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**Lantau Development Advisory Committee  
Traffic, Transport and District Improvement Items Subcommittee  
Third Meeting**

Date: 30 November 2017 (Thursday)

Time: 2:30 pm to 4:45 pm

Venue: Conference Room 4, G/F, Central Government Offices, 2 Tim Mei Avenue,  
Tamar, Hong Kong

**Gist of Meeting**

**Members in Attendance**

Mr LAU Ping-cheung	Chairperson of the Traffic, Transport and District Improvement Items Subcommittee
Ms CHAU Chuen-heung	Deputy Chairperson of the Traffic, Transport and District Improvement Items Subcommittee
Dr FANG Zhou, Joe	
Mr LAM Fan-keung, Franklin	
Dr WANG Jixian, James	
Mr YU Hon-kwan, Randy	
Mr LAI Cheuk-ho	Principal Assistant Secretary (Works)5, Development Bureau (DEVB)
Ms LAI Wai-shan, Irene	Assistant Secretary for Transport and Housing (Transport)3B, Transport and Housing Bureau (THB)
Mr LEE Kui-biu, Robin	Project Manager (Hong Kong Island & Islands), Civil Engineering and Development Department (CEDD)
Ms HO Wai-yin, Irene	Assistant Commissioner/New Territories, Transport Department (TD)
Mr LI Ping-wai, Anthony	District Officer (Islands), Home Affairs Department (HAD)
Mr WONG Kwok-fai	Senior Engineer/Technical Services, Highways Department (HyD)
Ms LAW Lai-chun, Gladys	Senior Executive Officer(Planning)2, Leisure and Cultural Services Department (LCSD)

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Mr CHAN Tang-lun, Leo                      Senior Engineer 18 (Special Duties),                      Secretary  
Hong Kong Island & Islands  
Development Office (HKI&I DevO),  
CEDD

**Co-opted Members**

Mr CHEUNG Tsz-kei

**Absent with Apologies**

Hon CHAN Han-pan  
Dr LAU Wai-neng, Michael  
Mr HA Wing-on, Allen  
Hon WU Chi-wai  
Mr YAU Ying-wah, Algernon  
Dr LEE Shu-wing, Ernest  
Mr TSANG Wai-him, William  
Mr WONG Man-hon

**In Attendance**

Mr WU Kwok-yuen, Jacky                      Chief Assistant Secretary (Works)6,  
DEVB  
Ms TSE Shuk-yan                      Assistant Secretary (Land Supply)2,  
DEVB  
Mr WONG Yin-kai, Vincent                      Assistant Secretary (Land Supply)3,  
DEVB  
Ms KIANG Kam-yin, Ginger                      Deputy Project Manager (Special Tasks),  
HKI&I DevO, CEDD  
Ms LAU Yiu-yan, Joyce                      Chief Engineer/Special Tasks, HKI&I  
DevO, CEDD  
Mr LAM Chun-tak                      Senior Engineer 2, HKI&I DevO, CEDD  
Mr NGAI Chi-wah, Tony                      Senior Engineer 8 (Islands)(Atg.), HKI&I  
DevO, CEDD  
Mr AU Hok-lang, Tony                      Engineer 34 (Special Duties), HKI&I  
DevO, CEDD  
Ms TO Wai-tsz, Isabella                      Senior Manager, HKI&I DevO, CEDD  
Mr YIM Kai-lung, Felix                      Chief Transport Officer/Boundary/  
Projects, TD  
Mr YIP Wai-lun                      Senior Engineer/Islands, TD

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Mr AU Sheung-man, Benjamin	Assistant District Officer (Islands) <sup>1</sup> , HAD
Ms LEE Man-ying, Nicole	Representative of Ove Arup & Hong Kong Ltd

The Chairperson of the Traffic, Transport and District Improvement Items Subcommittee (hereafter referred to as “TTDII SC”) welcomed Members, Co-opted Members and representatives of government departments to attend the third meeting of the TTDII. In addition, the Chairperson informed Members that Mr LO Kwong-shing had formally resigned from the post of Co-opted Member in July 2017 and expressed sincere gratitude to Mr LO for his devotion to the TTDII SC and his valuable advice on the traffic, transport and district improvement items in Lantau.

