

**LANTAU DEVELOPMENT ADVISORY COMMITTEE
TRAFFIC, TRANSPORT AND DISTRICT IMPROVEMENT ITEMS
SUBCOMMITTEE**

Traffic and Transport Issues in Tung Chung

PURPOSE

During the site visit cum meeting on the traffic and transport condition on 14 December 2016, Members suggested a number of improvement proposals regarding the traffic and transport issues at Tung Chung. This paper reports the responses of the Transport Department (TD) to the proposals.

PROPOSAL OF CONSTRUCTING A COASTAL ROAD LINKING TAI O TO TUNG CHUNG

2. The Government understands the wishes of Lantau residents to construct a coastal road linking Tai O to Tung Chung. In general, the Government will plan transport infrastructure in the light of developments in the district. Apart from north and northeast Lantau, the rest of Lantau Island is mainly used for conservation and recreation purposes, and no large-scale development is recommended. Therefore, whether there is a need to construct a coastal road linking Tai O to Tung Chung depends on factors including the overall development plan, timetable and the expected traffic demand produced.

3. The Civil Engineering and Development Department will conduct an overall traffic and transport study for Lantau, which will cover the ways to improve the traffic in Lantau, including the feasibility to construct a coastal road from Tung Chung to Tai O. The local community and stakeholders will be consulted during the study at appropriate stages. The study is targeted to complete in 2018.

PROPOSAL OF EXTENDING THE PERMITTED OPERATING AREAS FOR NEW TERRITORIES TAXIS TO THE ASIA WORLD-EXPO

4. The existing permitted operating areas for New Territories (NT) taxis were delineated under the policy on the designation of operating areas for NT taxis. Given that the intention for introducing NT taxis was to provide taxi

services to the rural and remote areas in the NT, permitted operating areas were drawn up to confine NT taxi operation to mainly the north-eastern (i.e. north of Sha Tin) and north-western NT (i.e. north of Tsuen Wan). This is to ensure that such areas would have adequate provision of NT taxi services. Since the inception of this policy, the operating areas of NT taxis have seen no significant changes, other than limited adjustments to allow access to major infrastructural facilities and major public transport interchanges outside their operating areas along appropriate roads. For example, NT taxis are allowed to carry passengers to and from the Ground Transportation Centre of the Airport Terminal Building along specified routes, with no picking up or dropping off activities allowed along the routes.

5. Regarding the proposal of permitting NT taxis to carry passengers to and from the Asia World-Expo, the Government has no plan to adjust the operating areas of NT taxis to allow for such changes. The reason is that Asia World-Expo is neither a major infrastructural facility nor a major public transport interchange, and commuters travelling to the Asia World-Expo can currently take urban taxis, Lantau taxis and other public transport modes, which can provide services to cater for their needs.

PROPOSAL TO IMPROVE LOADING AND UNLOADING POINTS AT TAT TUNG ROAD NEAR TUNG CHUNG RAILWAY STATION

6. Members suggested to change the direction of traffic flow at Tat Tung Road between Shun Tung Road to Hing Tung Street from two-way into one-way westbound (See [Figure 1](#)), so as to relieve the traffic congestion at the east junction of Shun Tung Road and Tat Tung Road, and the junction of Shun Tung Road and Hing Tung Street.

7. The above suggestion may be able to improve the reserve capacity and alleviate congestion of the east junction of Shun Tung Road and Tat Tung Road and the junction of Shun Tung Road and Hing Tung Street. However, the suggestion would require all vehicles heading to the Exit A of the Tung Chung MTR station to travel via the west junction of Shun Tung Road/Tat Tung Road and travel clockwise along Tat Tung Road, which would increase the traffic loading of the road sections and junctions along the route. It will also increase the travelling distances and times for residential shuttle buses, urban taxis and other vehicles (such as school buses). The TD would need to study the feasibility of the suggestion in detail and report the results of the investigation in due course.

8. Members also suggested to change the layout of the loading and unloading areas in the vicinity of the Exit A of the Tung Chung MTR station by removing part of the planters, re-arranging on-street parking spaces for motor-cycles and private cars, and relocating the access point of the interchange at Hing Tung Street to the south towards the junction of Hing Tung Street and Tat

(Translated Version)

Tung Street.

9. The TD, after site investigation, is of the view that shifting the access point of the interchange southwards would place the access point too close to the junction of Hing Tung Street and Tat Tung Road, which would adversely affect the traffic flow at the junction, and hence is not feasible. Nevertheless, the TD will consider to carry out the following small scale improvement measures in the vicinity of the Exit A of the Tung Chung MTR Station, including:-

- (a) relocating the bus stop of the residents' shuttle bus service for the Caribbean Coast to a location closer to the on-street parking spaces of motor-cycles, so as to reduce the traffic congestions caused by the residents' shuttle bus service;
- (b) removing part of the planters to increase spaces for loading and unloading; and
- (c) imposing 7am to 7pm Restricted Zone to outside the general loading and unloading bays, so as to keep the road smooth.

