

香港特別行政區政府

The Government of the Hong Kong Special Administrative Region

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By Fax: 2840 0716

11 December 2017

Ms Sophie LAU  
Legislative Council Secretariat  
Legislative Council Complex  
1 Legislative Council Road  
Central, Hong Kong

Dear Ms LAU,

**Panel on Transport**

**Letter dated 17 October 2017 from Hon LAM Cheuk-ting  
on issues relating to the unexpected incident on Lantau Link  
causing traffic congestion**

The Legislative Council (“LegCo”) Secretariat wrote to the Secretary for Transport and Housing on 18 October 2017 regarding the letter from Hon LAM Cheuk-ting on the unexpected incident on the Lantau Link causing traffic congestion. Having consulted the Transport Department (“TD”), we reply as follows.

In the case of high wind on the Lantau Link, the high wind traffic management measures will be implemented in phases based on

specified wind speeds<sup>1</sup>. When high wind traffic management is in force, measures such as closure of traffic lanes and traffic diversion will be implemented. Hence, the capacity of the Lantau Link will be affected to a certain extent. The traffic congestion on the Lantau Link on 15 October 2017 was caused by the high wind traffic management measures implemented on that day.

The Lantau Link was affected by a typhoon in the morning of 15 October 2017. After recording a mean wind speed exceeding 40 kph, Stage I of the traffic management was implemented at 5:15 a.m. Shortly afterwards, the mean wind speed recorded on the Lantau Link was in excess of 65 kph. Stage II of the traffic management was thus implemented at 6:00 a.m. and all vehicles were only allowed to use the single-lane carriageway on the lower deck. It was not until some two hours later, i.e. 8:40 a.m., that the Hong Kong Observatory (“HKO”) issued Tropical Cyclone Warning Signal No. 8 (“typhoon signal no. 8”). Since the airport was operating normally during the period between Stage II of the traffic management was put in force on the Lantau Link and the hoisting of typhoon signal no. 8, the overall traffic volume on the road was unaffected by the typhoon and was comparable to that on a normal day. Such traffic volume exceeded the capacity of the lower deck of the Lantau Link where only a single-lane carriageway was provided for each traffic direction. As a result, the traffic of the road network in the vicinities of the Lantau Link and the Ting Kau Bridge became severely congested.

At the meeting of the LegCo Panel on Transport on 20 October 2017, we gave an account of the traffic congestion incident

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<sup>1</sup> When the mean wind speed on the Lantau Link is in excess of 40 kilometres per hour (kph), Stage I of the traffic management will be implemented. Vehicles with an overall height exceeding 1.6 metres, motor cycles and motor tricycles (“wind susceptible vehicles”) will be banned from using the bridge deck. The centre lanes on the bridge deck will remain closed throughout the period and the speed limit of vehicles will be reduced from 80 kph to 50 kph. When the mean wind speed is in excess of 65 kph, Stage II of the traffic management will be implemented. All lanes on the bridge deck will be closed and all vehicles should use the single-lane carriageway on the lower deck of the Lantau Link with a speed limit of 50 kph. When the mean wind speed is in excess of 165 kph, both upper and lower decks of the Lantau Link will be completely closed.

occurred on the Lantau Link on 15 October. When high wind traffic management measures were in force on that day, the traffic at the Lantau Link Toll Plaza was smooth and no congestion was observed. Hence, the traffic congestion occurred on that day was not related to the implementation of two-way toll collection arrangement on the Lantau Link.

The TD and its operator have established a mechanism and procedures. When traffic congestion is caused by high wind or other unexpected incidents on the bridge, traffic management and contingency measures will be adopted as appropriate. Among these measures, the TD will notify passengers and motorists heading to the airport as early as possible through various channels, such as press releases issued to the media, mobile applications and message signs on nearby major roads, and will call on them to make early planning for their journey and go to the airport by railway. At the same time, the TD will, as per the established mechanism, contact public transport service operators, including the MTR Corporation Limited, so that these operators can adjust their services or increase service frequency in a timely manner according to the needs of passengers. The TD will also conduct regular drills jointly with the operator and relevant bodies in order to familiarise themselves with the established procedures.

Currently, the Lantau Link is the only road-based access to Lantau Island. In the event of high wind or other unexpected incidents, the capacity of the Lantau Link will inevitably be affected, resulting in road traffic congestion on the Lantau Link and in its vicinity. Regarding short-term improvement measures, the TD will enhance its liaison with the Tsing Ma Control Area operator as well as public transport service operators and improve the arrangement for disseminating information, so as to notify, as early as practicable, the public of the implementation of traffic management. These measures include strengthening the existing liaison mechanism with the HKO, the Airport Authority Hong Kong and public transport service operators, and making more use of the message signs on major roads to remind motorists. We will also review the

temporary traffic management arrangements to be implemented during traffic diversion in order to enhance the efficiency of traffic flow and minimise the impact without compromising safety.

In the long term, the Tuen Mun-Chek Lap Kok Link under construction and the Route 11 under study will provide other road-based access to North Lantau. These roads will play an important rôle in relieving traffic congestion on, and diverting traffic from, the Lantau Link.

The TD will implement and monitor closely the above improvement measures, with a view to making prompt response to high wind or other unexpected incidents on the Lantau Link and minimising the impact of traffic congestion.

Yours sincerely,



( Ms Winnie W Y WONG )  
for Secretary for Transport and Housing

c.c.

Commissioner for Transport (Attn.: Mr SO Chun-chuen) 2519 8094