

For Information

Legislative Council Panel on Transport

**Traffic and Public Transport Service Arrangements
for Hong Kong Disneyland Resort**

PURPOSE

This paper briefs Members on the planned traffic and public transport service arrangements for the Hong Kong Disneyland (HKD).

BACKGROUND

2. In May 2003, we briefed Members on the design of the Penny's Bay Public Transport Interchange (PTI) and the Yam O (now known as Sunny Bay) PTI and undertook to brief Members on the public transport service plan for the HKD nearer its completion.

3. The HKD is targeted to open on 12 September 2005, and it will undergo a period of testing and adjustment before the opening, which will cover its related facilities and infrastructure including transport services. It is projected that the annual attendance at the park in opening is 5.6 million, and there will be about 5 000 staff in the park on opening.

Transportation Infrastructure

4. The proposed transport facilities for the HKD are shown at Annex 1, Disneyland Resort Line (DRL), the local road network at the HKD area, two PTIs (shown at Annexes 2 and 3 respectively), a ferry pier, road networks and other transportation infrastructure connecting to the HKD are all at their final stage of construction. It is expected that they will be completed on schedule to tie in with the opening of the HKD.

Public Transport Service

Rail Service

5. The 3.5 km DRL will provide a single-track heavy rail shuttle service between Sunny Bay Station (where passengers on Tung Chung Line

can interchange to DRL) and Disneyland Resort Station. Initially, it will operate 4-car trains at 4-minute headway during the peak hours (design capacity: 7,200 passengers/h/direction; and crush capacity: 10,800 passengers/h/direction). If there is a greater demand after commissioning, the service can be upgraded with station platforms extended to serve 8-car trains (design capacity: 14,400 passengers/h/direction; and crush capacity: 21,600 passengers/h/direction).

Franchised Buses

6. The franchised bus routes planned for the HKD are set out in Annex 4. Three new direct “D” routes will be proposed with one being a circular route running between the HKD and Lantau Link Toll Plaza. Bus passengers can interchange thereat for the HKD. Three existing “A” routes (Airbus) passing through major hotels in the territory, thus providing convenient connecting services for tourists to the HKD, will be diverted to serve the HKD during peak hours. We will consult the relevant District Councils on the planned franchised bus services from March 2005.

Taxis

7. There will be adequate taxi services to the HKD upon its opening as both urban and Lantau taxis will be able to provide taxi services to the HKD which is within their permitted operating area. We also plan to allow New Territories (NT) taxis to access the HKD under specified routings. We consulted the taxi trade and the Transport Advisory Committee on the proposed routings and no adverse comments have been received. The proposal was also supported by the LegCo Transport Panel at its meeting on 2 February 2005. Our plan is to complete the necessary legislative amendments on the operating areas for NT taxis, which require negative vetting, by mid-June 2005.

Licensed Ferry Service

8. Transport Department is preparing for an open tender for a licensed ferry service plying between Central and the HKD. We aim to put out the ferry service tender in February with a view to introducing a ferry service connecting to the HKD.

Cross-boundary coach services for visitors from Mainland China

9. The provision of cross boundary coach services is subject to a quota system jointly administered by the HKSAR and Mainland authorities. All the existing quotas are well utilized to meet current demand. It will be necessary to provide some new quotas to cater for the demand arising from the opening of the HKD. We will discuss with the Mainland the additional quotas required within the 1st half of 2005.

