

**Lantau Development Advisory Committee
Traffic and Transport Subcommittee**

**“Overall Spatial Planning and Conservation Concepts for Lantau –
Initial Ideas of the Strategic Transport Infrastructure” and
“Social Development Strategy for Lantau – Traffic Improvement Proposals”**

1. Introduction

- 1.1 On 10 September 2015, the joint meeting of the Planning and Conservation Subcommittee (PC SC) and Economic and Social Development Subcommittee (ESD SC) approved the Overall Spatial Planning and Conservation Concepts for Lantau (Planning and Conservation Concepts) (please see PC SC Paper No. 04/2015 for more details) and Social Development Strategy for Lantau (please see ESD SC Paper No. 07/2015 for more details). The two aforementioned documents have proposed a number of strategic transport infrastructure and traffic measures for Lantau. This paper aims at briefing Members on the various associated traffic and transport measures of the two aforementioned documents.

2. Overall Spatial Planning and Conservation Concepts for Lantau

- 2.1 The highlights of the proposed Planning and Conservation Concepts for Lantau are as follows (**Plan 1**):
- (I) **North Lantau Corridor** should focus on strategic economic and housing development;
 - (II) **Northeast Lantau** should be developed for leisure, entertainment and tourism;
 - (III) **East Lantau Metropolis (ELM)** as a long-term strategic growth area;
 - (IV) Search for other suitable development spaces in the remaining areas and to **optimise Government land**, such as the consolidation of correctional facilities and investigate the development of cavern and underground space;
 - (V) Overall strategic **transport infrastructure**;
 - (VI) Development of leisure/recreation, cultural and green tourism under the premise of furthering ecological and cultural conservation for **the majority area of Lantau**; and
 - (VII) **Provision of infrastructure** to complement the overall development of Lantau.

3. Strategic Transport Infrastructure

- 3.1 The current transport connection between Lantau and the urban areas is primarily reliant on the North Lantau Highway and Tsing Ma Bridge. The railway network includes the Tung Chung Line, Airport Express and Disneyland Resort Line. To complement the various strategic development of Lantau, the overall development

(Translated Version)

needs of Hong Kong, as well as to strengthen the connectivity within the major economic growth belt between Shenzhen, Northwest New Territories (NWNT), Lantau and the airport so as to achieve greater synergy effect, there is a need to plan a comprehensive transport network for Lantau, offering strategic transport infrastructures, including railway and road system, supplemented by appropriate water transport. The corresponding strategic transport infrastructure network of the Planning and Conservation Concepts is at **Plan 2**. The need and preliminary feasibility of the various associated conceptual infrastructure should be studied in tandem with the related proposed development. Once their need and feasibility have been confirmed, the projects will be implemented progressively and according to their priorities and the allocation of resources.

(A) Railway System

3.2 Based on the scale and development positioning of the northern shores of Lantau and the ELM, it is suggested to employ railway as the backbone to connect the major growth areas of Lantau with the railway network of the urban areas and the New Territories (NT). The overall railway network will be enhanced with the formation of a new railway corridor linking NWNT – Lantau – Metro Area:

- Tung Chung West Extension and Tung Chung East Station: Apart from the recommended Tung Chung West Extension and Tung Chung West Station under the “Railway Development Strategy 2014”, the “Planning and Engineering Study on the Remaining Development in Tung Chung – Feasibility Study”, jointly-commissioned by the Planning Department (PlanD) and the Civil Engineering and Development Department (CEDD), has also recommended the construction of a Tung Chung East Station in order to cope with the planning and development of Tung Chung East. Should the need for this railway station be confirmed in the future, detailed investigations will be further conducted to ascertain its feasibility.
- Hong Kong Boundary Crossing Facilities (HKBCF) Island Railway System: In view of the forthcoming large-scale commercial activities at the HKBCF Island and the development of the North Commercial District and AsiaWorld-Expo, it is suggested to further investigate possible railway connections between the HKBCF Island and North Lantau, as well as between North Lantau and the future ELM. The connection between the HKBCF Island and the Airport Island is currently being studied¹.
- ELM Railway System: The planned population of ELM could reach several hundred thousand which is equivalent to the scale of a new town. The proposed Central Business District (CBD) 3 will also provide considerable amount of employment opportunities. It is crucial to connect the ELM with the existing urban areas, including the traditional CBD, by means of mass transit system. It is suggested to study the use of railway as the backbone transport system, connecting the ELM internally as well as externally with Hong Kong Island West, Kowloon West and Lantau North, and integrate it with the existing and future railway systems.