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

1. TTDII SC Members had no objection and the gist of last meeting was endorsed.

**Agenda Item 2: Matters Arising**

2. The Secretary reported that there was no matters arising.

**Agenda Item 3: Progress of District Improvement Works Items in Lantau**

(TTDII SC Paper No. 03/2017)

3. The Secretary briefed Members on this document.
4. A Member enquired about the reasons for delaying the completion of improvement works of bend K10 at Keung Shan Road to the first quarter of 2018. Mr WONG Kwok-fai, Senior Engineer/Technical Services, HyD, responded that the bend improvement works involved slope cutting, soil nail installation and road widening. Due to the inclement weather, there was a delay in the slope cutting works during the works period. The HyD would update the completion date shown on the site signboards to remind the public and road users.
5. Mr LAI Cheuk-ho, Principal Assistant Secretary (Works)<sup>5</sup>, DEVB, and Members enquired whether the bend improvement works affecting the road opening could

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be expedited, or whether the hoarding area could be reduced before the Chinese New Year in 2018 (i.e. 16 February 2018). Members opined that they were not optimistic about the HyD's anticipated completion by the first quarter of 2018 and requested for the construction programme for reference. Mr WONG Kwok-fai, Senior Engineer/Technical Services, HyD, explained that given the existing narrow bend and limited works site, the works progress might be delayed by other construction methods. However, with the coming of the dry season, the HyD would endeavour to complete the bend widening works in the hope that the road could be opened before the Chinese New Year in 2018.

(Post-meeting note: The HyD provided the construction programme of the improvement to bend K10 of Keung Shan Road after the meeting as shown in Annex 1)

6. A Member welcomed the temporary loading/unloading area and parking facilities for coaches at Lung Tin Estate, Tai O that were currently being used and hoped that the TD would consider changing them as long-term arrangement, or alternatively commence discussion on other long-term arrangement at the earliest opportunity. Ms HO Wai-yin, Irene, Assistant Commissioner/New Territories, TD, responded that despite the fact that they had already consulted the trade and locals and finalised the proposal on the long-term parking facilities for coaches, they were still willing to consider the Members' suggestion and would discuss and examine their proposals with the CEDD, and consult the councils and locals.
7. A Member opined that temporary parking spaces were highly insufficient in Tai O and hoped that the TD could take the lead in coordinating with various departments to use the existing open space next to the football pitch in Yim Tin Pok as a temporary car park in order to alleviate the parking demand during the Chinese New Year. Ms HO Wai-yin, Irene, Assistant Commissioner/New Territories, TD, advised that the Department had already proposed to use the aforesaid vacant government land as a short-term tenancy carpark to accommodate approx. 60 private cars. Having resolved the cattle issue, the TD had informed the Lands Department to expedite the relevant procedures with a view to implementing the scheme as soon as possible.
8. Members enquired about the re-provisioning scheme for Mui Wo Cooked Food Market. Mr LEE Kui-biu, Robin, Project Manager (HKI&I), CEDD, responded that they had consulted the preliminary views of local residents in March 2017 and were currently conducting internal discussion and review in respect of the location

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and operation mode of the Cooked Food Market. It was expected that workshops would be arranged for local residents and stakeholders to explain the constraints and opportunities and to collect their views as a base for scheme finalization. With the assistance of local leaders, the CEDD could communicate with the operators of the Cooked Food Market to share views on the scheme.

9. In addition, Mr LEE Kui-biu, Robin, Project Manager (HKI&I), CEDD, expected to have some in-depth discussions with the residents to understand their views on other district matters such as the car parking issue in Mui Wo and relevant solutions. Members opined that the Government should construct multi-storey carpark coupled with the step-up of law enforcement by the Police so as to resolve the car parking issue in Mui Wo.

