

**立法會**  
**Legislative Council**

LC Paper No. CB(1)174/03-04  
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by the Administration)

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**Panel on Transport**

**Minutes of special meeting held on  
Monday, 29 September 2003, at 2:30 pm  
in the Chamber of the Legislative Council Building**

**Members present** : Hon Miriam LAU Kin-ye, JP (Chairman)  
Hon Abraham SHEK Lai-him, JP (Deputy Chairman)  
Dr Hon David CHU Yu-lin, JP  
Hon Albert HO Chun-yan  
Ir Dr Hon Raymond HO Chung-tai, JP  
Hon Mrs Selina CHOW LIANG Shuk-ye, GBS, JP  
Hon CHAN Kwok-keung, JP  
Hon LAU Kong-wah, JP  
Hon Andrew CHENG Kar-foo  
Hon TAM Yiu-chung, GBS, JP  
Dr Hon TANG Siu-tong, JP  
Hon Albert CHAN Wai-yip  
Hon LAU Ping-cheung

**Non-Panel Members attending** : Hon James TIEN Pei-chun, GBS, JP  
Hon Fred LI Wah-ming, JP  
Hon James TO Kun-sun

**Members absent** : Hon Andrew WONG Wang-fat, JP  
Hon LAU Chin-shek, JP  
Hon Tommy CHEUNG Yu-yan, JP  
Hon LEUNG Fu-wah, MH, JP  
Hon WONG Sing-chi

**Public Officers  
attending**

**: Agenda Item I**

Environment, Transport and Works Bureau

Dr Sarah LIAO  
Secretary for the Environment, Transport and Works

Mrs Rita LAU  
Permanent Secretary for the Environment, Transport and  
Works

Mr Paul TANG  
Deputy Secretary for the Environment, Transport and Works

Ms Ava CHIU  
Principal Assistant Secretary for the Environment, Transport  
and Works (T)3

Highways Department

Mr C K MAK  
Director of Highways

Mr Adrian NG  
Project Manager/Major Works

**Agenda Item II**

Environment, Transport and Works Bureau

Mrs Rita LAU  
Permanent Secretary for the Environment, Transport and  
Works

Mr Paul TANG  
Deputy Secretary for the Environment, Transport and Works

Ms Ernestina WONG  
Principal Assistant Secretary for the Environment, Transport  
and Works (T)5

Highways Department

Mr C K MAK  
Director of Highways

Mr Adrian NG  
Project Manager/Major Works

Transport Department

Mr Thomas THUMB  
Deputy Commissioner for Transport/Planning and Technical  
Services

Mr K B TO  
Chief Engineer/Transport Planning

**Clerk in attendance** : Mr Andy LAU  
Chief Assistant Secretary (1)2

**Staff in attendance** : Ms Alice AU  
Senior Assistant Secretary (1)5

Miss Winnie CHENG  
Legislative Assistant 5

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**I Hong Kong-Zhuhai-Macao Bridge**

(LC Paper No. CB(1)2492/02-03(01) - Information paper provided by the  
Administration; and  
LC Paper No. CB(1)2346/02-03(01) - Information paper provided by the  
Administration)

Members noted the Administration's proposal as set out in LC Paper No. CB(1)2492/02-03(01) to seek funding approval from the Public Works Subcommittee (PWSC) on 29 October 2003 to upgrade 787TH - Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Section (HKS) and North Lantau Highway Connection (NLHC) - investigation and preliminary design to Category A at an estimated cost of \$59 million.

2. At the invitation of the Chairman, the Secretary for the Environment, Transport and Works (SETW) updated members on the latest progress of the Bridge. In August 2003, the State Council approved the study report of the Institute of Comprehensive Transportation (ICT) and agreed that the three governments of Guangdong, the Hong Kong Special Administrative Region (HKSAR) and the Macao Special Administrative Region (Macao SAR) should set up a Hong Kong-Zhuhai-Macao Bridge Advance Work Co-ordination Group (the Co-ordination Group) to press ahead with the advance works for the construction of HZMB. At its first meeting held on 29 August 2003, the Co-ordination Group agreed to proceed with the project as quickly as possible, and to commission feasibility studies on various subjects, including economic benefits,

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alignment, environmental impact and hydrology. On completion, these studies would be submitted to the National Development and Reform Commission (NDRC) for approval by the State Council to create a project item for the construction of the Bridge.

