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For discussion on
21 March 2015

LanDAC Paper No. 03/2015

LANTAU DEVELOPMENT AND ADVISORY COMMITTEE

**Traffic and Transport Subcommittee
Progress Report**

PURPOSE

This paper aims to report to the Lantau Development Advisory Committee (LanDAC) on the work progress of the Traffic and Transport Subcommittee (TT SC).

INTRODUCTION

2. The TT SC is one of the four Subcommittees under LanDAC, and is responsible for proposals in relation to the traffic and transport services and the associated infrastructure. Its terms of reference are to advise LanDAC on the traffic and transport needs and the related implications arising from Lantau development proposals. Those implications include the transportation arrangements necessary to support the development proposals, the constraints in putting these arrangements in place, and the feasible options in overcoming the constraints.

REPORT ON WORK PROGRESS

3. Since the last meeting, the third and fourth TT SC meetings were held on 8 January 2015 and 5 March 2015 respectively.

Third meeting

4. Items discussed at the third meeting:

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- (i) views on the provision of green transport in Lantau;
- (ii) suggestion to open the SkyPier for other purposes;
- (iii) suggestion to abolish the toll for the Lantau Link; and
- (iv) Lantau taxi service.

**VIEWS ON THE PROVISION OF GREEN TRANSPORT IN LANTAU
(TT SC Paper No. 01/2015)**

5. The TT SC was briefed by the Transport Department (TD) on promotion of the use of environmentally friendly vehicles among franchised bus operators by the Government. TT SC members suggested setting up low-emission zones at areas near country parks in Lantau and this suggestion was noted by the Environmental Protection Department. The TD also briefed in the meeting the current utilisation situation of environmentally friendly vehicles in the taxi industry. TT SC members hoped that the taxi trade would use more environmentally friendly vehicles. The suggestion was noted by the taxi trade.

**SUGGESTION TO OPEN THE SKYPIER FOR OTHER PURPOSES
(TT SC Paper No. 02/2015)**

6. The TT SC was briefed by the Airport Authority on the current operation of the SkyPier. Regarding the proposal to open the SkyPier as a cross-boundary ferry pier, the TT SC noted that the planning of cross-boundary ferry piers by government was based on the overall demand in Hong Kong. As the two government-managed ferry piers (the Hong Kong-Macau Ferry Terminal and the China Ferry Terminal) still had sufficient capacity to meet the projected cross-boundary ferry services demand in the foreseeable future, there was no plan to operate a third government-managed cross-boundary ferry pier. After discussion, the TT SC agreed to suggest the authorities concerned for relocating the SkyPier to the Hong Kong Boundary Crossing Facilities (HKBCF) island and establishing a cross-boundary ferry pier there to provide ferry services plying between Macao and the western Pearl River Delta (PRD). The TT SC also proposed to the Development Bureau to arrange for an exchange of views between the consultant and TT SC members in due course when co-ordinating the consultancy study for the topside commercial development on the HKBCF island.

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**SUGGESTION TO ABOLISH THE TOLL FOR THE LANTAU LINK
(TT SC Paper No. 03/2015)**

7. The TT SC was briefed by the department concerned on the background of the toll of the Lantau Link, an analysis of the toll for the Lantau Link and the toll-free proposal for the future Tuen Mun – Chek Lap Kok Link (TM-CLKL). A TT SC member opined that abolition of the toll for the Lantau Link was the expectation of the public. Apart from indirectly affecting people’s livelihood, collecting toll contradicted the principle of developing Lantau. The TD explained that the toll for the Lantau Link was determined based on the “user-pays” principle. For the view that abolishing the toll could boost the willingness to drive to and from Lantau and reduce transportation cost for delivery of goods to Lantau, the TD further explained that travelling distance to and from Lantau was relatively long and fuel cost was the major expense. As such, the effectiveness of boosting traffic volume by waiving the toll was in doubt. In addition, the Government does not want to set aside the measure to regulate traffic flow on Hong Kong’s roads, bridges and tunnels in the future by way of applying tolls. The Chairman hoped that the TD could consider TT SC members’ views and refer their views to the authorities concerned from the perspective of long-term development of Lantau.

**LANTAU TAXI SERVICE
(TT SC Paper No. 04/2015)**

8. The TD briefed the TT SC the taxi service arrangements and situations in Lantau. Currently, all three types of taxis in Hong Kong are operating in Lantau, though with different operating areas. Urban taxis could operate in North Lantau and provide external connection service for Lantau. New Territories taxis could only carry passengers between their operating areas in the New Territories, the Airport and the Hong Kong Disneyland along specified routes. Lantau taxis could provide internal service on the whole Lantau. Taxi service in Lantau was able to meet the demand in general. However, the waiting time for Lantau taxis was comparatively long during peak periods on holidays where there was greater demand. In light of this, the Lantau taxi trade had implemented operational measures to cater for the passenger demands as far as possible. The TD also noted that some members of the

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public would like the Government to issue more Lantau taxi licences to support the development of Lantau. The TD would continue to listen to the views of parties concerned, and consider whether new licences would need to be issued according to the established policy.