¹ The connection options between the HKBCF Island and the Airport Island include high efficiency automated people mover systems. The final option is subject to further investigation.

(Translated Version)

- Connecting Lantau with the Railway System of NT West: In order to provide a more efficient and convenient connection with the NWNT to facilitate the workforce of NWNT to work in Lantau, besides the construction of the Tuen Mun – Chek Lap Kok Link (TM-CLKL), it is recommended to consider the construction of a railway connection between the HKBCF Island of Hong Kong – Zhuhai – Macao Bridge (HZMB) with Tuen Mun South. This potential railway linkage could be further connected with the proposed Tuen Mun South Extension, thus a railway corridor linking NT West – Lantau – Metro Area can be formed.
- To investigate an additional railway station at Siu Ho Wan to cope with the reclamation and topside development of Siu Ho Wan Depot and the nearby areas.

(B) Road System

3.3 It is suggested to connect the northern shores of Lantau, the ELM, the urban areas of Hong Kong and the NT through strategic road network to form a curve-shaped road corridor linking NT West – Lantau – Metro Area. This would further connect with Shenzhen, the Pearl River Delta (PRD) region and even western Guangdong through the HZMB, TM-CLKL, Kong Sham Western Highway and Shenzhen Bay Bridge, thus help facilitate the flow of people, goods and economic activities:

- Road P1 (from Tung Chung East to Sunny Bay): With the completion of various development areas in North Lantau, there is a need to study the construction of Road P1 in order to strengthen the connectivity of the major thoroughfares along the northern shores of Lantau and to connect with the major development projects at Tung Chung East, Siu Ho Wan and Sunny Bay. This would further the synergy effect amongst the developments along the northern shores of Lantau.
- Road System in ELM: It is suggested to connect the ELM eastward with Hong Kong Island West, and northward with northeast Lantau; new road connections with NWNT could also be further studied. In this way, a connection between NWNT and Hong Kong Island West via the ELM could be created in the future. Besides, the ELM could be connected with the northern shores of Lantau, such as Siu Ho Wan, via Mui Wo, and further on to TM-CLKL to connect with other destinations.

(C) Water Transport

3.4 There are currently six regular ferry services connecting Lantau with Tuen Mun, Central and the surrounding outlying islands². Besides, the Airport Authority Hong Kong (AAHK) -owned and managed Skypier at the airport restricted zone of Hong Kong International Airport provides convenient air and sea transport clippers service between Hong Kong and the PRD region for transit passengers. The connection between northern and southern Lantau is mainly reliant on Tung Chung Road; however, Tung Chung Road (southern part from Shek Mun Kap Road) and all roads of South Lantau are closed roads. It is therefore suggested to strengthen the water

² The six regular ferry services include: (1) Inter-islands ferry (Peng Chau - Mui Wo - Chi Ma Wan - Cheung Chau); (2) Mui Wo - Central; (3) Tai O - Sha Lo Wan - Tung Chung - Tuen Mun; (4) Discovery Bay - Central; (5) Discovery Bay - Mui Wo; (6) Discovery Bay - Peng Chau. Two ferry piers include: Tung Chung Development Pier and Mui Wo Ferry Pier. Seven public piers include: Sha Lo Wan Pier, Tai O Public Pier, Tung Chung Public Pier, Tai Shui Hang Pier, Chi Ma Wan Pier, Pak Mong Pier, and Tung Chung Development Pier [for public use]. There are also other pier facilities along the coast.

(Translated Version)

transport of Lantau. On one hand, water transport could supplement road transport by diverting heavy traffic during holidays, especially for South Lantau. On the other hand, water transport could provide an alternative leisurely transportation option for residents and tourists, which is beneficial in promoting tourism development in Lantau. The feasibility, scale of operation and scope of water transport are subject to further studies. The initial ideas include the following:

- Establishment of pier facilities at Sunny Bay: To complement the positioning of Sunny Bay as Northeast Lantau Tourism Gateway, it is suggested to study the provision of leisurely water transport and to add pier facilities and marinas in the future reclaimed area of Sunny Bay/Yan O Wan. A network could be formed with the proposed marina and pier facilities of Tung Chung New Town East, pier facilities of Hong Kong Disneyland, as well as the pier facilities serving Lantau and the outlying islands.
- Connection of the ELM with other outlying islands: To investigate the development of piers at other areas, such as the ELM, Tong Fuk, Shek Pik and Fan Lau of South Lantau, and the proposed spa resort of Soko Islands, so as to strengthen linkages of these areas and also promote alternative tourist sightseeing activities.

