2014 年 6 月 14 日大嶼山發展諮詢委員會第二次會議
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前言

自從 2014 年 3 月 8 日完成大嶼山發展諮詢委員會第一次會議後，在這數月期間，本人曾與不同的持份者見面，亦陪同不同組織往當地考察及探訪等。這些持份者計有：新界鄉議局、大嶼山四區包括梅窩、大嶼南、大澳及東涌鄉事委員會的主席及委員外，也有「島嶼活力行動」（Living Islands Movement）的主席及委員、香港本土行動及大嶼山黃牛關注組成員何來女士等，除了與這些關注地區發展有關的人士見面外，6 月 7 日本人也曾與本地一名學及一名前問責官員前往大嶼山考察，他們為大嶼山的發展，均提供了不少寶貴的意見及建議，內容歸納如下：

交通方面

在交通這個議題上，最重要的工作是必須將大嶼山現有的交通系統地、有效地優化，基本的開展工作是把所有的公路，擴闊成雙線雙行的標準公路，以應付使用者急速增加的需求。

此外，特區政府計劃發展大嶼山，亦投放資源改善區內的旅遊景點和設施，但政府有必要首先考慮交通配套需要。舉例說，大嶼山的旅遊景點眾多，但較為分散，故道路通達性的安排非常重要。上次會議已提議有必要興建一條環島公路，同時，梅窩至東涌大蠔的南北通道亦要貫通，環島公路才得完整，首要擴建嶼南路以配合整體的公路網，以旅遊角度而言，將各個景區連接起來，讓遊客不用走回頭路，這樣才可真正發展大嶼山及推動其整體經濟。

至於港鐵方面，現有的系統平均每十分鐘便有一班列車往來市區及東涌，但若以當地人口將增加至二十二萬至二十七萬，加上未來港珠澳大橋的落成而論，市民及旅客往來東涌、機場至港珠澳大橋口岸島的需求量與日俱增，如不及時循序漸進增加列車的容量及班次，港鐵服務的水準亦將受質疑。

最後，也須提及單車的使用問題。不少本地及外國的旅客喜歡利用單車這個交通工具遊覽大嶼山，事實上大嶼山的居民也同樣依賴單車出入，因此為這班單車使用者，提供安全的路線，配合足夠的單車車位實在不容忽視。

東大嶼都會方面

現時，特區政府已開展「東大嶼都會」的前期工作，包括積極進行相關公眾諮詢及研究，事實當局除了進行工程技術上的可行性研究外，本人建議同時也須進行獨立，有數據，有可接受理由可依的研究報告，詳情請參考附件一。

新舊發展必須雙管齊下

大嶼山的新發展當然重要，但不少地區團體、當地居民早前已提出的社會及民生等老問題，在新發展同時也得兼顧，包括如東涌及大嶼山各區的人口就業問題、人口與年齡比例分佈，交通、教育及住屋等配對亦要妥善處理，若以上基本問題一日未能解決，所有發展的策略，也只會被地區團體、當地居民視作剝削，等於把大嶼山現有資源投放在新發展上，而對當區必須處理的問題置若罔聞。

事實上，改善道路的通達性是由來未能解決的老調。包括如梅窩鄉事委員會提出，有空間將當區的緊急通道開放，因為現時梅窩每日欠一百二十個私家車位，如能有策略地開放緊急通道，讓私家車可以停泊在各村的私人土地上，那就可避免私家車違法停在公路旁，既可省卻政府覓地建停車場的負擔，也能減少因私家車泊在行車道上，而引起公路路旁暢通的問題，一舉兩得。

再以大嶼南為例，大嶼南具澳與十塱村的道路，一直以來只靠民政署的小修小補，絕非以交通基建為考慮的安排；

又如大澳沿海公路，實際上，十多年前運輸署已答允在大嶼山北岸興建沿海公路，來往東涌至大澳，以縮短兩地車程，路線有兩個選擇，分別經由東涌、散頭、沙螺灣、新洲直達大澳，或由東涌、散頭、沙螺灣、轉入深屈到達大澳，詳情請參閱附件二頁五的圖片，可借到現在這條沿海公路仍未落實；

又好像有關改善嶼南路及羌山道的建議（因為該段是大嶼南及大澳的主要交通道路，由於多年來缺乏完善的維修保養，路面已老化，有些更有下陷及爆裂的情況，再加上嶼南路和羌山道特別多彎位，而且彎道狹窄，非常容易發生車輛碰撞的意外）等等，十多年來，有關當局只分配極少資源在其中，到了今天仍未能落實全面的改善工程建議，此等種種，難令舊區居民釋懷，自然引起大家久久不能平伏的心結。