(The Chairperson left the meeting. Ms CHAU Chuen-heung, Deputy Chairperson of the TTDII SC, chaired the meeting)

**Agenda Item 4: Study on Traffic, Transport and Capacity to Receive Visitors for Lantau**

(TTDII SC Paper No. 04/2017)

10. Mr CHAN Tang-lun, Leo, Senior Engineer 18 (Special Duties), HKI&I DevO, CEDD, briefed Members on this document.
11. Members enquired about the extent of baseline data collection and whether any qualitative data would be included.
12. Ms LAU Yiu-yan, Joyce, Chief Engineer/Special Tasks, HKI&I DevO, CEDD, responded that the following data would be collected under the study:
  - Traffic and transport data, such as utilization of road/ railway/ water transports, which was either provided by the TD or obtained in field surveys;
  - Topographic data (including the constraints) and environmental/ecological data for the possible road alignments.
13. In response to Members' enquiry, Ms LAU Yiu-yan, Joyce, Chief Engineer/Special Tasks, HKI&I DevO, CEDD, advised that reference would be made to overseas cases for the receiving capacity study. In addition to the environmental, financial and economic implications, views from the residents,

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locals and stakeholders would also be taken into account by means of opinion surveys. Upon finalising the preliminary details, Members' opinion could be further consulted.

14. Members pointed out that the existing vehicular flow in North Lantau Highway was very high and enquired about the implementation programme of the Road P1. Members opined that with the launching of projects such as the Three-Runway System of the Hong Kong International Airport (HKIA), the Airport North Commercial District and the Airport South Commercial District (logistics centres), both the passenger and vehicular flows to and from the HKIA via North Lantau Highway would substantially increase beyond its capacity and hence there was urgency in constructing the Road P1. Members also remarked that the regional importance of North Lantau Highway and its implications on the overall traffic and transport network would significantly increase given that North Lantau Highway would be in future connected to the Hong Kong-Zhuhai-Macao Bridge (HZMB), Tuen Mun - Chek Lap Kok Link (TMCLKL), as well as the planned Route 11. Moreover, Members pointed out that there was an increasing trend of traffic accidents in North Lantau Highway that frequently led to cross-district traffic gridlock. They hoped that the Government would seriously consider constructing the Road P1 to alleviate the burden on the existing road network.
15. Ms LAU Yiu-yan, Joyce, Chief Engineer/Special Tasks, HKI&I DevO, CEDD, noted Members' concerns over the construction of Road P1 and advised that the implementation programme of the Road P1 was yet to be confirmed at this stage. However, the Study would review the implementation programme of Road P1 Road with due consideration of the future development and infrastructure by means of traffic and transport modeling and computation.
16. Members enquired about the availability of implementation programme of the planned Route 11. Ms LAU Yiu-yan, Joyce, Chief Engineer/Special Tasks, HKI&I DevO, CEDD responded that Route 11 was a public works project undertaken by the HyD on which Panel on Transport of the Legislative Council had been consulted in March 2017. The Government would commence the feasibility study on Route 11 (Northern Lantau to Yuen Long) upon the funding approval.
17. Members remarked that whilst most residents in Lantau had already expressed their views on the construction of road connections between Tung Chung and Tai O, as well as between Mui Wo and North Lantau, they hoped that the Study would

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also take into account the public sentiment and livelihood, other than the economic benefits and traffic demands, in order to dovetail with the revitalisation of Tai O community and to attract the return of residents. Members pointed out that future developments in the north Lantau would create numerous job opportunities and suggested the Government to consider developing housing in the areas adjoining to the proposed road connection between Tung Chung and Tai O with a view to meeting the working population's demand for housing and reducing the burden on existing traffic and transport infrastructures imposed by cross-district employment, which would in turn promote the policy of zero carbon emission.

18. With regard to Members' opinions, Mr LEE Kui-biu, Robin, Project Manager (HKI&I), CEDD, provided the following responses:

- Reiterated that the Study would cover four main aspects, namely the strategic traffic and transport infrastructures, internal traffic and transport, assessment of the capacity to receive visitors, as well as green transport;
- The Study would gain an understanding of the needs of various stakeholders, such as locals, economic developments, environmental and conservation, local culture, etc., and aim to strike a balance among these needs and explore solutions to meet them as far as practicable with a new mindset;
- Capacity to receive visitors would be assessed from multiple perspectives. Views and expectations of the locals would be collected in opinion surveys with a view to understanding the issue in an objective manner before implementing feasible options;
- Noted the urgency of the issue and would implement the Study in a proactive manner.

19. Members considered necessary to delineate the responsibilities of the Lantau Development Advisory Committee and the Countryside Conservation Office established by the Environment Bureau (ENB). Mr LAI Cheuk-ho, Principal Assistant Secretary (Works)<sup>5</sup>, DEVB responded that they would further liaise with the ENB on this issue.