3.5 Apart from strategic transport infrastructure, the traffic arrangement of Lantau could also be improved. The associated traffic proposals will be considered in the Social Development Strategy below.

4. Social Development Strategy for Lantau – Proposed Traffic Measures

4.1 We target to develop Lantau into a liveable, work-friendly and enjoyable place. The mission shall comprise:

- Promoting the sustainable development of the whole society of Hong Kong and Lantau;
- Improving the living environment of local community; and
- Providing sufficient and all-rounded community facilities.

4.2 To meet the above mission, the major objectives of Lantau's social development strategy should be set as follows:

- Attracting more talents to facilitate a balanced development of the economy in Lantau and the employment market;
- Tying in with the needs of development, providing appropriate traffic and transport facilities inside and outside the district to bring convenience to residents in their daily life and work; and
- Taking care of the needs of local residents living in the rural and remote areas in Lantau.

(Translated Version)

4.3 In the aspect of providing appropriate traffic inside and outside the district, we propose the detailed social development strategy as follows:

- In the course of discussing the social development strategy for Lantau, different Members mentioned on several occasions the relationship between traffic and social development/employment which warrants special attention.
- Transport Department (TD) is making efforts to improve the external transport links of the Airport Island, for which a number of measures had been introduced (**Annex1**). TD would continue to assist if AAHK and other employers on the Airport Island wish to apply for additional service routes for their employees. The opening of TM-CLKL will attract more residents from the Northwest New Territories to work at the airport or in Tung Chung. TD will continue monitoring and review the bus services between Tung Chung/ the Airport Island and the Northwest New Territories when necessary in order to facilitate citizens travelling to and from Lantau.
- TD will also continue closely monitoring and improve public transport services in Lantau when necessary. TD will require public transport operators to enhance their services and join hands with the operators in developing bus route scheme when appropriate to meet the anticipated increase in traffic demand.
- TD is consulting relevant stakeholders with respect to the proposal for relaxing traffic control on the closed roads and issuing closed road permits for southern Lantau. If the proposal is put into operation, tourists and non-Lantau residents will be attracted to visit Lantau for entertainment and at the same time it will facilitate residents in northern Lantau to travel to the southern part, Tai O and Mui Wo. In addition, TD is exploring the possibility of increasing car parking spaces in southern Lantau and increasing the number of Lantau taxi licences with a view to improving the traffic and transport facilities in Lantau, and would assess jointly with the Environmental Protection Department the operational efficiency, performance and feasibility of battery-electric buses for pilot runs in Lantau.
- To improve the driving conditions of Keung Shan Road and South Lantau Road, the Highways Department (HyD) has completed improvement works for 10 road bends and 1 road bend in 2014 and 2015 respectively, and is now focusing on completing improvement works for the remaining 5 road bends. Improvement works for other 5 road bends are being considered.
- The Government will continue to explore ways of improving traffic and transport facilities inside and outside Lantau District. Under the current work plan, detailed traffic planning and connections for various parts in the northern Lantau would be included into various study projects, including Tung Chung New Town Extension, topside commercial development at HKBCF Island of HZMB, Siu Ho Wan and Sunny Bay reclamations, and the ELM. For the preliminary concepts on the overall strategic traffic infrastructure of Lantau, please refer to the Paragraphs 3.1 to 3.4 above. Moreover, the Preliminary Feasibility Study of Cable Car System from Ngong Ping to Tai O and Spa and Resort Development at Cheung Sha and Soko Islands currently being carried out by CEDD as well as the Feasibility Study on the Recreation and Tourism Development Strategy for Lantau being carried out

(Translated Version)

by the Development Bureau (DEVB) will preliminarily review the traffic impact of relevant projects and recommend necessary supporting facilities.

- All improvement works are already underway. TD and HyD are working closely with other relevant Government departments to ensure that suitable transport infrastructure and public transport services are available to support the planning and promotion of various social development and services. We recommend the Home Affairs Department to serve as a bridge of communication to strengthen coordination between various departments in order to better meet the needs of local residents.

5. Way Forward

- 5.1 Having considered Members' comments on the aforementioned traffic and transport measures for Lantau, PlanD and DEVB will consolidate and correlate the collected views, and will suitably reflect or revise the Planning and Conservation Concepts and Social Development Strategy for Lantau, where necessary.

