

**Islands District Council**  
**Traffic and Transport Committee**  
**Paper No. 9/2026**

**Transport Department**  
**Traffic and Transport Working Plan 2026-2027**

**Purpose**

This paper presents the Traffic and Transport Working Plan of the Transport Department (“TD”) for Islands District in 2026-27 to the Traffic and Transport Committee of the Islands District Council (“T&TC”).

**Work Objectives**

2. We hope that the work programmes planned for implementation in 2026-27 can achieve the following objectives:
  - (a) to monitor and improve the traffic and transport facilities to meet local development needs;
  - (b) to adjust existing public transport services to meet passenger demand; and
  - (c) to co-ordinate 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 schemes, if necessary, to improve the efficiency, performance and safety of the road network. The following traffic management programmes have been planned for implementation in 2026-27:

**(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:

- (a) 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;
- (b) 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
- (c) 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:

- (a) improvement of the pedestrian crossing at Tung Chung Road near Lung Tseng Tau;
- (b) extension of the bus bay on Chung Yan Road near North Lantau Hospital;
- (c) construction of the pedestrian crossing on Wai Tung Road;
- (d) enhancement works of the road facilities at Yi Tung Road;
- (e) construction of a bus lay-by and public parking spaces on South Lantau Road near Lo Wai Tsuen in Pui O; and
- (f) enhancement works at Keung Shan Road.

**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 district, 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 passenger demand.

7. To better understand the passenger demand and plan 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 the bus network will be enhanced. The congestion and environmental problems caused by the overlapping of bus services can also be relieved.

8. Also, we will continue to follow up with bus companies 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 panels”) installation at bus stops. 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. TD and the bus companies will continue to explore installing seats or display panels at bus stops with shelters where appropriate and feasible.

9. Apart from the Government’s Subsidy Scheme, the bus companies would improve the passenger facilities in Islands District on their own initiative. We 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 growth in Tung Chung, and to meet the passenger travelling demand, the bus companies have implemented a number of bus service improvement measures in Islands District in 2025-2026, including 11 items for the introduction of new routes to meet passenger demand, frequency enhancement, adjustment of operating hours or increase in carrying capacity of buses, as well as 14 items for the expansion of service coverage, introduction of special bus services, provision of bus-bus interchange concessions and route rationalisation. We have settled the “Bus Route Planning Programme for Islands District in 2025-2026” which includes 33 items of service improvement / rationalisation after consulting the T&TC.

#### **(b) Ferry Services**

11. Ferry service is one of the major public transport modes in Islands District and is of particular importance to passengers travelling to/ from outlying islands without land transport

link. The operators of the six major outlying island ferry routes<sup>1</sup> have been closely monitoring the service level of the routes and have operated additional sailings in response to passenger demand, especially during festive days and long holidays, so as to better suit the needs of passengers.

12. To enhance the experience of passengers and promote environmental protection, the Government implements the Vessel Subsidy Scheme (“VSS”) to fully subsidise 10 outlying island ferry routes to replace the entire existing fleet with greener vessels and newer facilities in two phases. Under Phase I of the VSS, 22 new vessels are procured for the six major outlying island ferry routes. As at March 2026, 20 new vessels have been gradually deployed to operate ferry services since March 2024. According to the current progress, the remaining new vessels will commence operation by 2026.

13. Also, the Government will continue to improve the ferry pier facilities of outlying island ferry routes. The improvement works of Peng Chau Ferry Pier, including the refurbishment of the passenger waiting room, replacement of the canopy at the entrance of the pier and the provision of a baby-care room with lactation facilities, etc., were commenced in October 2024 for completion in the fourth quarter of 2026. The Government has also planned to carry out toilet improvement works for Central Pier No. 6 from 2026 to 2027.

### **C. Franchised Bus Diversion Arrangement for Population Intake of Cheung Tung Estate and Chun Tung Estate in Tung Chung**

14. In view of the gradual population intake of Cheung Tung Estate commencing in September 2025, NLB has relocated the terminating point of Route No. 37A (Tung Chung North (Cheung Tung Estate) – Tung Chung Station Bus Terminus (Circular)) to Cheung Tung Estate near Cheung Yuet House. The service hours had also been extended to provide daily whole-day services with frequency enhancement. At the same time, NLB has relocated the terminating point of Route No. 36M (Tung Chung North (Cheung Tung Estate) to Sunny Bay Public Transport Interchange) to Cheung Tung Estate near Cheung Yuet House. Meanwhile, this Department has requested bus companies to strengthen the service of the bus routes serving the vicinity so as to meet passenger demand.

15. Also, in view of the phased population intake of Chun Tung Estate, Yu Hing Court and Yu Fung Court from 2026 to 2027, this Department has settled 12 items under the “Bus Route Planning Programmes”. These bus service enhancement schemes will be implemented

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<sup>1</sup> The six major outlying island ferry routes refer to the “Central – Cheung Chau”, “Central – Mui Wo”, “Inter-Islands” (i.e. “Peng Chau – Mui Wo – Chi Ma Wan – Cheung Chau”), “Central – Peng Chau”, “Central – Yung Shue Wan” and “Central – Sok Kwu Wan” routes.

progressively, in line with the commissioning of Cheung Tung Estate Bus Terminus and the changes in passenger demand arising from the population intake, including:

- (a) relocation of the terminating point of NLB Route No. 37A (Tung Chung North (Cheung Tung Estate) – Tung Chung Station Bus Terminus (Circular)) to Cheung Tung Estate Bus Terminus;
- (b) diversion of CTB Route No. E21A (Tung Chung (Yat Tung Estate Public Transport Terminus) – Ho Man Tin (Oi Man Estate)) via Cheung Tung Estate Bus Terminus;
- (c) diversion of CTB Route No. E21D (SKYCITY Transport Terminal – Tai Kok Tsui (Islands Harbourview)) via Cheung Tung Estate Bus Terminus;
- (d) introduction of a return trip of CTB Route No. E21X (Tung Chung (Mun Tung Estate) to Hung Hom Station) departing from Hung Hom Station and diversion of the route via Cheung Tung Estate Bus Terminus for both bounds;
- (e) diversion of CTB Route No. S52A (Tung Chung North (Yu Nga Court) – Airport (Aircraft Maintenance Area)) via Cheung Tung Estate Bus Terminus;
- (f) diversion of CTB Route No. S56 (Tung Chung Station Bus Terminus – Airport (Passenger Terminal Building) (Circular)) via Cheung Tung Estate Bus Terminus;
- (g) diversion of LW Route No. E32A (Kwai Chung (Container Port Road) Public Transport Interchange – Tung Chung Development Pier) via Cheung Tung Estate Bus Terminus;
- (h) diversion of LW Route No. N31 (Tsuen Wan (Discovery Park Bus Terminus) – Airport (Ground Transportation Centre)) via Cheung Tung Estate Bus Terminus;
- (i) diversion of LW Route No. E42P (Tung Chung (Yat Tung Estate) – Fo Tan (Shan Mei Street)) via Cheung Tung Estate and Chun Tung Estate and extension of the operating hours;
- (j) enhancement of the frequency of NLB Route No. 37A (Tung Chung North (Cheung Tung Estate) – Tung Chung Station Bus Terminus (Circular));
- (k) introduction of CTB Route No. E18 (Cheung Tung Estate Bus Terminus to North Point Ferry Pier Public Transport Interchange) during morning peak hours; and
- (l) introduction of CTB Route No. E28 (Cheung Tung Estate Bus Terminus to Tseung Kwan O Industrial Estate) during morning peak hours.

16. We 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**  
**March 2026**