20. Members advised that as the Zhuhai Government was considering the planning and development of a major commercial business district in Zhuhai and that Qianhai development was in train, etc., the vehicular flows in North Lantau Highway, HKZMB and TMCLKL would increase in future. Members proposed that the Study should allow greater flexibility and take into consideration various scenarios, in order to tackle other possible situations.



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21. Mr LAI Cheuk-ho, Principal Assistant Secretary (Works)<sup>5</sup>, DEVB responded that the objective of the CEDD's Study was to look into the internal traffic and transport in Lantau, including land and water transports. As regards the external transport links, strategic transport systems including TMCLKL, the rail connection between Tung Chung and HKIA, the planned Route 11, etc., would be examined under the "Strategic Studies on Railways and Major Roads Beyond 2030" to be undertaken by the THB in 2018. Ms LAI Wai-shan, Irene, Assistant Secretary for Transport and Housing (Transport)<sup>3B</sup>, THB, noted Members' concerns over the future strategic roads in Hong Kong and Lantau and advised that the THB would commence the "Strategic Studies on Railways and Major Roads Beyond 2030" in 2018.

**Agenda Item 5: Traffic and Transport Issues in Lantau**

(TTDII SC Paper No. 05/2017)

22. Mr YIM Kai-lung, Felix, Chief Transport Officer/Boundary/Projects, TD, and Mr YIP Wai-lun, Senior Engineer/Islands, TD, briefed Members on this document.

23. A Member advised that the document did not mention any bus routes connecting various boundary control points and proposed that an additional bus stop should be set up for Route A43P at Lok Ma Chau so as to facilitate transit passengers going to and from Lok Ma Chau and HKIA direct. Mr YIM Kai-lung, Felix, Chief Transport Officer/Boundary/Projects, TD, responded that extension of Route A43P to Lok Ma Chau Public Transport Interchange and provision of a bus stop therein would increase the journey time of the route and affect the existing passengers. It was, therefore, necessary to assess in detail the demand, as well as its operational efficiency and cost-effectiveness and to strike a balance between them. Moreover, cross-boundary coach services serving the Lok Ma Chau Control Point and HKIA were already available at present. Ms HO Wai-yin, Irene, Assistant Commissioner/New Territories, TD, added that upon the commissioning of HZMB, there would be cross-boundary shuttle bus services running between Hong Kong Port (HKP) and Zhuhai Port, as well as between HKP and Macau Port, and the operator was currently in preparation for these services.

24. A Member suggested converting the northbound section of Tat Tung Road between Shun Tung Road and Hing Tung Street from two lanes to one lane, in order to make room for increasing the southbound section of Tat Tung Road from two lanes



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to three lanes, thereby boosting the traffic capacity from Tat Tung Road to Shun Tung Road. The Member also proposed cancelling the existing traffic signal phase for Tat Tung Road northbound turning into Hing Tung Street/Fu Tung Estate carpark so that vehicles could turn into Fu Tung Estate carpark via Hing Tung Street. With the proposed modification, the original four traffic signal phases for the junction would be reduced to three, hence allowing more green time for the vehicles leaving Shun Tung Road. The Member was concerned that the improvement works at Hing Tung Street/Tat Tung Road would take 18 months. He hoped that the relevant departments would shorten the construction period as far as possible, or alternatively, implement road closures in stages and consider diverting some of the vehicles to other places in course of the improvement works.

25. Mr YIP Wai-lun, Senior Engineer/Islands, TD, responded that the TD had all along remained open to collecting views from different parties. Despite the fact that the traffic improvement scheme at Hing Tung Street/Tat Tung Road was previously supported by the Islands District Council, the TD was willing to conduct site inspections with the Member in respect of their proposals so as to explore feasible improvement measures.

(Post-meeting note: The TD conducted a site inspection with relevant Member on 11 December 2017 and explained to him that the proposal could not be accepted in view that it would increase the vehicular flow in Hing Tung Street, aggravate the traffic loading on the section of road and adversely affect the existing pedestrian crossing. The TD would keep monitoring the usage, including reviewing the traffic signal phases at the junction near Tat Tung Road, and would take improvement measures if necessary.)