PROPOSAL OF CONVERTING CYCLE PARKING SPACES TO COACH PARKING SPACES AT TAT TUNG ROAD NEAR ONE CITYGATE

10. Members proposed to convert the cycle parking spaces near One Citygate to coach parking spaces. The proposal would require dismantling approximately 500 existing cycle parking racks so as to provide around 14 coach parking spaces (See Figure 2).

11. Due to the anticipated completion of a number of large-scale residential developments, there would be a significant demand for parking spaces for bicycles at Tung Chung Town Centre. Moreover, the proposal would require the construction of a new road, the scale of works is substantial, would reduce the spaces available for loading and unloading of coaches. The TD would need to further assess the pros and cons and the feasibility of the proposal.

12. The TD considers that after the completion of the development at Tung Chung Town Lot No. 11, the existing temporary bus terminus could provide parking spaces and loading and unloading area for coaches, goods vehicles and private vehicles, and it would relieve the traffic pressure within Tung Chung. Furthermore, the TD will consider other short-term measures to address demand for parking spaces for large size vehicles, including an additional 14 number commercial vehicle parking spaces at Yu Tung Road to

allow coaches to park during the day time and goods vehicles during the night time.

13. Members are invited to offer their views on the proposals.

Transport Department
May 2017

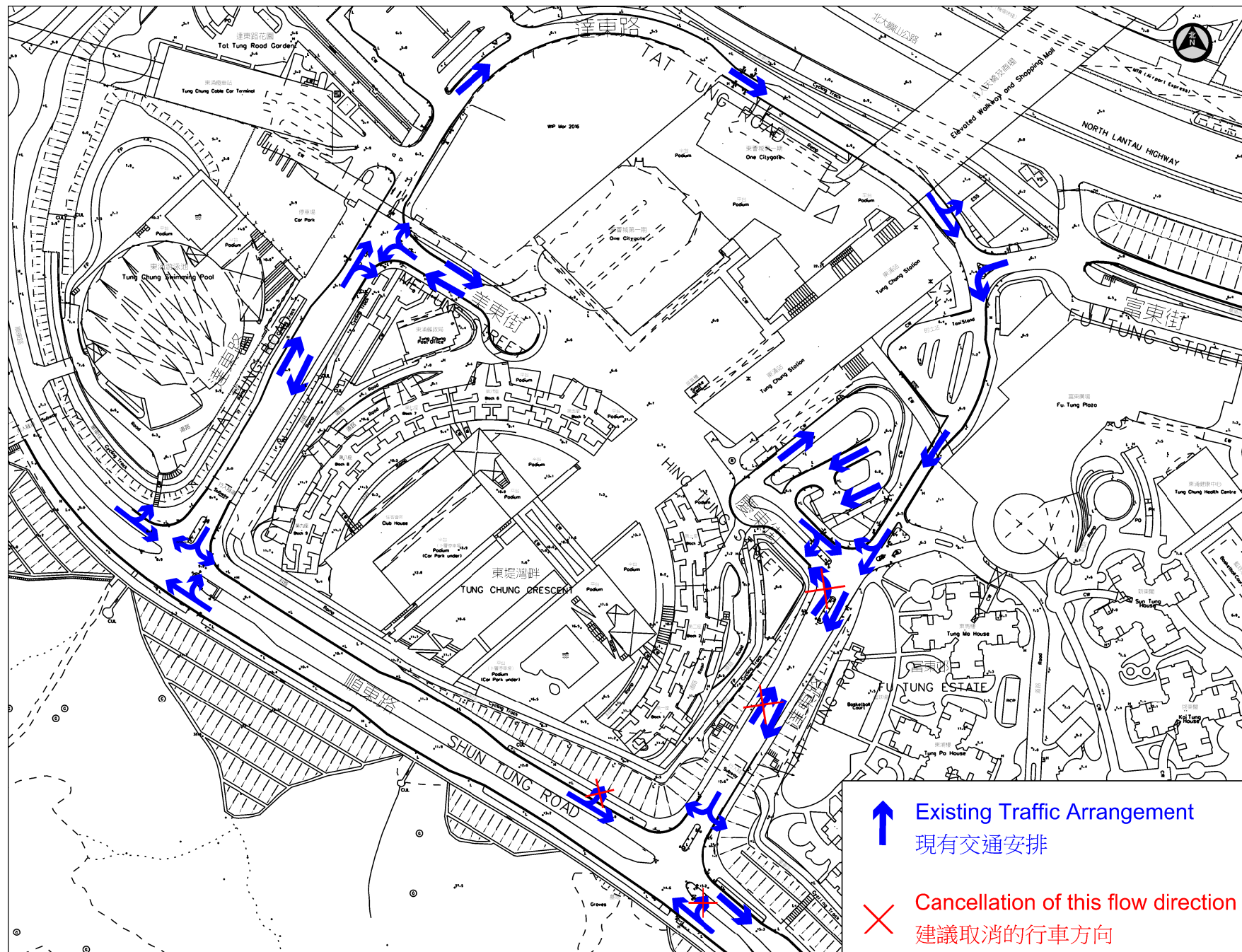


Figure 1 : Proposed conversion of a section of two way road at Tat Tung Road between Shun Tung Road and Hing Tung Street to one way road