**Development Bureau
Planning Department
September 2015**



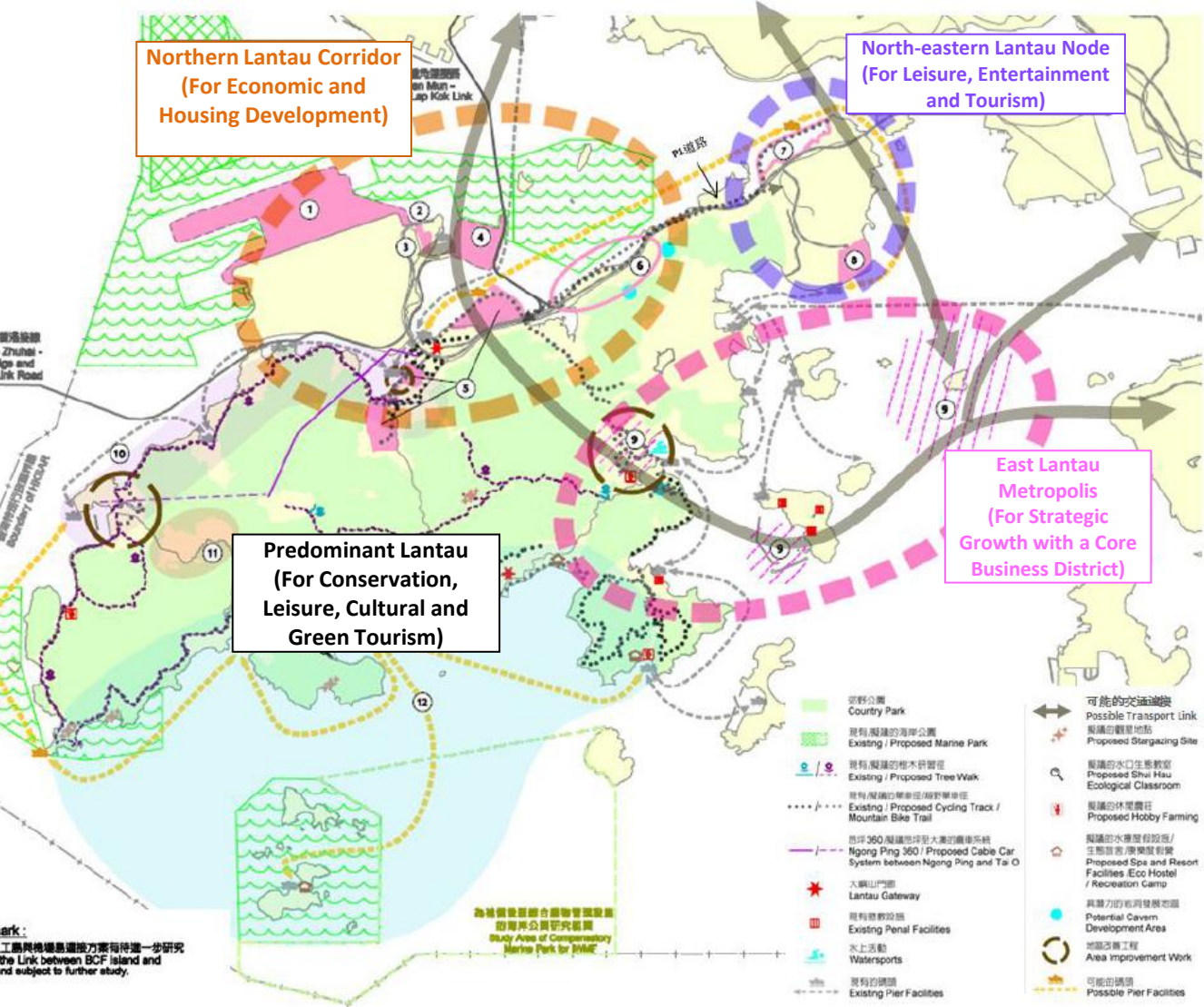
**Northern Lantau Corridor
(For Economic and
Housing Development)**