26. A Member enquired about the type and frequency of bus services connecting the HKP and HKIA. The Member also enquired whether it was necessary for departing passengers to take feeder buses to the departure hall after parking their cars at the HKP, as well as the detailed connection arrangement between the HKP and HKIA.

27. A Member queried why the new franchised bus services connecting the HKP and Sunny Bay would have a stop in Hong Kong Disneyland Resort only during the morning and evening peak hours from Monday to Friday, and in weekends and public holidays. The Member also queried why the new green minibus service would serve Tung Chung North instead of Tung Chung Town Centre.

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28. A Member noted that the car park at the HKP would only provide 650 parking spaces for private cars and was worried that cars from other places would enter Tung Chung Town Centre causing congestion during holidays. Given that the completion date of TMCLKL was yet to be confirmed, he proposed that ferry services should be considered as a short-term feeder arrangement.

29. In response to Members' enquiries, Mr YIM Kai-lung, Felix, Chief Transport Officer/Boundary/Projects, TD, gave a consolidated reply as follows:

- Double-decker buses would be used for the franchised bus route between the HKIA and HKP, while the bus type would be comparable to those deployed for the existing franchised bus services serving the HKIA, on which sufficient spaces would be provided on the lower deck for luggage storage. The route would operate in a frequency of every eight to ten minutes during peak hours and the operator would enhance the services to meet the passengers' demand.
- Given that the public car park at the HKP was located next to the Passenger Terminal Building, passengers might go to the Passenger Terminal Building on foot from the car park, pass through the Building and then take cross-boundary shuttle buses to the Zhuhai Port or Macau Port. The Government would arrange publicity to advise the public about the traffic and public transport service arrangements at the HKP.
- The franchised bus route running between the HKP and Sunny Bay MTR Station would provide services on a daily basis and would mainly serve passengers of the railway network. In order to facilitate visitors to travel to the Disneyland Resort, the bus route would also serve the Resort during its opening in the mornings and closing in the evenings. Alternatively, the visitors might opt to take the franchised buses running between the HKP and Tung Chung Town Centre to reach Tung Chung MTR Station, and switch to the MTR to the Resort.
- The TD proposed in the first place that green minibuses would run between Tung Chung Town Centre and the HKP. However, the green minibuses would not be able to fully meet the passengers' demand generated from the railway network and there would not be insufficient space for luggage storage in the compartment. After taking into consideration the views from various parties, the TD decided to introduce franchised bus services running between the HKP and Tung Chung Town Centre, and use the complementary

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green minibuses to provide passenger services between the HKP and Tung Chung North, as well as to serve the catering area in the airport.

- The HyD announced in March 2017 that the southern section of TMCLKL was anticipated to be completed in the first half of 2019 at the earliest, while the northern section would be completed in 2020 at the earliest. There would be a public transport interchange at the HKP in which different types of public transport services would be provided. The Government expected that most of the visitors travelling to and from the HZMB HKP would use the public transport services and anticipated that the provision of approx. 650 parking spaces at the HKP for local private cars would be sufficient to meet the parking demand at the early stage upon the commissioning of HZMB.

30. Members reminded the TD should closely monitor the utilisation of the car park at the HKP and take improvement measures in a timely manner. Ms HO Wai-yin, Irene, Assistant Commissioner/New Territories, TD, noted Members' concerns and undertook to make good preparation in this regard. The TD would request the carpark operator at the HKP to announce the number of parking spaces available in a timely manner and would remind the public not to drive to the HKP in case the parking spaces became insufficient.

31. Members suggested that the lower deck of Tsing Ma Bridge should be opened for vehicular traffic during peak hours in order to ease traffic congestion in Ting Kau Bridge and Tuen Mun Highway. In addition, Members proposed that consideration should also be given to waterborne transport with a view to diverting the traffic on Tsing Ma Bridge and North Lantau Highway in case of inclement weather or emergencies.

**Agenda Item 6: Any Other Business**

32. The Deputy Chairperson of the TTDII SC expressed gratitude to the Members for attending the meeting. There being no other business, the meeting was adjourned at 4:45 pm.

**Improvement to Sharp Bend of Keung Shan Road near Shek Pik Reservoir Service Access Road**  
 羗山道急彎改善工程 - 近石壁水塘連接路 (K10彎位)

**Construction Programme 施工進度表 (Dec 2017)**

