

**(Translated Version)**

For discussion on  
26 September 2015

LanDAC Paper No. 10/2015

**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. 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 fifth and sixth TT SC meetings were held on 24 June and 16 September 2015 respectively.

**Fifth meeting**

4. Items discussed at the fifth meeting were:

**(Translated Version)**

- (i) Traffic restrictions and the closed road permit arrangements in South Lantau;
- (ii) Progress on narrow bend improvement works at Keung Shan Road and South Lantau Road in Lantau;
- (iii) Review on issue of new Lantau taxi licences; and
- (iv) Report of Working Group under TT SC of LanDAC

**TRAFFIC RESTRICTIONS AND THE CLOSED ROAD PERMIT ARRANGEMENTS IN SOUTH LANTAU  
(TT SC Paper No. 08/2015)**

5. Having considered the existing road conditions, traffic flow, parking facilities and the utilisation of roads in South Lantau, the Transport Department (TD) proposed to increase the maximum number of coaches that could enter South Lantau per day from 30 to 50 and permit 50 private cars to enter roads in South Lantau on Mondays to Fridays (except public holidays) for recreational and leisure purposes. After deliberation, TT SC supported the proposals and requested the Government to improve the road conditions and increase parking facilities in South Lantau as soon as possible, to provide adequate parking spaces at tourist spots, to simplify application procedures, to give more publicity and to conduct review one year after implementation of the measures.

**PROGRESS OF NARROW BEND IMPROVEMENT WORKS AT KEUNG SHAN ROAD AND SOUTH LANTAU ROAD IN LANTAU  
(TT SC Paper No. 09/2015)**

6. TT SC noted that the Highways Department (HyD) had completed 10 bends improvement works at Keung Shan Road and South Lantau Road. The remaining bend improvement 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 works for bends K1 (near Tai O Road), S2 and S4 (near Tung Chung Road) would be completed by end 2015. Utilities and tree surveys for bends K4 (near Sham Wat Road) and S1 (near Tung Chung Road) were being carried out and the improvement works would be completed by mid-2017. For bend K10 (near Shek Pik Reservoir Access Road), it would take time for conducting environmental impact assessment and slope design. The bend improvement works were expected to commence in 2017. The Subcommittee urged the relevant department to complete the works as soon as possible.

**REVIEW ON ISSUE OF NEW LANTAU TAXI LICENCES  
(TT SC Paper No. 10/2015)**

7. TT SC was briefed on the findings of TD's surveys on Lantau taxi service.

**(Translated Version)**

The surveys found, among others, there was an increase in both the average daily patronage and average number of trips of Lantau taxis in 2014. Besides, the proportion of passengers who had to wait for more than 10 minutes for Lantau taxis at taxi stands during peak hours on weekdays and weekends also increased to 10% and 13% respectively. TT SC also noted that the TD received quite a number of feedbacks indicating the service of Lantau taxi was insufficient in the past two years. Results of the surveys and the public feedbacks indicated that the present supply of the service was not able to meet the demand. Taken into account of the future developments in Lantau and the growth of population and visitors there, TD considered it necessary to issue new Lantau taxi licences. While the actual number of new licences required was being reviewed, it was considered appropriate to increase the number of licences by about half of the existing number based on the preliminary assessment. TT SC also noted that TD, as per past practice, would issue the new licences by tendering according to the law. The tender exercise, from its preparation to completion, would normally take about six months.

**REPORT OF WORKING GROUP UNDER TT SC OF LANDAC  
(TT SC Paper No. 11/2015)**

8. TT SC noted the work and progress regarding the improvement on franchised bus services serving the Airport Island and the proposal of engaging the Tourism Commission for survey of the transport demand of incoming tourists to Lantau as outlined in the Report of the Working Group under TT SC of LanDAC. TT SC urged the department concerned to follow up the proposals of increasing parking spaces at tourist spots in South Lantau, providing overnight express franchised bus services, and assisting employers of the Airport Island in providing employees' services for their staff.