**North-eastern Lantau Node
(For Leisure, Entertainment
and Tourism)**

**Predominant Lantau
(For Conservation,
Leisure, Cultural and
Green Tourism)**

**East Lantau
Metropolis
(For Strategic
Growth with a Core
Business District)**

港珠澳大橋及香港機場
Hong Kong - Zhuhai -
Macao Bridge and
Hong Kong Link Road



- 圖例 LEGEND**
- 北大嶼山走廊
(作策略性經濟及房屋發展)
Northern Lantau Corridor (For Strategic
Economic and Housing Development)
 - 1 擬議的機場第三條跑道
Proposed HKIA Third Runway
 - 2 亞洲國際博覽館擴展
AsiaWorld-Expo Expansion
 - 3 機場北商業區
North Commercial District
on Airport Island
 - 4 港珠澳大橋香港口岸人工島上蓋發展
Topside Development at
HKBCF Island of HZMB
 - 5 東涌新市鎮擴展
Tung Chung New Town Extension
 - 6 小蠔灣發展
Siu Ho Wan Development
 - 北大嶼山區點(作休閒、娛樂及旅遊)
North-eastern Lantau Node
(For Leisure, Entertainment and Tourism)
 - 7 放浪填海
Sunny Bay Reclamation
 - 8 香港迪士尼樂園度假區第二期發展
Hong Kong Disneyland Resort
Phase 2 Development
 - 東大嶼都會(核心商業區及策略性增長)
East Lantau Metropolis
(For Strategic Growth with
a Core Business District)
 - 9 東大嶼都會初步概念
East Lantau Metropolis
Preliminary Concept
 - 大嶼山大部分地區
(作保育、休閒、文化及綠色旅遊)
Predominant Lantau
(For Conservation, Leisure,
Cultural and Green Tourism)
 - 10 西北大嶼山歷史、文化、自然步道
Northwest Lantau Heritage, Cultural
and Nature Trail
 - 11 鹿潭苑山繡林保育區
Luk Wu Keung Shan
Zen Conservation Zone
 - 12 大嶼山岸生保育、康樂及綠色旅遊帶
South Lantau Eco-Conservation, Leisure
and Green Tourism
- 郊野公園
Country Park
- 現有/擬議的海濱公園
Existing / Proposed Marine Park
- 現有/擬議的樹木貯留地
Existing / Proposed Tree Walk
- 現有/擬議的單車徑/山徑
Existing / Proposed Cycling Track /
Mountain Bike Trail
- 港珠澳大橋及香港機場的
Ngong Ping 360 / Proposed Cable Car
System between Ngong Ping and Tai O
- 大嶼山門戶
Lantau Gateway
- 現有康樂設施
Existing Amenities
- 水上活動
Watersports
- 現有碼頭
Existing Pier Facilities
- 可能的交通樞樑
Possible Transport Link
- 擬議的觀星地點
Proposed Stargazing Site
- 擬議的水口生態教室
Proposed Shui Hau
Ecological Classroom
- 擬議的休閒農莊
Proposed Hobby Farming
- 擬議的水療度假設施/
生態溫泉/康樂設施
Proposed Spa and Resort
Facilities: Eco Hostel
/ Recreation Camp
- 具潛力的新開發地區
Potential Cavern
Development Area
- 地區改善工程
Area Improvement Work
- 可能的碼頭
Possible Pier Facilities

備註 Remark:
香港口岸人工島與機場島連接方案有待進一步研究
Option for the Link between BCF island and
Airport Island subject to further study.

