

**For discussion on  
30 November 2017**

**LanDAC TTDII SC  
Paper No. 05/2017**

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

**Traffic and Transport Issues in Lantau**

**PURPOSE**

At the meeting held on 2 May 2017, Members put forward their views on the local public transport arrangements for the Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Port (HKP), toll levels of the HZMB, proposed traffic improvement measures at Tat Tung Road, Shun Tung Road and Hing Tung Street as well as the improvement measures at South Lantau Road. This paper briefs Members on the progress of the above issues.

**LOCAL TRANSPORT ARRANGEMENTS FOR THE HZMB HKP**

2. In preparation for the commissioning of the HZMB, the Transport Department (TD), having consulted the relevant stakeholders (including the Legislative Council Panel on Transport, District Councils concerned and transport trades), formulated the local public transport arrangements for the HZMB HKP and announced their details in mid-2017. It is expected that upon the commissioning of the HZMB, commuters can make use of the following local public transport services to travel to and from the public transport interchange at HKP:

- (a) The following 9 existing airport “A” routes (mainly routes with higher patronage and frequency):
- A11 (plying to/from North Point);
  - A21 (plying to/from Hung Hom);
  - A22 (plying to/from Lam Tin);
  - A29 (plying to/from Tseung Kwan O);
  - A31 (plying to/from Tsuen Wan);
  - A33X (plying to/from Tuen Mun);
  - A35 (plying to/from Mui Wo);
  - A36 (plying to/from Yuen Long); and
  - A41 (plying to/from Sha Tin).

**(Translated Version)**

- (b) The following 3 newly introduced feeder franchised bus routes:
  - HKP – Airport (via AsiaWorld-Expo)
  - HKP – Tung Chung Area 39 (via Yat Tung Estate and MTR Tung Chung Station)
  - HKP – Sunny Bay (via Hong Kong Disneyland during specified hours) (operating in the morning and evening peak hours from Mondays to Fridays, and on Saturdays, Sundays and public holidays only in the initial stage of operation)
  
- (c) The following newly introduced Green Minibus (GMB) route:
  - HKP – Tung Chung North (circular route) (via the Catering Services Area and AsiaWorld-Expo)
  
- (d) All types of taxis (i.e. Urban taxis, New Territories taxis or Lantau taxis).
  
- (e) Domestic non-franchised buses with prior application and approval obtained from the TD to operate at the HKP public transport interchange.

3. There will be a public transport interchange at the HKP, as well as a public car park in the non-closed area near the Passenger Clearance Building providing about 650 parking spaces for domestic private cars.

### **TOLL LEVELS OF THE HZMB**

4. The three governments are deliberating on the toll levels of the HZMB and have yet to make a decision. The following considerations are taken into account in setting the toll levels for the HZMB:

- (a) the HZMB is a public infrastructure;
- (b) tolls collected will be used for repayment of the principal and interest of the loan, as well as settlement of the operation, maintenance and management fees of the HZMB Main Bridge;
- (c) the vehicular flow of the HZMB and the affordability of vehicle owners; and
- (d) tolls should be set as low as practicable to boost traffic flow.

## **IMPROVEMENT OF THE TRAFFIC CONDITIONS AT TAT TUNG ROAD, SHUN TUNG ROAD AND HING TUNG STREET**

5. Members suggested to change the direction of traffic flow at Tat Tung Road between Shun Tung Road and Hing Tung Street from two-way into one-way westbound (see [Figure 1](#)). The TD has thoroughly assessed the pros and cons of the proposal. If the proposal is to be implemented, vehicles will be prohibited from turning to Tat Tung Road from its east junction with Shun Tung Road. They will instead have to take a clockwise route along Tat Tung Road entering from its west junction with Shun Tung Road in order to access the interchange outside MTR Tung Chung Station Exit A. This proposal, while having the effect of improving the reserve capacity (RC) of the abovementioned east junction, can also lead to the RC of the abovementioned west junction dropping to a negative figure<sup>1</sup>, which may be easy to result in traffic congestion. Moreover, as compared with the current arrangement allowing vehicles to directly enter Tat Tung Road from its east junction, the proposal will entail longer travel time for motorists to access the interchange outside MTR Station Exit A, which will cause inconvenience to them. In view of the above, the TD will not consider the proposal at this stage.

6. To alleviate the traffic pressure on the interchange outside MTR Tung Chung Station Exit A during peak hours, the TD proposes to alter some planters near the MTR station to provide more pick-up and drop-off points. Moreover, to address the prevalent pedestrian jaywalking problem around MTR Tung Chung Station, the TD proposes to carry out minor improvement works (including altering some of the planters, motorcycle parking spaces and the parking spaces for the people with disabilities near Tat Tung Road) with a view to making room for improving the alignment of the footpaths so as to enhance road safety. The TD consulted the Traffic and Transport Committee of the Islands District Council on the improvement measures on 20 November 2017.