Non-Franchised Buses

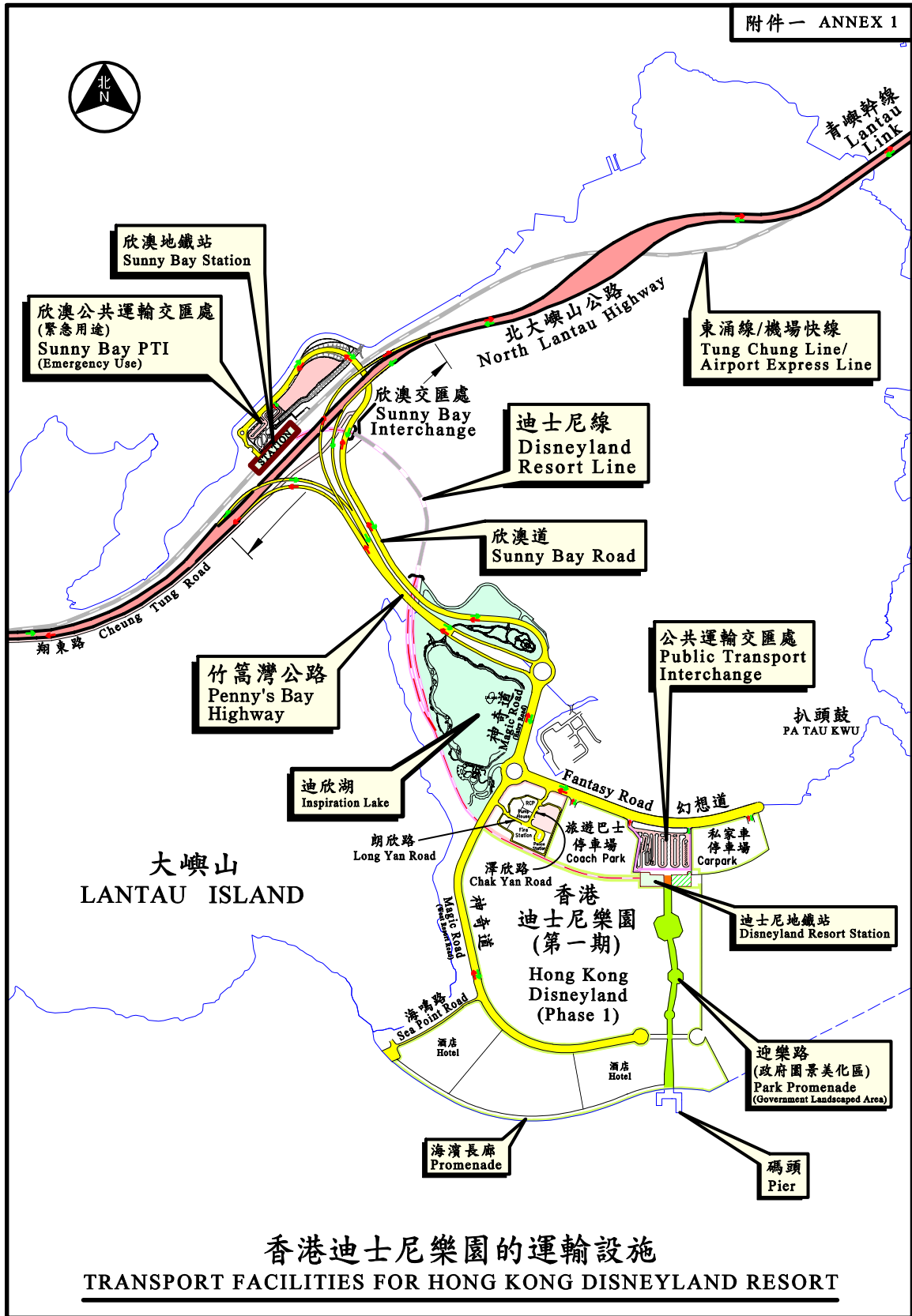
External Services

10. Non-franchised bus (NFB) services will continue to be regulated under the regulatory regime for passenger service licences. It is envisaged that NFBs with endorsements to provide tour services, hotel services, student services, employees' services and contract hire services may operate to and from the HKD. Since most of the NFB services will be ad hoc in nature without a fixed routing or operating schedule, the Government will continue to allow the operators to retain flexibility in providing these services in accordance with their licensing conditions, including the submission of applications for provision of services where appropriate, having regard to the demand for their services.

Internal Services

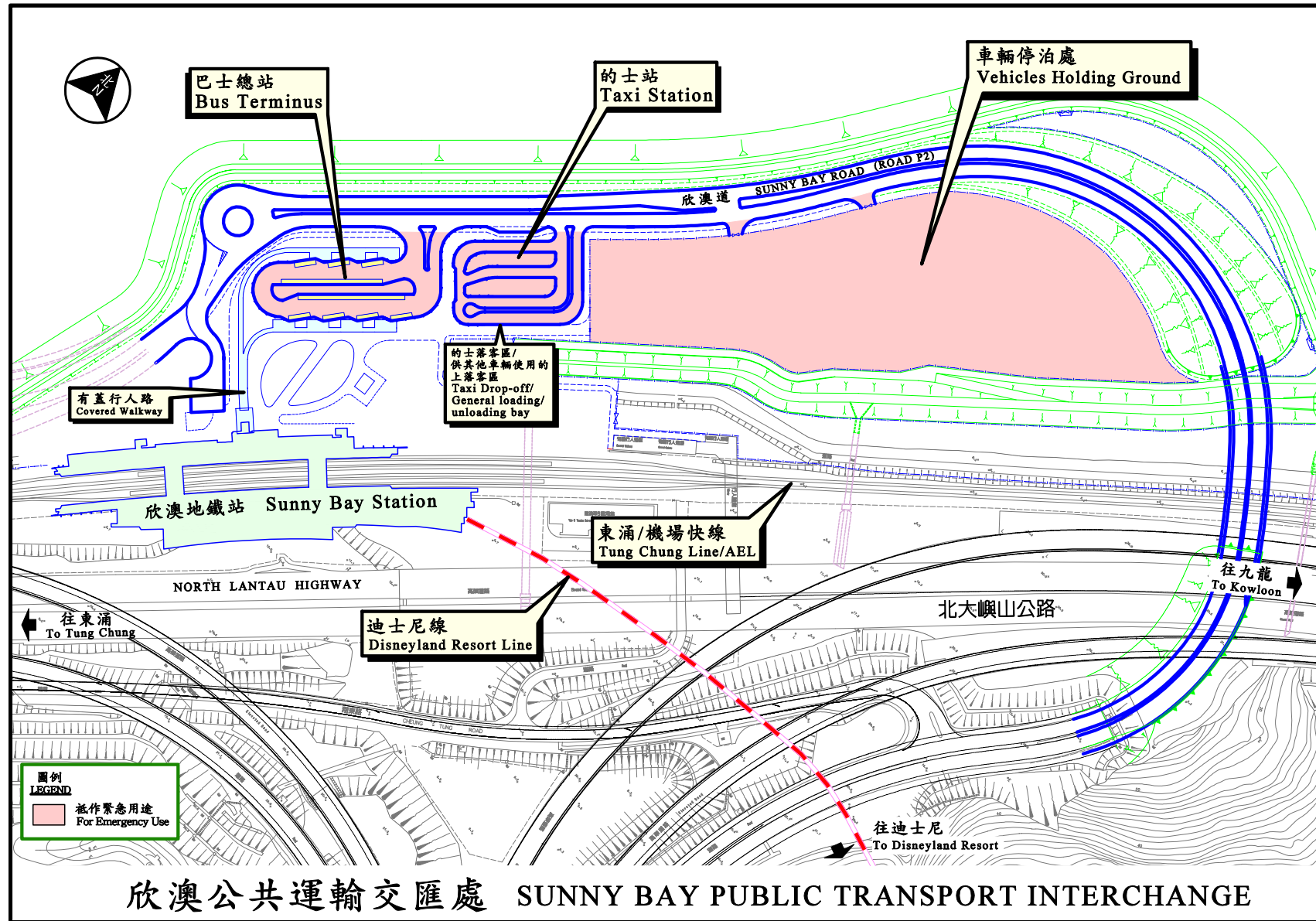
11. HKITP has proposed to operate shuttle buses for the HKD hotel guests and cast members. The proposed shuttle buses would serve the resort area including the HKD PTI, Water Recreation Centre, hotel area, etc. Transport Department will consider the detailed shuttle bus service plan to be provided by HKITP, including routings, frequency, shuttle capacity, etc. before deciding whether the required passenger service licence should be issued.