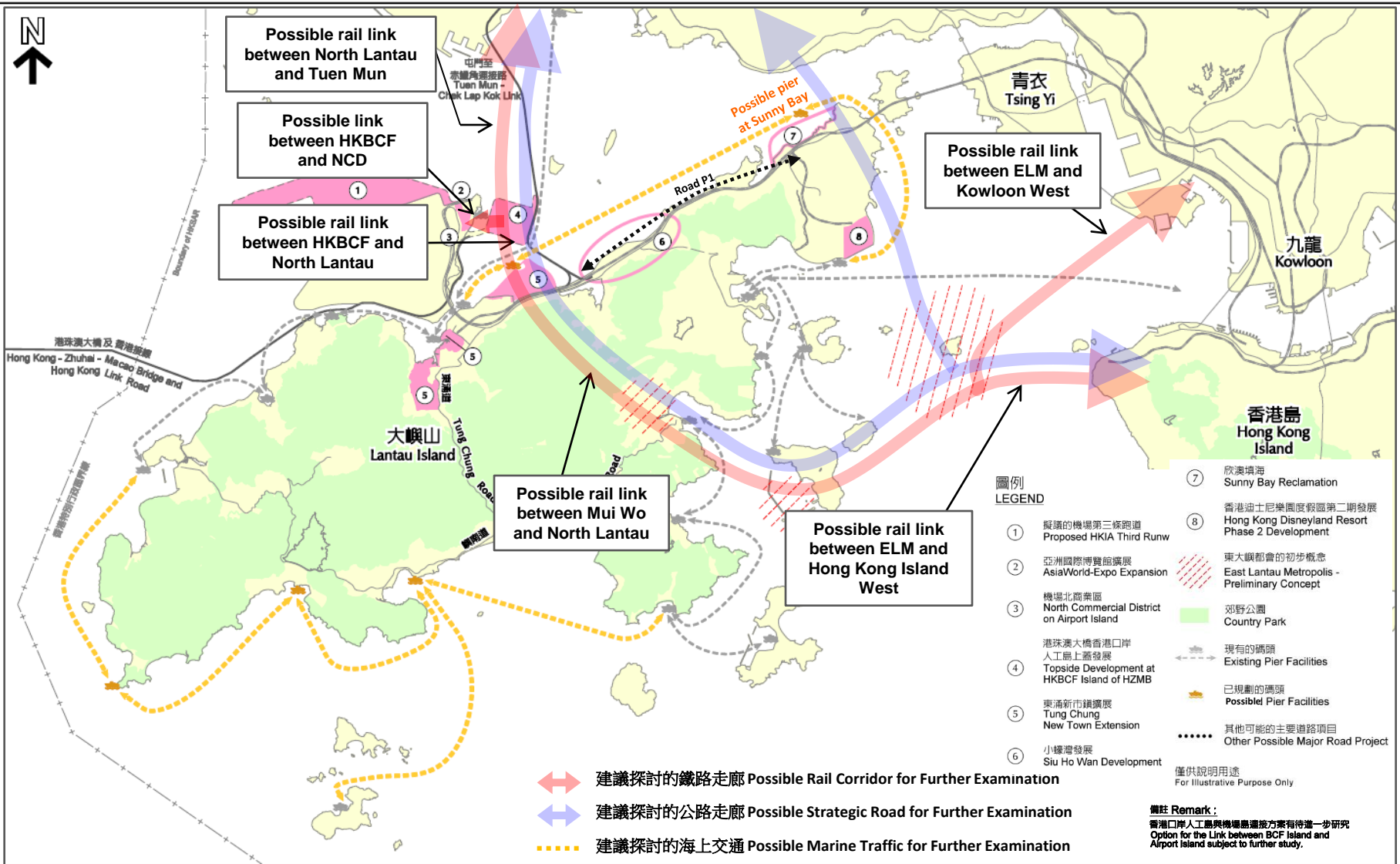
為香港發展綜合型海濱公園
Study Area of Contemporary
Marine Park for HZMB

Plan 1 : Spatial Planning Concept for Lantau

規劃署
PLANNING DEPARTMENT



圖則編號 Plan No.	:	
日期 Date	:	



Plan 2 : Concepts of Strategic Transport Network for Lantau

規劃署
PLANNING DEPARTMENT



圖則編號 Plan No. :	
日期 Date :	

**Improvements on the External Transportation Link of
the Airport Island being Implemented**

- (i) Provision of more direct transport links by bus route splitting, including the whole-day split of route E34 into routes E34A (Tin Shui Wai Town Centre – Airport) and E34B (Yuen Long – Airport) with effect from December 2014; and the split of route S64 into routes S64X (Tung Chung (Yat Tung Estate) – Airport (Passenger Terminal Building)) and S64C (Tung Chung (Yat Tung Estate) – Airport (Cargo and Catering Area)) during the morning peak hours with effect from February 2015.
- (ii) Additional vehicles and enhanced frequency, including routes E32 (Kwai Fong Station – Asia World-Expo), E33P (Siu Hong Station (South) – Airport (Ground Transportation Centre)), E34A, E34B, E34P (Tin Shui Wai Town Centre - Tung Chung (Yat Tung Estate)) and S56 (Tung Chung Station Bus Terminus – Airport (Passenger Terminal Building)).
- (iii) Extension of Airport staff fare concession, including extension of the fare concession of routes N30, N30P and N42 to May 2016.
- (iv) Four overnight Airport express bus routes have been introduced on a trial basis for 3 months since 23 July 2015, from the Ground Transportation Centre of the Airport (not detouring around the Airport Island) to Mong Kok/Tai Kok Tsui, Sham Shui Po/Wong Tai Sin/Kwun Tong/Tseung Kwan O, Tuen Mun and Yuen Long/Tin Shui Wai respectively.
- (v) AAHK and other relevant employers on the Airport Island introduced an overnight Employees' Service route, which links major areas on the Airport Island on 23 July 2015, for tying in with the four overnight Airport express bus services mentioned in (iv) above.