正如在以前興建香港國際機場時，未能切實執行保障赤鱲角村原居民的權益一樣，為免歷史重演，予村民再一次有「過橋抽板」的感覺，委員會必須留意。

附件一

A Proposal for a Strategic Needs Analysis of the Development
of
East Lantau Metropolis

Summary

A strategic needs analysis of the East Lantau Metropolis would evaluate and quantify the needs (population, housing, tourism, business activity, new town, etc) that will drive the ELM's development. Done in parallel with the Civil Engineering Department's proposed feasibility study on constructing artificial islands in the Central Waters between Hong Kong Island and Lantau, this needs analysis will clearly explain why the ELM is needed, quantify those needs and provide valuable input in deciding ELM's scale, complexity and design. This information will complement the technical data resulting from the proposed feasibility study. The study should be a collaborative effort with participation by key stakeholders and independent subject matter experts and/or consultants with no vested interests.

Justification and Benefit of the Proposed Study

The Planning Department and Civil Engineering Department have requested funding of $226.9 million to explore the feasibility of constructing artificial islands in the Central Waters between Hong Kong and Lantau islands in a development dubbed the East Lantau Metropolis. The ELM is to be built on reclaimed land in waters around Hei Ling Chau and Ka Yi Chau, and an expanded area in Mui Wo, with transportation links connecting these three sites to key locations in Hong Kong Island and Tung Chung.

The reclamation of land outside Victoria Harbour was identified by the Planning Department as one of the six approaches to enhance the supply of land in Hong Kong to meet its economic and social needs. As set out in the 2014 Policy Address, the Government is exploring ways to develop the area to the east of Lantau Island and neighboring areas with a view to developing the ELM for accommodating new population and a new Core Business District (in addition to Central and Kowloon East). Possible land use for the reclamation sites and artificial islands include residential development, public rental housing in particular, tourism-related facilities, business district, and recreational facilities.

The proposed feasibility study, *Strategic Studies for Artificial Islands in Central Waters*, however, is conducted by an engineering department mainly focuses on the technical issues in reclaiming land and building transportation links in the central waters, and their impact on the vicinity. It assumes that the ELM is necessary based on some broad policy guideline rather than detailed qualitative and quantitative data, such as population projections, housing needs, tourism intensity, business activities, etc. The technical feasibility of reclaiming land does not answer the critical question of why the land is needed, how much land is needed, nor how the land will be used.

To complement the technical data arising from the *Strategic Studies for Artificial Islands in Central Waters*, it is necessary to answer clearly and quantitatively the question of why the ELM is needed as well as to provide a preliminary description of its scale and complexity. This information will allow people in Hong Kong to understand clearly the rationale for the ELM and help to gain public acceptance of the direction of Hong Kong's development, and the immense costs involved before more detail planning is done and decision is made. The proposed strategic needs analysis addresses these issues.

Proposed Scope of Work

The strategic needs analysis can be divided into two parts : demographics and ELM layout plan.

Part 1

This part focuses on the demographic projections that drive any urban development project: future population, housing needs, community and business activities. Such information will provide a broad picture of the type and amount of land that will be needed.

Assuming 2025 (or any appropriate date) as the envisioned date of ELM's completion, a projection of Hong Kong's population and its composition should be done for the year. A gap analysis between the housing required for the projected population in Hong Kong, housing stock already available, and housing availability in the future, public housing planned for various districts and private developers' housing construction plans, will give a general idea of the amount of residential housing that needs to be built in ELM.

Projections of tourist arrivals, and the facilities required to serve them, needs similar analysis.

On the Core Business District, it would be helpful to ascertain the extent that the existing two CBDs, Central and Kowloon East, will be utilized by the ELM's completion year. This will enable a forecast of the type and volume of business activities that will be conducted located in the ELM, and the land/housing requirement to support such activities.

Part 2

Based on needs established in Part 1, the land requirements and different options for the layout of ELM in the three targeted areas (reclaimed land surrounding Hei Ling Chau, Ka Yi Chau, expanded Mui Wo) can be analyzed. These options can be the basis in drawing up an initial development plan, along with the technical information from the *Strategic Studies for Artificial Islands in Central Waters.*

Of particular importance is the assessment of how the existing community in Mui Wo and its current development plan will fit in with the future ELM. Addressing this issue in the early phase of planning, with participation by the key stakeholders, would mitigate many sensitive issues downstream when the project has the appearance of a fait accompli.

Conclusion and Action Items

A strategic needs analysis is proposed to complement and support the *Strategic Studies for Artificial Islands in Central Waters.* The benefits of the study are a clear qualitative and quantitative understanding of the need for the ELM and some options in its proposed layout.

Such an analysis should be within the scope of work that the Lantau Development Advisory Committee is engaged in on ELM, and it should be conducted along with but independent of the *Strategic Studies for Artificial Islands in Central Waters.*