bus stops and road conditions;
- It was suggested that individual franchised bus routes should extend services to more boundary crossing points, for instance, Route A43P serving Sheung Shui and San Tin could extend its service to the Lok Ma Chau Spur Line Control Point; and
- Given that there was currently only one bus route, S64X, serving the AsiaWorld-Expo, it was suggested that the TD should increase the number of bus routes passing the AsiaWorld-Expo.

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32. Mr POON Chi-man, Edmond, Principal Transport Officer/Urban, TD, responded that, under the current traffic and transport arrangements, passengers had been diverted to other MTR stations as far as possible to reduce the traffic loading on Tung Chung Town Centre. The TD would review the routes and relevant arrangements of the proposed franchised mini-bus services, in order to reduce the traffic impacts on Tung Chung Town Centre. Reference had been drawn to the Airport in designating the pick-up/drop-off points at the public transport interchange of the Hong Kong Boundary Crossing Facilities to facilitate visitors inbound and outbound. The TD would provide the designs for Members' perusal in due course. In the light of Members' views on traffic issues, the TD would, together with relevant departments, examine the road network of Tung Chung Town Centre. As for the two proposed new franchised bus routes, the TD would explore whether it was feasible to request bus service operators to provide more service information or data.

Agenda Item 7: AOBs

[Dr LAM Kin-ngok, Peter left the meeting at 12:10 pm.]

33. Mr LAM Sai-hung, Project Manager (Hong Kong Island & Islands), CEDD, expressed that many suggestions and comments on Lantau conservation were received during the PE exercise. In view of this, the CEDD suggested that a six-month Task Force on Lantau conservation should be set up under the SD SC, through which the Government would examine and explore the conservation proposals for Lantau with relevant stakeholders and green groups or individuals, and make relevant suggestions to the SD SC. The proposal of setting up this Task Force was supported by Members. The CEDD would follow up on the setting up of the Task Force.

34. The Chairperson of the TTDII SC expressed his gratitude to Members for attending the meeting. There being no other businesses, the meeting was adjourned at 12:30 pm.