

For information on  
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**Lantau Development Advisory Committee  
Traffic and Transport Subcommittee**

**Traffic and Transport Arrangements and Measures Put in Place in  
accordance with the Current Planning Intention for Lantau:  
South Lantau Closed Roads**

**INTRODUCTION**

This paper briefs members on the current closed road arrangement in South Lantau.

**PLANNING PRINCIPLE FOR LANTAU**

2. South Lantau has been designated as a conservation area. According to the Revised Concept Plan for Lantau (“Revised Concept Plan”) published by the Planning Department, the overall planning for Lantau is to group the major economic infrastructures and urban development in North Lantau for optimising the uses of transportation network and infrastructure facilities, while the rest of Lantau is preserved for recreational and tourism purposes following the overall conservation objectives and the principle of environmental sustainability.

3. Since 1970s, roads on South Lantau have been subject to a 24-hour restriction of road closure<sup>1</sup>. At present, Tung Chung Road south of its junction with Shek Mun Kap Road and all roads in South Lantau are still designated as closed roads. The existing boundaries of the closed roads are shown in **Annex 1**. Upon confirming the planning objective of South Lantau as a natural conservation in the Revised Concept Plan, the Transport

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<sup>1</sup> With the improvement of road conditions on Tung Chung Road, the closed road boundary on Tung Chung Road has been retreated from its junction with Wong Lung Hang Road in 2001 to its junction with Shek Mun Kap Road since 2007.

**(Translated Version)**

Department (“TD”) has reviewed the closed roads arrangement. It is considered that the arrangement can dovetail with the planning for the area.

**LANTAU CLOSED ROAD PERMIT (“LCRP”)**

4. On the premise of natural conservation and to cater for the public needs to enter the Lantau closed road area, motorists may apply to the TD for LCRPs<sup>2</sup>. There are two types of LCRPs: long-term and temporary. Long-term LCRPs are generally issued to residents/persons doing business in South Lantau for a period of 12 months in the first instance. Holders may apply to the TD’s Licensing Offices for renewal upon expiry. Temporary LCRPs are generally issued to persons with genuine needs to enter South Lantau one-off, such as indigenous villagers residing outside South Lantau but returning to their home place for grave-sweeping. TD would approve the permits on a case-by-case basis subject to the documentary proof provided. In 2013, a total of about 12000 permits were issued by the TD, of which 28% (about 3300 permits) were long term LCRPs and 72% (about 8700 permits) were temporary LCRPs.

5. Likewise, on the premise of natural conservation, to promote tourism and local economy and to tie in with the completion of improvement to Tung Chung Road in February 2009, the TD has allowed a maximum of 30 permit-holding tour coaches to access South Lantau everyday. The TD has developed a “first come, first served” application system and a quota allocation system. To enhance the transparency of the allocation system, the TD would upload the application status information (including applications received, being processed, approved or rejected) onto its website on a daily basis for public information and keep them for a designated period of time. Of the 8700 temporary permits issued in 2013, around 2300 were issued to tour coaches under the quota allocation system<sup>3</sup>.

6. Annual review has been carried out by the TD to examine whether it is necessary to adjust the 30 daily quotas for coach access to South Lantau by taking into account all the relevant factors, such as the demand for the permits,

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<sup>2</sup> In accordance with Regulation 49(2) under Cap. 374E, closed road permit shall not be valid for more than 12 months.

<sup>3</sup> The validity period of a Lantau Closed Road Permit for tour coach could be longer than one day. One permit could be used for several days under the granting quotas.

**(Translated Version)**

the traffic condition of the closed roads and the availability of parking spaces. Utilisation of the quotas under the allocation system in 2013 is summarised as follows:

	<b>Weekdays (Mondays - Fridays, except Public Holidays)</b>	<b>Saturdays</b>	<b>Sundays and Public Holidays</b>
No. of days	245	52	68
Total no. of quota available	7 350 (245 x 30)	1 560 (52 x 30)	2 040 (68 x 30)
No. of quota used	3 439	1 136	1 776
Average no. of quota used per day	14	22	26
Quota utilisation rate	46.8%	72.8%	87.1%

By the review result, the 30 daily quotas for coach accessing South Lantau are sufficient to meet the demand. As such, the TD has no plan to change the quota limit. The TD will continue to keep the quota limit under review.

### **CONSIDERATION OF PROPOSAL FOR LIFTING THE CLOSED ROADS IN SOUTH LANTAU**

7. Being a traffic control measure, the designation of the closed roads in South Lantau has, all along, been based on the planning intention that South Lantau should be maintained as a conservation area. Also, the current road network (including steep gradient and carriageway width), traffic and transport facilities (such as parking spaces and passenger waiting areas), etc. in South Lantau have been in tandem with the planning intention and the closed road arrangement.

**(Translated Version)**

8. It is necessary to adopt a holistic approach when considering the proposal for lifting the closed road restriction in South Lantau (partial or complete). First of all, it should be necessary to review whether the planning intention of South Lantau as a conservation area is going to change and, if so, the extent. Following this, the current closed road arrangement should be reviewed with due consideration of the traffic capacity (including the road network and traffic and transport facilities) of South Lantau.

**Transport Department**  
**October 2014**

# Annex 1

圖例：  
LEGENDS:

- 主要道路  
MAJOR CARRIAGEWAY
- 封閉道路  
CLOSED ROADS