9. TD had approved the franchised bus companies to introduce four overnight express bus routes ("NA" routes) starting from 23 July 2015 for a three-month trial. The four "NA" routes would depart from the bus terminus at the Airport to Mong Kok/Tai Kok Tsui, Sham Shui Po/Wong Tai Sin/Kwun Tong/Tseung Kwan O, Tuen Mun and Yuen Long/Tin Shui Wai respectively. TD would review the trial results of the above four "NA" routes with the franchised bus companies concerned and the Airport Authority Hong Kong (AAHK). Subject to the satisfaction of the results, the four "NA" routes would be converted into regular service. Moreover, TD had approved an overnight employees' service connecting the major areas on the Airport Island starting from 23 July 2015 in order to facilitate the airport staff to interchange with other overnight franchised bus services at the Passenger Terminal Building. TD would continue to improve the franchised bus services serving the Airport Island according to the passenger demands.

**(Translated Version)**

**Sixth Meeting**

10. Items discussed at the sixth meeting were:

- (i) Overall spatial planning and conservation concept for Lantau – initial ideas on strategic transport infrastructure and Social development strategy for Lantau – traffic improvement proposals
- (ii) Topside Development at Hong Kong Boundary Crossing Facilities Island of Hong Kong-Zhuhai-Macao Bridge - preliminary analysis of transport connectivity; and
- (iii) Progress on narrow bend improvement works at Keung Shan Road and South Lantau Road in Lantau

**MATTERS ARISING**

**PROGRESS REPORT ON RELAXATION OF CLOSED ROAD RESTRICTIONS IN SOUTH LANTAU**

11. TD reported that the Traffic and Transport Committee of Islands District Council, the four Rural Committees in Lantau, public transport operators, tourism sectors and green groups were consulted in July 2015 on the proposed relaxation measures. In conclusion, there were both supporting and opposing views. Opposing views mainly concerned the impact on the natural rural environment of South Lantau. A majority of the opponents indicated that the road design in South Lantau was below standard and could not cope with the substantial traffic flow. They also worried that additional vehicles from outside would worsen the parking problem in South Lantau, and the drivers from outside who were unfamiliar with the road conditions in Lantau would be prone to traffic accidents and cause injury to cattles.

12. TD was considering the need to revise the proposed relaxation measures, which include introducing phased implementation or limiting the period of private cars accessing the closed roads. The proposed measures were expected to put in place at the end of this year or early next year. When implementing the relaxation measures, TD would well arrange the publicity and provide the applicants who apply permit for his private car a “Reminder on using roads on South Lantau” for introducing the road conditions in South Lantau and reminding them of safe driving.

13. Regarding parking facilities, TD was actively liaising with the Lands Department in exploring suitable locations with vacant sites for provision of short-term tenancy car parks. Among the ten plots of land identified in South Lantau, three plots of land in Mui Wo were found infeasible after review due to other land use and land title issues. Nevertheless, the three plots of land in Tai O were considered feasible for temporary parking. TD would first put forward the

**(Translated Version)**

plot near the soccer pitch at Yim Tin Pok for provision of a temporary car park of about 250 parking spaces. The car park was expected to start operation in the middle of next year. Other than these, four plots of land along South Lantau Road were found suitable to be designated as car parks. Among these, the two plots located near Tong Fuk and Shui Hau could provide a total of about 70 parking spaces. TD was actively pursuing the plans with the relevant departments.

**OVERALL SPATIAL PLANNING AND CONSERVATION CONCEPTS FOR LANTAU – INITIAL IDEAS OF THE STRATEGIC TRANSPORT INFRASTRUCTURE AND SOCIAL DEVELOPMENT STRATEGY FOR LANTAU – TRAFFIC IMPROVEMENT PROPOSALS (TT SC Paper No. 12/2015)**

14. TT SC took note of Planning Department (PlanD)'s presentation on the strategic transport infrastructure network of the Overall Spatial Planning and Conservation Concepts for Lantau, including:

**(A) Railway System**

- Railway was suggested as the backbone to connect the major growth areas of Lantau (including the East Lantau Metropolis) with the railway network of the urban areas and the New Territories (NT), forming a railway corridor linking Northwest NT – Lantau – Metro Area:
- the East Lantau Metropolis (ELM) railway system;
- the railway system connecting Lantau with NT West;
- Hong Kong Boundary Crossing Facilities (HKBCF) Island Railway System;
- Tung Chung West Extension and Tung Chung East Station; and
- investigating an additional railway station at Siu Ho Wan to cope with the developments at Siu Ho Wan reclamation, topside development at Siu Ho Wan and the nearby areas.

