

For Information on
16 September 2015

LanDAC TTSC Paper No. 13/2015

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

**Topside Development at Hong Kong Boundary Crossing Facilities Island of
Hong Kong-Zhuhai-Macao Bridge –
Preliminary Analysis of Transport Connectivity**

PURPOSE

This paper briefs Members on the latest progress of the preliminary analysis of transport connectivity of the Planning, Engineering and Architectural Study for Topside Development at Hong Kong Boundary Crossing Facilities (HKBCF) Island of Hong Kong-Zhuhai-Macao Bridge (HZMB) (“the Topside Development Study”).

BACKGROUND

2. At the Traffic and Transport Subcommittee meeting on 5 March 2015, the Civil Engineering and Development Department (CEDD) and Planning Department (PlanD) briefed Members on the background information, scope and progress of the Topside Development Study, as well as the strategic directions for conducting the market positioning and the transport connectivity studies. Members had discussions on the strategic directions for the transport connectivity study and offered the following comments for the Government to consider:

- (i) To enhance the traffic network (including the rail and road transport system) connecting the HKBCF island, the North Commercial District on the airport island and the north Lantau. Besides, the feasibility of connecting the HKBCF island by the existing railway system (e.g. Airport Express Line) should be considered;
- (ii) To consider relocating the SkyPier to the HKBCF island and investigate the needs for cross-boundary ferry service;
- (iii) To strengthen the connection between the HKBCF and airport islands, including the use of small sky trains or the provision of a railway station in

(Translated Version)

- the waters between the HKBCF and airport islands;
- (iv) Supporting the proposal of connecting the HKBCF island to Tung Chung and Mui Wo by a north-south transport corridor and the construction of new railway lines connecting north Lantau and East Lantau Metropolis as the long-term goal; and
 - (v) To consider connecting Tuen Mun-Chep Lap Kok Link (TM-CLKL) to the existing railway network.

CURRENT PROGRESS

3. A number of road links have been planned for the HKBCF island. Apart from connections to the airport, the HKBCF island will also be linked directly to the north-western part of the New Territories and north Lantau through TM-CLKL. Under the Topside Development Study, the necessary transport network (including road, rail and pedestrian linkages) will be planned for accessing the proposed development sites for commercial and economic activities. As such, the proposed developments will be conveniently connected with the North Commercial District on the airport island, Hong Kong International Airport, north Lantau and other areas in the vicinity in order to create synergy for development of “Bridgehead Economy”. The Study will also assess the traffic and transport impacts of the proposed developments and recommend mitigation measures. We are in the process of conducting the traffic and transport impact assessment. Taking into consideration Members’ comments offered at the meeting on 5 March 2015, some preliminary analyses have been completed with respect to the transport connectivity (including rail option) amongst the topside development, the airport island and north Lantau. The study will continue and it was expected that preliminary conclusions would be available in early 2016.

4. Regarding the visitors’ demand for cross-boundary ferry service upon the commissioning of HZMB and TM-CLKL, we have also carried out a preliminary analysis. The study will continue and it was expected that preliminary conclusions would be available in early 2016.

Civil Engineering and Development Department
Planning Department
September 2015