

Islands District Council
Paper IDC 37/2022

Transport Department
Traffic and Transport Working Plan 2022-23

Purpose

This Paper presents the Traffic and Transport Working Plan of the Transport Department (“TD”) for Islands District in 2022-23.

Work Objectives

2. We hope that the work programmes planned for implementation in 2022-23 can achieve the following objectives:

- (i) To monitor and improve the traffic and transport facilities to cope with the local development needs;
- (ii) To adjust existing public transport services to meet the demand of the public; and
- (iii) To coordinate different public transport modes in order to provide efficient public transport services to the public.

Brief Description of Work

A. Traffic Management

3. One of the major objectives of traffic management is to improve traffic flow and to ensure road safety. We will continue to closely monitor the overall traffic situation and to design and implement suitable traffic management scheme, if necessary, to improve the efficiency, performance and safety of the road network. The following traffic management programmes have been planned for implementation in 2022-23:

(a) Monitor the Traffic Network and Management Measures

4. We will continue to monitor the traffic network of Islands District to enhance the safety and improve its efficiency. The major items include:

- (i) to monitor and review the road traffic situation of North Lantau Highway, Tung Chung Road and South Lantau, and to implement suitable traffic management measures, if necessary;
- (ii) to monitor and review the operation of major junctions in the district, including the operational efficiency of road and pavement junctions, and to enhance their safety; and
- (iii) to regularly meet the project contractors in the district for assessment of temporary traffic arrangement.

(b) Road Network and Traffic Facilities Improvement Projects

5. We will continue to follow up the following projects to improve the road network and traffic facilities:

- (i) Construction of lay-bys for buses and taxis at Yat Tung Street;
- (ii) Proposed pedestrian crossing at Tat Tung Road near Tung Chung Station Bus Terminus;
- (iii) Improvement of the pedestrian crossing at Tat Tung Road near Cheung Tung Road;
- (iv) Improvement of the pedestrian crossing at Tung Chung Road near Lung Tseng Tau;
- (v) Widening of footpath on Tung Chung Road near Yu Tai Court;
- (vi) Extension of bus bay on Chung Yan Road near North Lantau Hospital;
- (vii) Construction of a bus lay-by on Chung Yan Road near Yu Tai Court;
- (viii) Construction of a bus lay-by and public parking spaces on South Lantau Road near Lo Wai Tsuen in Pui O; and
- (ix) Construction of a bus lay-by on South Lantau Road near San Shek Wan.

B. Public Transport Service

(a) Franchised Bus

6. Franchised buses are major road-based mass carriers with high passenger carrying capacity and provide services with certain flexibility. Having regard to the local developments, demographic changes, completion of transport facilities, existing and planned public transport services in the districts concerned, etc., we have been continuously enhancing the existing bus service network, and planning bus routes and adjusting bus services for developing and newly-developed districts as appropriate, so as to cater for the passenger demands.

7. To better understand the passenger demand and plan for improvement measures, we will continue to conduct surveys regularly and collect opinions from the public through district councils and other channels. We will continue to encourage franchised bus companies to provide more bus-bus interchange schemes at appropriate and feasible locations to facilitate passengers to travel to different destinations with concessionary fares. This will reduce the demand for long haul and direct “point-to-point” bus services. As a result, the road space and bus resources will be better utilised and efficiency of bus network will be enhanced. The congestion and environmental problems caused by the overlapping of bus services can also be relieved.

8. Also, the TD will continue to follow up with bus operators on the facility improvement arrangements at the bus stops. The arrangements include bus shelter erection, seats and real-time bus arrival information display panels (“display panel”) installation at bus stops. As of June 2022, the bus companies have completed seats installation at 27 bus stops with shelters and display panels installation at 11 bus stops with shelters in Islands District under the Government’s Subsidy Scheme.

9. Apart from the Subsidy Scheme, the bus companies would improve the passenger facilities in Islands District at their own initiatives. The TD will continue to encourage franchised bus companies to enhance the bus stop facilities, including erection of bus shelters at locations where the geographical environment permitted, for the convenience of passengers and better waiting environment.