3. The Permanent Secretary for the Environment, Transport and Works (PSET) added that whilst the implementation programme for the whole Bridge had yet to be discussed and agreed among the three governments, there was a need to start the investigation and design works for the road infrastructure connecting HZMB to the existing road network in the territory, i.e. NLHC. To expedite progress, the Administration would also undertake a detailed environmental impact assessment (EIA) study for the project as part of the advance works. Subject to funding approval, the investigation and preliminary design works for the project would start in November 2003 for completion in October 2004. With the aid of PowerPoint, the Director of Highways (DHy) briefly introduced the scope of investigation and preliminary works covered under the funding proposal.

4. Expressing support for the early construction of HZMB, Mr LAU Kong-wah enquired about the estimated timing for completion of the whole Bridge. To ensure progress, he said that it would be most important to synchronize the pace of advance works to be undertaken by the three governments respectively for different sections of the Bridge with that of the local connecting infrastructure.

5. In reply, SETW said that the Co-ordination Group's agreement was that the three governments would press ahead with the advance works for the construction of HZMB. As such, advance works for the Zhujiang Section of HZMB would also be undertaken concurrently. However, the respective jurisdictions would need to work out the planning for the connecting infrastructure of the Bridge before a more concrete implementation programme would emerge. Subject to funding approval by the Finance Committee, the Administration would report progress to the Co-ordination Group which would meet again shortly to discuss the landing points of the Bridge and the detailed arrangement for commissioning the feasibility studies for the project. She agreed that the Administration would revert to the Panel on the implementation programme in due course.

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Proposed landing location of the Bridge in Hong Kong

6. While indicating general support for the construction of a bridge link between Hong Kong and Pearl River West, Mr Albert CHAN expressed grave concern about the hasty approach adopted by the Administration in taking forward the project. He opined that before seeking funds to undertake further studies on the project, the Administration should justify its decision to provide the landing location of HZMB in Northwest Lantau and not Black Point in Tuen Mun which had been considered by the Administration previously. Mr CHAN was particularly worried about the adverse impact of providing the landing location of the Bridge in Northwest Lantau on the habitat of Chinese white dolphins and the pristine coastline in the area. Given the inevitable impact of construction works in the area on the Chinese white dolphins, he opined that the Administration should establish a dedicated fund to protect the dolphin population.

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7. Mr James TO was also dissatisfied that the Administration had failed to provide members with detailed information from previous studies undertaken by the concerned parties on the Bridge. As such, he was hardly convinced by the Administration's sweeping statement that the proposed landing locations in Northwest Lantau were the most appropriate. It would be very difficult for members to support the funding proposal to undertake investigation and preliminary design works for the project without first establishing the merits of the proposed landing locations. Given the Administration's reluctance in disclosing such information to members and the public, Mr TO was worried that the landing locations might be chosen out of political considerations without due regard to the environmental implications.

8. Referring to the recent events in relation to reclamation works in the harbour, Mr CHENG Kar-foo opined that public support was vital for the smooth implementation of major transport infrastructure works such as the Bridge. As such, the Administration would need to provide more information to convince both members and the public that the proposed landing locations and alignment options were indeed the best ones available, particularly from the environmental point of view. The Administration should at least account for its decision to change the original planning of providing the landing point of the bridge link at Black Point in Tuen Mun. In this connection, he enquired about the views of green groups and professionals on the proposed landing locations and alignment options.

9. In response, SETW did not agree that the Administration was adopting a hasty approach for the project. While the decision to conduct a joint study on the transport linkage between Hong Kong and Pearl River West was made by the Mainland/Hong Kong Conference on the Co-ordination of Major Infrastructure Projects in September 2002, the provision of a transport link between Hong Kong and Pearl River West had always been envisaged and many relevant studies had been undertaken over the years. On the basis of data collected previously, ICT had examined three alignments linking the two banks of Pearl River. Fieldworks and seminars had also been conducted in the three places taking into account views and analyses from various sources. After careful consideration, the ICT study concluded that the Hong Kong (Lantau)-Zhuhai-Macao Bridge proposed by the HKSAR Government was the most urgent one.

10. SETW further explained that Black Point in Tuen Mun was considered a possible landing location in the context of earlier discussions on the Lingdingyang Bridge proposed by the Zhuhai Municipal Government. Since then, cross boundary facilities between the northern part of Hong Kong and Pearl River East had been further enhanced by the provision of the Shenzhen Western Corridor. As confirmed by the ICT study, priority should be given to the construction of HZMB so as to alter the present passive condition of the transport linkage between Hong Kong and Pearl River West.