Environment, Transport and Works Bureau
23 February 2005



香港迪士尼樂園的運輸設施

TRANSPORT FACILITIES FOR HONG KONG DISNEYLAND RESORT



Planned franchised bus routes for Hong Kong Disneyland (HKD)

Route No.	Origin - Destinations	Operating period and peak frequency	Remarks
D1	Lantau Link Toll Plaza – HKD via Water Recreation Centre (Circular)	Daily service from HKD: <ul style="list-style-type: none"> • 6 min (Saturday, Sunday and public holiday) • 10 min (Monday to Friday) 	<ul style="list-style-type: none"> • New route to be jointly operated by Long Win Bus Company Limited and Citybus Limited
D33	Tuen Mun West Rail Station – HKD	Monday to Saturday: <ul style="list-style-type: none"> • 2 departures to HKD during morning peak period. • 2 departures from HKD during evening peak period. Sunday and public holiday: <ul style="list-style-type: none"> • 8 departures to HKD during morning peak period. • 6 departures from HKD during evening peak period. 	<ul style="list-style-type: none"> • New route to be operated by Long Win Bus Company Limited
D42	Tai Wai KCR Station – HKD	Monday to Saturday: <ul style="list-style-type: none"> • 2 departures to HKD during morning peak period. • 2 departures from HKD during evening peak period. Sundays and public holiday: <ul style="list-style-type: none"> • 8 departures to HKD during morning peak period. • 6 departures from HKD during evening peak period. 	<ul style="list-style-type: none"> • New route to be operated by Long Win Bus Company Limited

Route No.	Origin - Destinations	Operating period and peak frequency	Remarks
D11	North Point Ferry Pier – HKD	Daily service: <ul style="list-style-type: none"> ● 5 departures to HKD during morning peak period. ● 5 departures from HKD during evening peak period. 	<ul style="list-style-type: none"> ● Special short-working trips on existing Airbus No. A11 (North Point Ferry – Airport) operated by Citybus Limited
D21	Laguna Verde (Huang Hom) – HKD	Daily service: <ul style="list-style-type: none"> ● 5 departures to HKD during morning peak period. ● 5 departures from HKD during evening peak period. 	<ul style="list-style-type: none"> ● Special short-working trips on existing Airbus Route No. A21 (Hung Hom Station – Airport) operated by Citybus Limited
D22	Yau Tong Temporary Bus Terminus – HKD	Daily service: <ul style="list-style-type: none"> ● 5 departures to HKD during morning peak period. ● 5 departures from HKD during evening peak period. 	<ul style="list-style-type: none"> ● Special short-working trips on existing Airbus Route No. A22 (Lam Tin MTR Station – Airport) operated by Citybus Limited.

Note

1. At the Lantau Link Toll Plaza, passengers of 11 existing bus routes operated by Long Win Bus Company from major destinations in the New Territories and 13 existing bus routes operated by Citybus Limited from major destinations in Kowloon and Hong Kong Island will be provided with fare concession for interchanging with Route D1 to and from the HKD.
2. Operating hours and frequency may be adjusted to meet actual passenger demand as and when necessary.