**(Translated Version)**

**(B) Road System**

- It was suggested to connect the northern shore of Lantau, the ELM, the urban areas of Hong Kong and the NT through strategic road network to form a curve-shaped road corridor linking NT West – Lantau – Metro Area. The suggested ELM road system would connect Hong Kong West in the east, northwestern Lantau in the north. Further investigation would be undertaken to connect to northwest NT through new roads. Also, the ELM might be connected through Mui Wo to the north shore of Lantau such as Siu Ho Wan and then the Tuen Mun-Chak Lap Kok Link and other locations.
- There was also the proposed P1 Road (from Tung Chung East to Sunny Bay).

**(C) Water Transport**

- It was suggested to strengthen the water transport of Lantau. On one hand, water transport could supplement road transport by relieving heavy road traffic during holidays. On the other hand, water transport could provide an alternative leisure transportation option for residents and tourists. The feasibility and scale and mode of operation of water transport were subject to further studies. Initial ideas of the proposals included:
  - provision of pier facilities at Sunny Bay,
  - connecting the ELM with other outlying islands, such as Tong Fuk, Shek Pik and Fan Lau of South Lantau, and the proposed spa resort of Soko Islands. This would strengthen linkages of these areas and also promote alternative tourist sightseeing activities.

15. TT SC also noted the briefing from Development Bureau on Lantau's social development strategy as follows:

- Attracting more talents to facilitate a balanced development of the economy in Lantau and the employment market;
- Tying in with the needs of development, providing appropriate traffic and transport facilities inside and outside the district to bring convenience to residents in their daily life and work; and
- Taking care of the needs of local residents living in the rural and remote areas in Lantau.

and the detailed social development strategy proposals in the aspect of providing appropriate traffic inside and outside the district (See **Annex 1**).

**(Translated Version)**

**TOPSIDE DEVELOPMENT AT HONG KONG BOUNDARY CROSSING FACILITIES ISLAND OF HONG KONG-ZHUHAI-MACAO BRIDGE – PRELIMINARY ANALYSIS OF TRANSPORT CONNECTIVITY  
(TT SC Paper No. 13/2015)**

16. The Civil Engineering and Development Department (CEDD) and PlanD briefed TT SC on the latest progress of the preliminary analysis of transport connectivity for the Topside Development Study. The Administration would continue conducting study on the internal connectivity of the HKBCF island, the transport connectivity with the Airport Island and north Lantau as well as the demand for cross-border ferry services on HKBCF island. It was expected that preliminary conclusions would be available in early 2016. TT SC discussed and provided comments on the preliminary analysis.

17. TT SC considered that the planning of development projects should be based on the provision of traffic connectivity. Besides, TT SC suggested the Administration to provide sufficient car parking facilities on the island to cope with future demands. The Administration acknowledged the comments from TT SC and would take them into account in the study and report the latest progress in an appropriate time.

**PROGRESS OF NARROW BEND IMPROVEMENT WORKS AT KEUNG SHAN ROAD AND SOUTH LANTAU ROAD IN LANTAU  
(TT SC Paper No. 14/2015)**

18. TT SC noted that HyD increased 5 bend improvement works (K12 to K16) at Keung Shan Road in response to the suggestions from the TTSC members and representatives of relevant parties after site visit. HyD had completed 11 bends improvement works at Keung Shan Road and South Lantau Road. The remaining bend improvement works included 8 bends (K1, K4, K10 and K12 to K16) at Keung Shan Road and 2 bends (S1 & S4) at South Lantau Road. HyD anticipated that the works for bends K1 and S4 would be completed by end 2015. Bend S1 would be completed by end 2016. For bend K10, a working group comprising representatives from Environmental Protection Department (EPD), Agriculture, Fisheries and Conservation Department and HyD recommended to expedite the work by direct application for Environmental Permit. By this, HyD anticipated the construction work could commence in end 2016 for completion in first half of 2018, which would be in advance of the original scheduled completion in the third quarter of 2019. However, upon further examination of the work sequences and time table, the Development Bureau (DEVB) proposed that HyD could advance some of the work processes (for example, tree survey and application for tree felling/removal) and synchronise these with other processes, with a view to further advancing the commencement of work to the