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11. Regarding the potential environmental impact of the project, SETW said that the Administration completed a Preliminary Environmental Review (PER) in December 2002. Having examined a large number of areas along the west coast of Hong Kong including Black Point in Tuen Mun, San Shek Wan in Northwest Lantau, Yi O and Peaked Hill in Southwest Lantau, the Administration considered that the landing point of the Bridge should be best at Northwest Lantau. Two possible sites near San Shek Wan and two possible alignments for connecting road links were identified. In the course of the PER, the Administration had invited various green groups and professionals to give their preliminary views on the alignment options. However, as the PER was intended only for internal reference, it would not be appropriate to release the findings.

12. SETW added that under the funding proposal, a full EIA study would be undertaken to address the potential environmental impacts of the project. She assured members that all relevant issues would be studied in detail before a final decision was taken on the landing point for the Bridge in Hong Kong and the alignment of the connecting link. PSET supplemented that when completed, the EIA report would be submitted to the Director of Environmental Protection under the EIA Ordinance (Cap. 499) for approval. In accordance with statutory procedures, the EIA report would be made available for public inspection. Members of the public and interested parties would have ample opportunity to express their views.

13. Addressing members' concern about the marine ecological impact of the project, SETW stated that experts had been engaged by the Agriculture, Fisheries and Conservation Department to closely monitor the activities of Chinese white dolphins both during and after major reclamation works in the area for the construction of the Airport in Lantau. She further explained that unlike reclamation works, the impact arising from the construction of bridge trestles would be much less. Nonetheless, SETW assured members that these aspects would be carefully looked at in the EIA study.

14. Mr James TO however remained unconvinced by the Administration's explanation. Highlighting the importance of having a general consensus in the community on the matter, he requested the Administration to provide members with the ICT report for consideration.

15. Mr Albert CHAN also said that the provision of transport infrastructure must be supported by the relevant traffic forecasts. In all fairness, the Administration should at least provide members with the relevant findings of the ICT study in respect of the traffic implication of the Bridge on local road network including Tsing Ma Bridge and North Lantau Highway (NLH) for consideration.

16. PSET responded that a summary of the ICT study findings which included the forecasts of passenger and freight traffic flow between Hong Kong and Pearl River West had already been circulated to the Panel previously (LC Paper No. CB(1)2346/02-03(01)). She also explained that the main focus of the ICT study was the existing problems and deficiencies in the transport linkage between the two areas with its conclusion clearly pointing to the urgent need for the construction of the Bridge.

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17. While acknowledging members' request for more information, SETW called for members' understanding that the Bridge was a joint undertaking by the three governments. The HKSAR Government must respect the practice of other governments and could not disclose certain information without their consent. As the ICT study was jointly commissioned by NRDC and HKSAR and study reports commissioned by NDRC were restricted documents, the Administration would have difficulty in providing the study report to members for information. Nonetheless, the Administration would continue to liaise with NDRC to see whether relevant findings of the ICT report could be disclosed. She also agreed that the Administration would provide a reference list of related studies on HZMB commissioned by HKSAR, or by other parties and referred to by the Government, to members for information after the meeting.

18. Highlighting the macro socio-economic benefits to be brought about by HZMB to Hong Kong, Macao and the Mainland, SETW called for members' support for the funding proposal as it would allow HKSAR to keep pace with the progress made by other parties in taking forward the project.

Provision of connecting infrastructure

19. Referring to paragraphs 4 and 5 of the Administration's paper, Mr LAU Kong-wah said that according to the Administration's initial assessment, Alignment 2 which adopted a northerly landing location was more preferable taking into account various environmental and cost considerations. However, he pointed out that its close proximity with the Airport runways might present other problems in terms of aviation safety. Hence, the Administration should critically review the comparative advantages of the two alignment options before a final decision was made. In response, SETW affirmed that the geographical constraint as mentioned by the member would be carefully considered under the engineering studies to be undertaken for the project.

20. Mr Albert HO said that while he understood the Administration's intention to expedite advance works for the Bridge, the Administration should make a real effort to critically review the pros and cons of the proposed landing locations against other options. However, his concern was more about the timely provision of local connecting infrastructure for the Bridge. He considered that the provision of Tuen Mun-Chek Lap Kok Link (TM-CLKL) was just as important as NLHC in terms of connecting the Bridge to local road network in the territory. As such, the Administration should plan for the construction of TM-CLKL as part and parcel of the Bridge.

