

LEGISLATIVE COUNCIL BILLS COMMITTEE ON TUNG CHUNG CABLE CAR BILL

Supplementary Information for the Bills Committee provided by the Transport Department

Ngong Ping Public Transport Interchange

Ngong Ping, well known for its Giant Buddha Statue and the Po Lin Monastery, is one of the major tourist attractions in Hong Kong. The commissioning of the cable car system and completion of the comprehensive tourism development at Ngong Ping in about August 2005 are expected to bring an increase in the number of visitors to Ngong Ping which will significantly increase from 1.16 million in 1999 to 1.9 million in 2006 and 2.5 million in 2016. The existing bus terminus, parking area for private cars and coaches as well as taxi stand at Ngong Ping are scattered. It is necessary to relocate and upgrade these facilities to meet the need of visitors to the area, and to improve the environment for visitors to the area. The location of the existing bus terminus, car and coach parking area, and taxi stand are shown in Annex A.

2. A new, integrated public transport interchange (PTI) cum Car and Coach Park is planned to the south of the Ngong Ping Cable Car Terminal. There will be improvements to existing facilities, including consolidating the various facilities which are otherwise scattered, and increasing the provision of the various facilities to meet the needs of development. The preliminary layout is shown in Annex B.

3. The existing and proposed public transport facilities are shown as follows:

	<u>No. of facilities</u>	
	<u>Existing</u>	<u>Proposed</u>
(a) Franchised bus bays	4	5 to 6
(b) Bus stacking spaces	0*	18
(c) Coach parking/loading & unloading spaces	13	25
(d) Private car parking spaces	15	25
(e) Taxi stand	1 (for 6 taxis)	1 (for 8 taxis)

* scattered around different parts of Ngong Ping.

4. There are seven franchised bus routes terminating at the

existing Ngong Ping Bus Terminus. These bus services come from Mui Wo, Tai O, Tung Chung and Kowloon. On festive days, the number of bus trips can be as high as 25 per peak hour. Although the Cable Car may cause a change in the pattern of people's travel to Ngong Ping, the expected increase in visitors to Ngong Ping are likely to result in an increase in demand for bus services to other areas of Lantau. Therefore in terms of the number of bus routes, it will likely remain more or less the same as at present. A franchised bus terminus with 5 to 6 bus bays is necessary to support normal bus operation of this scale. The Transport Department will further assess the impact of Cable Car on the bus service later this year.

5. The provision of bus stacking spaces in the new PTI is intended to cope with the expected high recreational demand in this major tourist destination and to cater for the contingency situation which requires strengthened bus service in case the cable car service is disrupted due to strong wind. At present, the bus company makes use of the existing coach parking spaces to stack their buses. When visitor volume surges, for example, on Sundays, public holidays and some festive days, buses have to stack along Ngong Ping Road. Buses moving to and from these bus stacking points would generate unnecessary traffic flow on Ngong Ping Road. This is undesirable from the viewpoints of traffic management and efficient bus operation.

6. Apart from the enhancement on off-street bus stacking provision, the PTI cum Car and Coach Park will provide for additional parking spaces for private car and coach parking / loading and unloading spaces.

Lantau Permit System

7. Improvement works to the Tung Chung Road will commence in late 2003 for completion by end 2006. A drawing showing the proposed improvement works to Tung Chung Road is attached in Annex C.

8. Transport Department will conduct a review before completion of the full widening of Tung Chung Road. The review will address questions like whether the upgraded Tung Chung Road should continue