## **IMPROVEMENT MEASURES AT SOUTH LANTAU ROAD**

7. In recent years, the TD has implemented road improvement works at a number of road sections on South Lantau Road and Keung Shan Road. These include widening of 21 road bends, of which the works on 18 road bends have been completed. The works on the remaining 3 road bends are targeted for completion in the first quarter of 2018. The TD will continue to closely monitor the traffic situation of roads in South Lantau and implement improvement works as and when necessary.

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<sup>1</sup> The traffic condition of a signal-controlled junction is indicated by its reserve capacity (RC). A positive RC figure indicates that the junction is operating with spare capacity. A negative RC figure indicates that the junction is overloaded, resulting in traffic queues and longer travel time.

**(Translated Version)**

8. Apart from undertaking improvement works at narrow road bends, the TD has also provided bus bays on roads of South Lantau in recent years in order to further improve the traffic situation. Up to now, the works of bus bays at Tai O Road near Ling Yan Monastery, Tai O Road near Lung Tin Estate and South Lantau Road near Pui O have been completed. TD is also planning to provide bus bay on South Lantau Road near Shui Hau.

9. Members are invited to note the progress of the above issues.

Transport Department  
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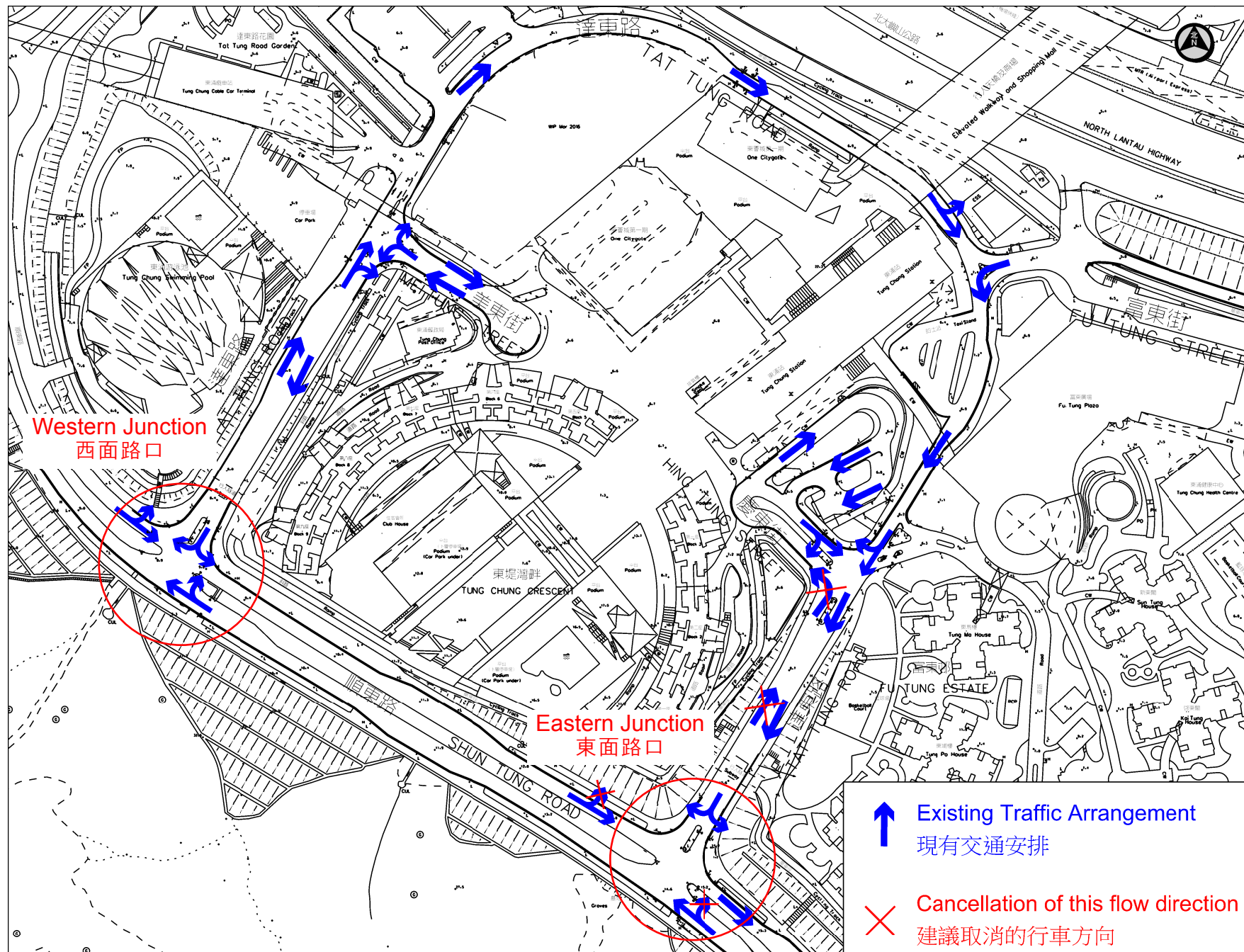


Figure 1 : Proposed conversion of a section of two way road at Tat Tung Road between Shun Tung Road and Hing Tung Street to one way road

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