21. While concurring with the importance and need of providing adequate connecting infrastructure for the Bridge, SETW said that in order to ensure timely delivery, the Administration had decided to concentrate on the planning for NLHC to connect HKS of HZMB at its landing point at Northwest Lantau to NLH. As the traffic demand was expected to build up gradually in the longer term, the Administration would have time to plan for the provision of other connecting infrastructure such as TM-CLKL at a later stage.

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Way forward

22. Mr CHENG Kar-foo considered that the Panel might need to invite green groups and professionals to give views on the proposed landing location of the Bridge as well as the 22 alignment options studied under the PER.

Admin 23. To facilitate members' consideration of the way forward, members requested the Administration to provide supplementary information on the following before the relevant funding proposal was submitted to PWSC:

- (a) justifications for the Administration's decision to focus study on San Shek Wan in Northwest Lantau as the landing location and exclude other locations such as Black Point in Tuen Mun, as well as the views of green groups on the proposed landing points;
- (b) relevant findings of the ICT study in respect of HZMB including its traffic impact on local road network; and
- (c) reference list of related studies on the HZMB commissioned by HKSAR, or by other parties and referred to by the Government.

*(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide LC Paper No. CB(1)128/03-04(01).)*

**II North West New Territories Transport Review**

(LC Paper No. CB(1)2291/02-03(04) - Information paper provided by the Administration for the meeting on 1 August 2003;

LC Paper No. CB(1)2291/02-03(01) - Submission from Working Group on Route 10 and Deep Bay Link Project under the Tuen Mun District Council for the meeting on 1 August 2003;

LC Paper No. CB(1)2492/02-03(02) - Response to Submission and Views from Working Group on Route 10 and Deep Bay Link Project under the Tuen Mun District Council provided by the Administration; and

LC Paper No. CB(1)2489/02-03 - Background brief on Northwest New Territories Traffic and Infrastructure Development prepared by the Secretariat)

24. The Chairman recapped that the item was originally scheduled for discussion at the Panel meeting on 1 August 2003. At the same meeting, the Panel had also received views from the Working Group on Route 10 and Deep Bay Link Project (the Working

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Group) under the Tuen Mun District Council on the planning of transport infrastructure in NWNT. But in view of time constraint, the item was deferred to the present meeting. In this connection, she drew members' attention to the Administration's response to the submission and views from the Working Group (LC Paper No. CB(1)2492/02-03(02)), and the background brief prepared by the Secretariat (LC Paper No. CB(1)2489/02-03).

25. With the aid of PowerPoint, DHy took members through the preliminary outcome of the Administration's Northwest New Territories Traffic and Infrastructure Review (the Review) as set out in LC Paper No. CB(1)2291/02-03(04). He explained that the purpose of the Review was to develop a long-term infrastructure development strategy in NWNT and North Lantau region (the Strategy) that could match traffic demand with the best networks. According to traffic demand forecasts, the pressure on the future highway network would mainly be in the following four areas :

- (a) new demands in the NWNT arising from SWC;
- (b) new demands on Lantau arising from HZMB;
- (c) need to relieve Tuen Mun Road; and
- (d) need to provide a second connector to link Lantau with NWNT and the urban areas.

26. DHy further said that with these demand in mind, the Strategy proposed a Highway Network Development Plan (the Plan) which comprised the following four packages of highway development projects:

- (a) Package A - The Lantau-Urban Link comprising:
  - (A1) a tunnel link connecting HZMB and NLH;
  - (A2) Lantau Road P1 between Tung Chung and Yam O so as to provide additional capacity to NLH;
  - (A3) a Tsing Yi-Lantau Link (TY-LL) to cater for traffic demand between Lantau and the urban areas so as to relieve pressure on Lantau Link. Subject to engineering feasibility, the TY-LL may join with Route 9 to form a connection to the northeast New Territories; and
  - (A4) the Pa Tau Kwu section of the Chok Ko Wan Link Road (CKWLR) to connect the Penny's Bay section of CKWLR with the proposed TY-LL.

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- (b) Package B - Tuen Mun Road Bypass comprising:
  - (B1) a So Kwun Wat Link Road; and
  - (B2) Sham Tseng Tunnel Link Road.
  