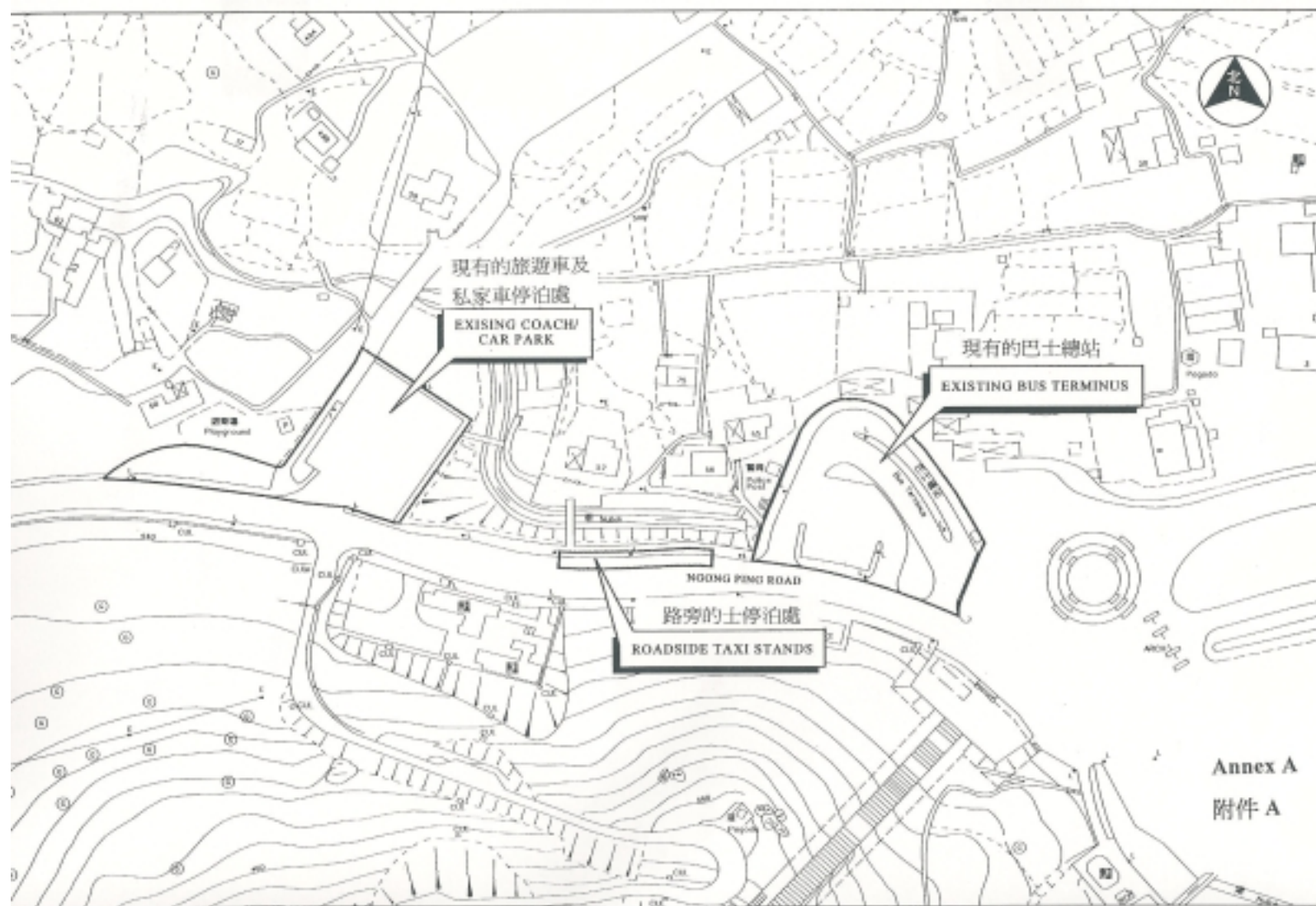
to be closed to general traffic and whether the existing permit system for Tung Chung Road should be maintained. Transport Department will take into account the capacity of the improved Tung Chung Road, the transport needs of tourist developments on Lantau and the overall planning themes of conservation and sustainable recreation for South Lantau. The Islands District Council will also be consulted on the review results before implementation.

Parking demand and supply in Tung Chung

9. The proposed parking facilities at the Tung Chung Cable Car Terminal include 25 coach parking spaces and 37 private car parking spaces. This will be able to meet the parking demand on the basis of a territorial survey on the provision of parking facilities at major tourist attractions, taking into account the Hong Kong Planning Standards and Guidelines and the design characteristics of the terminal.

10. In addition, there are 1,500 private car parking spaces in the vicinity of the terminal at Citygate (Annex D). There is currently a substantial surplus in parking spaces at Citygate. The provision of private car parking spaces in Tung Chung should be sufficient to meet future demand. Seven additional coach bays for parking / loading and unloading activity would be provided through land sale and development of Tung Chung Town Lot No. 11 in future.

Transport Department
10 April 2003



Annex A
附件 A

