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11 May 2020

Clerk to Public Works Subcommittee
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road,
Central, Hong Kong
(Attn: Ms Doris WY LO)

Dear Ms LO,

Enquiry on the “Engineering Study on Road P1 (Tai Ho – Sunny Bay Section)”

I refer to the letter from Hon Dr Fernando CHEUNG Chiu Hung of 24 February 2020 enquiring about the information relevant to the “Engineering Study on Road P1 (Tai Ho – Sunny Bay Section)”. Having consulted the Transport and Housing Bureau (THB), the Civil Engineering and Development Department (CEDD) and the Planning Department, a consolidated reply is provided below.

In order to relieve the traffic pressure on the North Lantau Highway, cope with the housing and economic developments at North Lantau, and enhance the resilience of the North Lantau transport network, we have to commence the Engineering Study on Road P1 (Tai Ho – Sunny Bay Section) (the Study) as soon as possible. The Study includes a review of the findings of previous studies and an assessment of the traffic impact of the proposed works. When conducting the traffic impact assessment, CEDD will consider a number of factors, including the usage of major roads and railways, the planning parameters such as, the Territorial Population and Employment Data Matrix as well as the related measures / policies (e.g. the toll arrangement for roads) at that time.

Regarding the enquiries on the traffic flow of individual road sections, we have the following responses:

(1) **Traffic Flow of Tuen Mun – Chek Lap Kok Link**

In the 2019 Policy Address, the Government proposed to waive the tolls of

the new Tuen Mun – Chek Lap Kok (TM-CLK) Subsea Tunnel and the Lantau Link upon commissioning of the TM-CLK Subsea Tunnel. According to THB, the Transport Department (TD) is reviewing the estimated traffic flow of TM-CLK Link in light of the latest situation.

In the Study, CEDD will conduct a traffic impact assessment to review the traffic conditions on Lantau and its connections, including the forecast on the traffic flow of TM-CLK Link.

(2) **Traffic Flow of Tsing Ma Bridge and Ting Kau Bridge**

According to the Annual Traffic Census of TD, the annual average daily traffic flows (two-way traffic) for Tsing Ma Bridge and Ting Kau Bridge from 2014 to 2018 are tabulated below:

| | 2014 | 2015 | 2016 | 2017 | 2018 |
|-----------------|--------|---------|--------|--------|---------|
| Tsing Ma Bridge | 77 850 | 82 700 | 88 640 | 94 090 | 95 560 |
| Ting Kau Bridge | 91 790 | 103 240 | 96 570 | 97 500 | 106 250 |

(3) **Traffic flow of Hong Kong-Zhuhai-Macao Bridge**

According to the information provided by THB, the average daily cross-boundary traffic flow (two-way) of the Hong Kong-Zhuhai-Macao Bridge (HZMB) was about 4 200 in 2019, with the highest daily traffic flow (two-way) of more than 7 000 recorded in a single day. At present, more than 80 000 cross-boundary vehicles from Guangdong, Hong Kong and Macao have been qualified to use the HZMB.

THB stated that the three governments have been increasing the number of cross-boundary vehicle quota for HZMB in a progressive manner. For Guangdong - Hong Kong and Hong Kong – Macao cross-border non-commercial private cars, the three governments have so far issued a total of about 23 400 regular quotas for HZMB. The three governments will also continue to study and timely introduce new measures to further utilise HZMB bringing out its social and economic benefits.

Yours sincerely,

(Original signed)

(Jacky WU)

for Secretary for Development

cc : SFST (Attn: Ms KWONG Sin Hang, Terri)
STH (Attn: Messrs Horace HONG and CHAN Fong Ming)
DCED (Attn: Mr IP Wai Man, Raymond)
DPlan (Attn: Mr SHEA Tin Cheung)