- (c) Package C - Strategic North-South Link (East) comprising:
  - (C1) the Lam Tei Tunnel between Deep Bay Link (DBL) at Lam Tei and So Kwun Wat Interchange near Tai Lam;
  - (C2) So Kwun Wat Interchange;
  - (C3) the Tai Lam Chung Tunnel between Tai Lam and Tsing Lung Tau;
  - (C4) the Tsing Lung Bridge and Interchanges at Tuen Mun Road and NLH; and
  - (C5) a "Coastal Road" from Ting Lung Bridge and an interchange with the TY-LL.
  
- (d) Package D - Strategic North-South Link (West) comprising:
  - (D1) the Tuen Mun Western Bypass (TMWB) from DBL at Hung Shui Kiu to south Tuen Mun near Butterfly Beach; connecting with
  - (D2) the TM-CLKL.

Strategy formulation

27. Ir Dr Raymond HO pointed out that timing was a crucial factor in the planning of highway projects as they should be provided in a timely manner to meet anticipated traffic demand. Without such critical information, members would have great difficulty in assessing the relative need and merits of the proposed packages. Notwithstanding the need to take into account changing circumstances and planning parameters in the planning process, the Administration should at least provide members with some preliminary information on the implementation timeframe and relative priorities of the proposed packages on the basis of current traffic forecasts and planning assumptions.

28. Expressing similar views, Mr Albert CHAN said that as the demands of critical road sections were inter-related, it would be meaningless to consider the overall picture without assessing the need and merits of individual projects from a transport point of view. To facilitate members' consideration of the proposed packages, the Administration should provide members with the relevant traffic forecasts adopted in the Review. He added that if considered justified, some projects, such as the Tsing Lung Bridge under Package C, could be taken out and implemented as a stand alone project.

29. In reply, PSET explained that the Strategy was intended to give members an overview of the Administration's planning for the development of highway infrastructure in NWNT and North Lantau region. In taking forward the Strategy, the Administration would need to further review the projects in the light of various factors including traffic forecasts, population growth and economic development so as to ensure

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the provision of an optimum road network to match the demand. As the next step, the Administration would proceed with part two of the Review and develop the Strategy by establishing the relative priority and implementation timeframe of the projects. PSET agreed that the Administration would report to the Panel as soon as there were major developments.

30. Ir Dr Raymond HO suggested that when reporting to the Panel, the Administration could set out the relevant information in the form of a table showing the proposed implementation timing of the four packages as well as their respective components either by phases in 5 or 10-year interval or by capacity requirements of critical road sections in the area.

Members' views on the proposed highway development packages

31. Mr Abraham SHEK was dissatisfied that the Plan had made no provision for the Easterly Link Road (ELR) as a strategic link connecting SWC/DBL to the existing road system in NWNT. As this was an express requirement made by the Finance Committee when approving the funding requests for the SWC/DBL projects, he considered that the Administration should honour its undertaking and reinstate the ELR in the Plan as a priority project so as to provide additional capacity to meet the increasing traffic demand generated from SWC/DBL.

32. In view of financial constraints, Mr Abraham SHEK further said that it was incumbent upon the Administration to make prudent and realistic planning for the development of highway infrastructure by carefully reviewing the comparative advantages and functional need of various projects. As such, he did not agree that the Administration should waste further resources on Packages B and C which were effectively the same as the obsolete Route 10 project. Dr TANG Siu-tong also pointed out that the construction of the So Kwun Wat Link Road under Package C would not bring about major improvement given the existing congestion at Tuen Mun Road.

33. In response, PSET said that while the four packages together represented the maximal network under the Plan, the order that they were presented was not meant to indicate priorities. In fact, their relative priorities would be subject to continuous review to suit changing circumstances and planning assumptions. For example, with the State Council's decision to press ahead with the advance works for the construction of HZMB, there was a need to make early planning for the provision of connecting infrastructure for the Bridge. In anticipation of increasing freight and passenger traffic flow, Package A which proposed a "Lantau-Urban Link" to enhance the transport network on the northern shore of Lantau as well as the network connecting Lantau and the urban areas might merit more urgent consideration.

34. While concurring with the need to provide local connecting infrastructure for HZMB, Mr Albert HO said that taking into account cost considerations, the timing for the construction of TY-LL under Package A might need to be reviewed in the context of longer term planning for the provision of container terminals in the territory. Mr Albert

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CHAN also expressed reservation about the proposed TY-LL in the absence of supporting traffic forecast data.