**(Translated Version)**

third quarter of 2016 and to complete it in end 2017. DEVB had requested HyD to revise the work sequences accordingly. As regards the latest proposals for improvement works to five road bends (K12 to K16), works would be completed in phases starting from 2017.

**FUTURE WORK PLAN**

19. 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. 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.

**CONCLUSION**

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

**Development Bureau**

**Lantau Development Advisory Committee**

**Secretariat of the Traffic and Transport Subcommittee**

**September 2015**



**Detailed Social Development Strategy Proposals - Providing Appropriate Traffic Inside and Outside the District**

- (i) In the course of discussing the social development strategy for Lantau, many Members mentioned on several occasions the relationship between traffic and social development/employment which warrants special attention.
- (ii) TD is making efforts to improve the external transport links of the Airport Island, for which a number of measures had been introduced (See Annex 1 of TT SC Paper No. 12/2015). TD would continue to assist if AAHK and other employers on the Airport Island wish to apply for additional service routes for their employees. The opening of Tuen Mun – Chek Lap Kok Link will attract more residents from the Northwest New Territories to work at the airport or in Tung Chung. TD will continue monitoring and review the bus services between Tung Chung/ the Airport Island and the Northwest New Territories when necessary in order to facilitate citizens travelling to and from Lantau.
- (iii) TD will also continue closely monitoring and improve public transport services in Lantau when necessary. TD will require public transport operators to enhance their services and join hands with the operators in developing bus route scheme when appropriate to meet the anticipated increase in traffic demand.
- (iv) TD is consulting relevant stakeholders with respect to the proposal for relaxing traffic control on the closed roads and issuing closed road permits for southern Lantau. If the proposal is put into operation, tourists and non-Lantau residents will be attracted to visit Lantau for entertainment and at the same time it will facilitate residents in northern Lantau to travel to the southern part, Tai O and Mui Wo. In addition, TD is exploring the possibility of increasing car parking spaces in Lantau and increasing the number of Lantau taxi licences with a view to improving the traffic and transport facilities in Lantau, and would assess jointly with EPD the operational efficiency, performance and feasibility of battery-electric buses for pilot runs in Lantau.
- (v) To improve the driving conditions of Keung Shan Road and South Lantau Road, HyD has completed improvement works for 10 road bends in 2014, and is now focusing on completing improvement works

**(Translated Version)**

for the remaining 6 road bends. Improvement works for other 5 road bends are being considered.

- (vi) The Government will continue to explore ways of improving traffic and transport facilities inside and outside Lantau District. Under the current work plan, detailed traffic planning and connections for various parts in the northern Lantau would be included into various study projects, including Tung Chung New Town Extension, topside commercial development at HKBCF island of Hong Kong-Zhuhai-Macao Bridge, Siu Ho Wan and Sunny Bay reclamations, and the ELM. For the preliminary concepts on the overall strategic traffic infrastructure of Lantau, please refer to the Planning and Conservation Subcommittee Paper No. 04/2015. Moreover, the Preliminary Feasibility Study of Cable Car System from Ngong Ping to Tai O and Spa and Resort Development at Cheung Sha and Soko Islands currently being carried out by CEDD as well as the Feasibility Study on the Recreation and Tourism Development Strategy for Lantau being carried out by DEVB will preliminarily review the traffic impact of relevant projects and recommend necessary supporting facilities.
  
- (vii) All improvement works are already underway. TD and HyD are working closely with other relevant Government departments to ensure that suitable transport infrastructure and public transport services are available to support the planning and promotion of various social development and services. We recommend the Home Affairs Department to serve as a bridge of communication to strengthen coordination between various departments in order to better meet the needs of local residents.