

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

Study on Traffic, Transport and Capacity to Receive Visitors of Lantau

INTRODUCTION

This paper introduces to Members the study (the proposed study) that we are considering to undertake for examining the traffic and transport infrastructure network and services of Lantau as well as assessing Lantau's capacity to receive visitors.

BACKGROUND

2. We conducted a three-month public engagement exercise from 31 January to 30 April this year to consult the public about the development proposals for Lantau. During the period, we received views from members of the public and residents of Lantau, which included concerns about the impacts on traffic and transport brought about by the development of Lantau and Lantau's capacity to receive visitors.

Overall Traffic and Transport Infrastructure Network and Services of Lantau

3. At present, the North Lantau Highway, MTR Tung Chung Line and Airport Express are the only road transport link between Lantau and the urban areas whereas Tuen Mun – Chek Lap Kok Link currently under construction will connect Lantau with Northwest New Territories. The Lantau Development Advisory Committee (LanDAC) put forward in its First-term Work Report a strategic railway system to connect Lantau's major growth areas (including north Lantau and the East Lantau Metropolis (ELM)), west Hong Kong Island, west Kowloon and northwest New Territories. It also recommended to link north Lantau and the ELM with the road networks in the urban areas of Hong Kong and the New Territories via a strategic road network.

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The public supported the enhancement of Lantau's external traffic and transport facilities. Besides, some public opinions revealed that the internal connectivity of certain areas of Lantau should be enhanced, such as the connectivity between Tung Chung and Tai O as well as the connectivity between Mui Wo and north Lantau, etc. Some other opinions considered necessary to relieve the busy traffic conditions at some popular visiting spots (e.g. Tai O) during holidays.

Water Traffic and Transport Services of Lantau

4. There are currently six regular ferry services connecting Lantau with Tuen Mun, Central and the surrounding outlying islands. Besides, the SkyPier owned and managed by the Airport Authority Hong Kong in the airport restricted zone of the Hong Kong International Airport provides speedy and convenient ferry service for jointing air and sea travel between Hong Kong and the Pearl River Delta Region for transfer passengers.

5. There are public opinions that the public water traffic and transport services of Lantau should be enhanced to complement land-based transport. Apart from diverting heavy road traffic during holidays, water transport can also provide a comparatively leisure transport mode for Lantau residents and visitors as well as help improve the accessibility of some remote areas.

Lantau's Capacity to Receive Visitors

6. We have come up with a set of initial recreation and tourism proposals during the public engagement exercise. Some members of the public worried that excessive development would cause environmental, social and economic impacts on Lantau and requested the Administration to assess and evaluate the overall Lantau's capacity to receive visitors.

PRELIMINARY CONCEPT OF THE PROPOSED STUDY

7. On aspect of traffic and transport, the proposed study will examine the proposals of the strategic traffic and transport system put forth in the LanDAC's First-term Work Report to explore the role of Lantau as a transport hub in Hong Kong's overall traffic and transport planning, especially the connectivity of northwest New Territories – Lantau – Metro area, so as to relieve the current pressure on the traffic and transport between the New Territories and urban areas. In addition, the proposed study will also explore ways to improve the

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internal connectivity of Lantau, including Tung Chung to Tai O as well as Mui Wo to north Lantau, etc., and the various proposals and their feasibilities to relieve the congested traffic situation at each popular visiting spot.

8. Apart from land-based transport, the proposed study will also explore the feasibility of improving and enhancing the public water traffic and transport services in Lantau, including provision of additional pier facilities and appropriate ancillary services at suitable locations to facilitate private organisations to introduce and operate travel-oriented water traffic and transport services.

9. Under the premise of balancing development and conservation, we hope that we can, through the proposed study, tie in with the planning of Hong Kong's overall traffic and transport network so as to formulate the overall development strategy for Lantau's external and internal traffic and transport infrastructure network and services and implement suitable projects in stages according to the actual circumstances and priorities of projects.

10. The scope of the proposed study covers the capacity of various recreational and tourist spots on Lantau to receive visitors. It is suggested that this topic should be examined from multiple angles and aspects, including conservation and infrastructures such as potable water, sewerage, electricity and communication, traffic and transport infrastructure ancillary facilities and arrangements, tourism resources allocation, etc. At the same time, the proposed study will also take into account the impact on the area brought about by visitors.

11. We suggest engaging consultants for conducting the proposed study. Subject to the Subcommittee's support, we will commence the preparatory work for engagement of the consultants with an aim to commence the proposed study at the end of this year or early next year.

ADVICE SOUGHT

12. Members are invited to give their views on the contents of the above proposed study.

**Civil Engineering and Development Department
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