圖一：將順東路至慶東街之間的一段達東路由現時的雙程路改為單程路

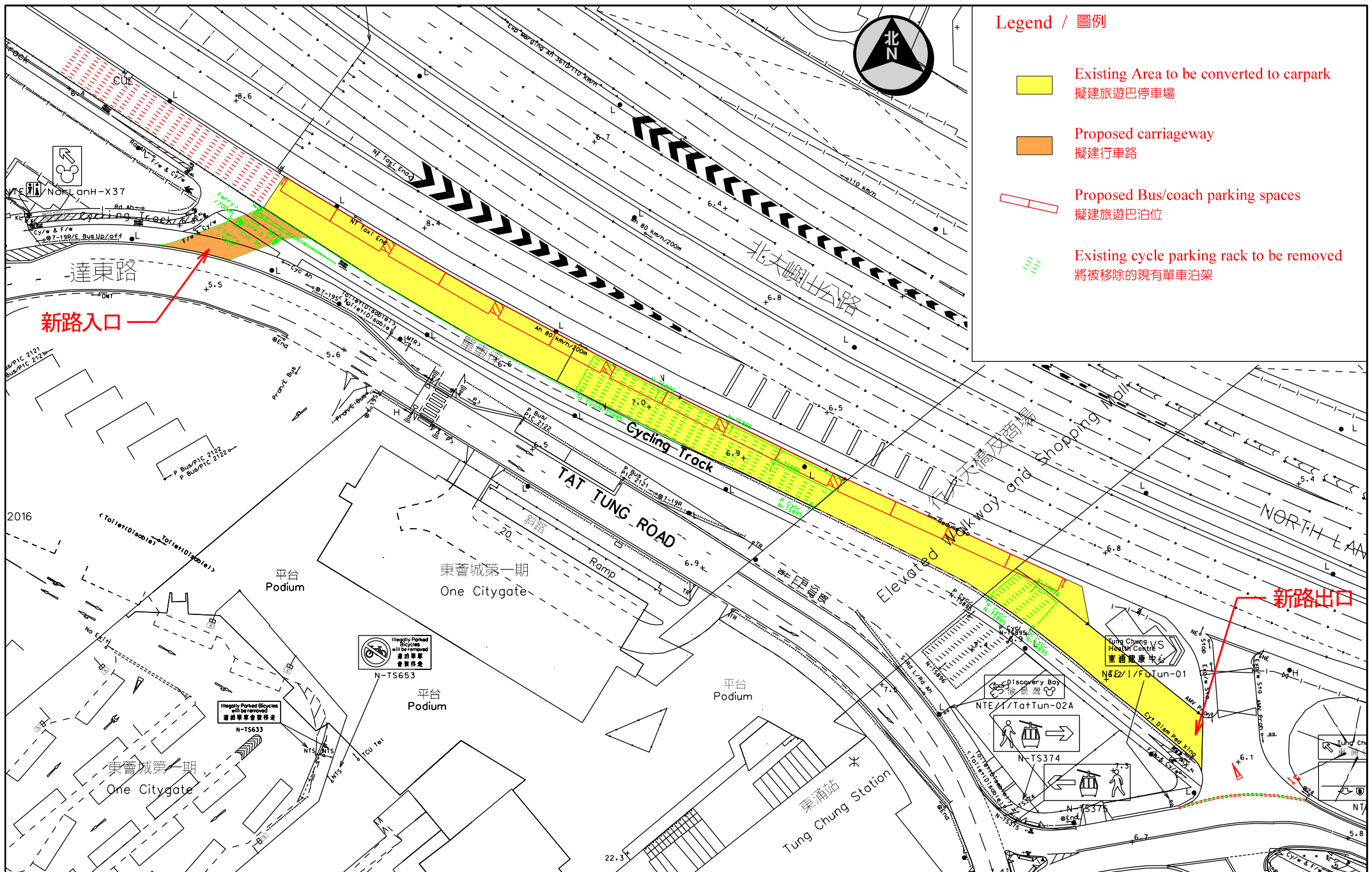


Figure 2: Proposed coach parking spaces at existing cycle parking area near One Citygate at Tat Tung Road

圖二：將達東路近東薈城第一座的單車泊架位置改為旅遊巴士泊位