Fourth Meeting

9. Items discussed at the fourth meeting:

- (i) Planning, Engineering and Architectural Study for Topside Development at Hong Kong Boundary Crossing Facilities Island of Hong Kong-Zhuhai-Macao Bridge;
- (ii) Traffic restrictions and the closed road permit arrangements in South Lantau; and
- (iii) Progress of narrow bend improvement works at Keung Shan Road and South Lantau Road in Lantau.

PLANNING, ENGINEERING AND ARCHITECTURAL STUDY FOR TOPSIDE DEVELOPMENT AT HONG KONG BOUNDARY CROSSING FACILITIES ISLAND OF HONG KONG-ZHUHAI-MACAO BRIDGE (TT SC Paper No. 05/2015)

10. The Planning, Engineering and Architectural Study for Topside Development at Hong Kong Boundary Crossing Facilities Island of Hong Kong-Zhuhai-Macao Bridge (“the Topside Development Study”) commenced on 23 January 2015. Whilst the Civil Engineering and Development Department, in conjunction with the Planning Department, briefed the TT SC on the background, scope, and key issues of the Topside Development Study, the consultant briefly introduced the methodology for conducting the market positioning study and the strategic direction for the transport connectivity. Airport Authority Hong Kong was also invited by the Subcommittee to attend the meeting to introduce the latest situation of the North Commercial District development. Some TT SC members expressed individual views on the subject for reference. The Subcommittee recognized the Hong Kong Boundary Crossing Facilities Island’s role as a development hub for the eastern and western Pearl River Delta regions, and its importance in connecting the North Commercial District, the airport island, North Lantau and Tung Chung

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developments to create synergy. The Subcommittee suggested a number of short, medium and long term transport and traffic (including road-based and rail-based) proposals. The study team acknowledged the Subcommittee's comments and will duly consider the comments in the study for reporting of the findings at an appropriate time.

**TRAFFIC RESTRICTIONS AND THE CLOSED ROAD PERMIT ARRANGEMENTS IN SOUTH LANTAU
(TT SC Paper No. 06/2015)**

11. The TT SC was briefed by the TD on the current arrangements for the issuance of Lantau Closed Road Permits (LCRPs) and the public transport services as well as other major ancillary facilities provided for tourists in South Lantau. The TT SC was also briefed by the TD on the considerations for relaxation of closed road arrangements, including:

- (i) The measures should be in tandem with the current planning intention for preserving South Lantau as a conservation area;
- (ii) The measures should be formulated with due regard to the receiving capacities of the tourist ancillary facilities; and
- (iii) The scale of relaxation must not cause unacceptable negative impacts on the environment, traffic safety and the livelihood of the residents.

12. In light of the above considerations, the TD did not recommend revoking the arrangements for closed roads in Lantau and the issuance of LCRPs immediately. The TT SC generally supported to relax the closed road arrangements in South Lantau in a gradual and orderly manner with regard to the existing ancillary facilities, and suggested exploring the use of some deserted agricultural lands as temporary or short-term car parks and to study the improvements in application procedures for LCRPs by tour coaches. The TD advised that the TT SC would be consulted upon formulation of the detailed proposals.

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**PROGRESS OF NARROW BEND IMPROVEMENT WORKS AT
KEUNG SHAN ROAD AND SOUTH LANTAU ROAD IN LANTAU
(TT SC Paper No. 07/2015)**

13. TT SC noted that the Highways Department (HyD) had completed 10 bends widening works at Keung Shan Road and South Lantau Road including the bend S5 (near Nam Shan) at South Lantau Road completed by end 2014 and the bend S3 (near Pui O Lo Wai Tsuen, Pui O Au) completed by early 2015. The remaining bend widening works would include 3 bends (K1, K4 & K10) at Keung Shan Road and 3 bends (S1, S2 (remaining part) & S4) at South Lantau Road. HyD anticipated that the widening works for 3 bends K1 (near Tai O Road), S2 and S4 (near Tung Chung Road) would be completed by end 2015, whereas the remaining widening works for 3 bends K4 (near Sham Wat Road), K10 (near Shek Pik Reservoir Access Road) and S1 (near Tung Chung Road) would be completed after 2017 as the widening works of these 3 bends would require longer processing time to address land & tree issues and carry out investigation, design, environmental assessment and resolution of objection by nearby resident. TT SC urged the relevant departments to complete the remaining works as soon as possible.

FUTURE WORK PLAN

14. The TT SC would follow the agreed work plan to carry out its work and discuss how the traffic arrangements and transport infrastructures could tie in with the development direction and specific development plans proposed by the Planning and Conservation Subcommittee and the Economic and Social Development Subcommittee. The TT SC would also keep the two Subcommittees informed of the discussion conclusions on those traffic arrangements and transport infrastructures, so that the three Subcommittees could work out an integrated development plan for Lantau. Meanwhile, the working group under the TT SC would follow up with the proposals as set out in Annex 2 of the TT SC Paper No. 04/2014, including rationalisation of public transport services connecting the Airport Island, encouraging public transport operators to provide more fare concessions for employees working on the Airport Island and increasing parking spaces at South Lantau, etc.

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CONCLUSION

15. Members are invited to note the work progress of the TT SC and provide their comments.

Development Bureau

Lantau Development Advisory Committee

Secretariat of the Traffic and Transport Subcommittee

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