10. In view of the population intake in Tung Chung North and Tung Chung West, and to meet the passenger travelling demands, the bus companies have implemented a number of bus service improvement measures in 2021-22, of which 23 items are proposals for introduction of new routes, frequency enhancement, adjustment of operating hours or increase in carrying capacity of buses while 37 items involve expansion of service coverage, introduction of special bus services, provision of bus-bus interchange concessions and route rationalisation. The TD has settled the Bus Route Planning Programme for Islands District in 2022-23 which includes 11 items of service improvement / rationalisation after consulting the Islands District Council Traffic and Transport Committee (“the T&TC”).

(b) Ferry Services

11. Ferry service is the major means of transportation in Islands District, especially those islands without land transport links. In 2021-22, the ferry operators of the 6 major outlying

island routes had implemented a number of service improvement measures starting from the commencement of the new five-year license period on 1 April 2021, including frequency enhancement and deployment of vessels with higher carrying capacity to operate specific sailings so as to better cater for passenger demand and ferry operation.

12. Besides, to better facilitate passengers to plan ahead of their journeys, Sun Ferry Services Company Limited had launched the new function of “Estimated Time of Arrival” (“ETA”) on its website and mobile application, and first applied to “Central – Cheung Chau” and “Central – Mui Wo” routes in June 2021 and subsequently extended to “Inter-Islands” route in November 2021; while for Hong Kong & Kowloon Ferry Limited (“HKK”), a mobile application had been launched in December 2021 so that passengers can check the latest service information and ETA of “Central – Peng Chau”, “Central – Yung Shue Wan” and “Central – Sok Kwu Wan” routes. Furthermore, HKK is now exploring the feasibility of providing ticket vending machines at ferry piers.

13. As for the operator of “Tuen Mun – Tung Chung – Sha Lo Wan – Tai O” route, Fortune Ferry Co. Ltd (“Fortune Ferry”) had deployed two fast ferries with higher carrying capacity as spare vessels since 2 April 2022. With the increase in carrying capacity after the deployment of spare vessels, Fortune Ferry have provided four to six additional subject-to-demand direct sailings between Tuen Mun and Tai O on Saturdays, Sundays and public holidays as well as two additional subject-to-demand full-trip sailings from Tuen Mun to Tai O on Sundays and public holidays.

C. Franchised Bus Diversion Arrangement for Commissioning of the Northern Connection of Tuen Mun – Chek Lap Kok Link

14. Tuen Mun-Chek Lap Kok Link (Northern Connection) (“the Northern Connection”) commissioned on 27 December 2020. Franchised bus routes operating between Yuen Long District and North Lantau were diverted via the Northern Connection on their first departures on 20 June 2021 (Sunday), including:

- (i) LW Route No. A36 (Yuen Long (Kam Sheung Road Station) – Airport (Ground Transportation Centre));
- (ii) LW Route No. A37 (Yuen Long (Long Ping Station) – Airport (Ground Transportation Centre));
- (iii) LW Route No. E36 (Yuen Long (Pat Heung Road) – Airport (Ground Transportation Centre));

- (iv) LW Route No. E36A (Yuen Long (Tak Yip Street) – Tung Chung (Yat Tung Estate Public Transport Bus Terminus));
- (v) LW Route No. E37 (Tin Shui Wai Town Centre – Airport (Ground Transportation Centre));
- (vi) LW Route No. NA36 (Yuen Long (Kam Sheung Road Station) – Airport (Cathay Pacific City));
- (vii) LW Route No. NA37 (Tin Shui Wai Town Centre – Airport (Cathay Pacific City)); and
- (viii) LW Route No. N30 (Yuen Long Station – Airport (Cheong Tat Road)).

15. At the same time, LW Route No. E36P was introduced to provide special departures between Yuen Long (Sheung Tsuen) and AsiaWorld-Expo via Tai Lam Tunnel and Lantau Link during the morning and evening peak.

16. In view of locals' comments, Long Win and the TD had reviewed the operational data. After consulted the T&TC of relevant District Councils, Long Win introduced special departure Route No. E36S between Yuen Long (Ma Wang Road) and Airport (Ground Transportation Centre) via Tai Lam Tunnel and Lantau Link with effect from 30 August 2021 to better cope with the passenger demand.

17. The TD will continue to maintain close liaison and communication with Members, listen to views of the public, and actively study the traffic and public transport matters in the district.

Transport Department
August 2022