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35. As far as the planning for the ELR was concerned, PSET advised that based on the latest traffic forecast, the total capacity provided by the existing network would be capable of catering for the peak period traffic demand generated in the area (including traffic from SWC) until well after 2011 with the impending commissioning of the West Rail (WR) and various committed road improvement and widening projects. However, in view of members' concern about the traffic conditions in NWNT upon the opening of SWC/DBL, the Administration had been undertaking negotiation with the Route 3 (CPS) Company for toll concessions to attract motorists to use Route 3 so as to achieve traffic diversion from Tuen Mun Road. The Administration's plan was to revert to the Panel on the outcome of negotiation by year end. Referring to paragraph 15 of the paper, the Deputy Secretary for the Environment, Transport and Works assured members that means to divert traffic from Tuen Mun Road to Route 3, including a proposed ELR, were being considered by the Administration with a view to improving traffic flow in NWNT in the short to medium term.

36. Citing the existing congestion at Tuen Mun Road especially in the morning peak, Mr TAM Yiu-chung remained skeptical about the improvements to be brought about by the commissioning of WR. In order to cope with the additional traffic generated from SWC/DBL, the Administration should expedite its planning process on the provision of supporting infrastructure by making a firm decision on either Route 10 or TMWB. He added that in determining relative priorities of the proposed packages, the Administration would need to carefully assess the need of connecting infrastructure for cross boundary infrastructure as well as the origins and destinations of cross boundary traffic.

37. Reiterating his grave concern about the congestion at Lam Tei upon the commissioning of SWC/DBL, Dr TANG Siu-tong stressed the need for the Administration to keep an open mind on all measures to achieve traffic diversion to Route 3. Worrying that the Administration's negotiation with Route 3 (CPS) Company could not reach a favourable outcome, he said that the Administration should not preclude the early construction of TMWB and TM-CLKL under Package D to offload pressure from Tuen Mun Road.

38. The Chairman also said that traffic diversion was the key in improving traffic flow in NWNT. As such, the Administration should consider all possible measures to achieve traffic diversion from TMR including the offer of financial incentives as well as the provision of additional transport infrastructure.

39. Mr Albert HO considered that the strategic importance of TMWB and TM-CLKL under Package D in enhancing the connectivity of SWC and HZMB to the local road network was unquestionable. As such, he reiterated his call that these two projects should be constructed as part and parcel of HZMB. Mr Albert CHAN also concurred with the need to make early provision for TMWB and TM-CLKL.

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40. In response, PSET stated that Package D which comprised of TM-CLKL and TMWB, was envisaged to address the long-term need for improving the connectivity between NWNT, the Airport and HZMB. It would also expedite journey times between SWC and the Airport and enhance the connectivity between SWC and HZMB. However, the timing of its provision would need to be reviewed taking into account the growth and destination of cross boundary traffic flow. As SETW had explained earlier, the traffic demand was expected to build up gradually in the longer term and there was time for the Administration to plan for the provision of other connecting infrastructure such as TM-CLKL at a later stage.

41. Responding to members' views about the need for Packages B and C, PSET explained that according to traffic forecasts, the traffic loadings on Tuen Mun Road and Route 3 CPS connecting NWNT with the urban areas as well as the road links to Lantau might reach their respective capacity limits by 2016. In order to provide relief to these critical road sections, the Strategy proposed two strategic links, i.e. the Tuen Mun Road Bypass under Package B and a North-South Strategic Link (East) under Package C, to meet long term traffic needs.

### Proposal to convert Ting Kau Bridge to dual 4-lane operation

42. Mr Albert HO expressed serious concern about road safety as a result of the Administration's proposal to improve traffic flow at Tuen Mun Road through temporarily converting Ting Kau Bridge to dual 4-lane operation by adapting the existing hard shoulders to an additional traffic lane in each direction.

43. In response, DHy explained that while the design of Ting Kau Bridge was capable of holding the additional load, the Administration had yet to make a final decision on the matter as it was equally concerned about the implication on road safety. The Administration would continue to monitor the traffic flow and consider when this interim measure might be required.

### Way forward

44. Summing up the discussion, the Chairman said that members generally saw the need for the Administration to make timely provision for necessary transport infrastructure in NWNT to meet increasing demand from both cross boundary activities and local development. After deliberation, members agreed that the Administration should revert to the Panel on its progress in taking forward the Strategy before the end of 2003-04 legislative session. Subject to the implementation of HZMB, the Panel would follow up on the matter by way of half-yearly progress updates from the Administration.

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**III Any other business**

45. There being no other business, the meeting ended at 4:30 pm.

Council Business Division 1  
Legislative Council Secretariat  
27 October 2003