

## **Legislative Council Panel on Transport**

### **Supplementary Information on 188CL - A Public Transport Interchange at Hang Hau Station of MTR Tseung Kwan O Extension 72TI - Two Public Transport Interchanges at Tseung Kwan O and Tiu Keng Leng Stations of MTR Tseung Kwan O Extension**

#### **PURPOSE**

At the meeting of the LegCo Panel on Transport on 30 March 2001, Members discussed the Administration's proposal to upgrade 188CL (Public Transport Interchange at Hang Hau Station of the MTR Tseung Kwan O Extension) and 72TI (Public Transport Interchanges at Tseung Kwan O Station and Tiu Keng Leng Station of the MTR Tseung Kwan O Extension) to Category A of the Public Works Programme and supported the submission of the proposal to PWSC for consideration on 4 April 2001. In addition, Members requested, and the Administration undertook to provide, the following information :-

- (a) the mechanism for planning the number of bays in a Public Transport Interchange (PTI) in general and for the above mentioned three PTIs serving MTR Tseung Kwan O Extension;
- (b) the provision of NT taxi facilities in the three PTIs serving MTR Hang Hau, Tseung Kwan O and Tiu Keng Leng Stations; and
- (c) comparison of the air quality standards stipulated in the Air Quality Guidelines of the Practice Note on Control of Air Pollution in Semi-Confined Public Transport Interchanges issued by the Environmental Protection Department in 1998 with the air quality standards for public transport interchanges before the issue of the Guidelines.

#### **DETAILS**

##### **Planning of Public Transport Interchanges**

2. A PTI is an area which provides facilities for a combination of different transport modes where passengers interchange between modes and services. In determining the detailed requirements of the provision and capacity for different modes within a proposed PTI, a number of steps would be taken, including :-

- (a) conduct broad network assessment to determine the services and number of routes to use the PTI;

- (b) estimate the demand for different services and routes; and
- (c) determine the space requirement and number of bays having regard to the estimated demand for terminating routes and passing routes and services, the headway and dwelling time of different services in the PTI, and allowing for stacking spaces for terminating routes.

3. In planning the capacity of the PTIs at Hang Hau, Tseung Kwan O and Tiu Keng Leng Stations, the Transport Department has taken into account the following key factors :-

- (a) the population and other land uses of the walk-in and ride-in catchment of the PTIs;
- (b) the commissioning of Tseung Kwan O Extension by end 2002 which is expected to attract certain proportion of passengers away from other modes; and
- (c) the existing bus, GMB and other services and public transport interchange facilities available or will be available in Hang Hau, Tsueng Kwan O and Tiu Keng Leng areas.

4. The existing and the projected population of the three areas are :-

	<b>Population</b>			<b>Capacity of the proposed PTIs</b>
	Existing	2011	Increase	
Hang Hau Area	81,000	84,000	+3000	2 bus bays, 3 GMB bays, 1 taxi stand, 1 bay for private modes
Tseung Kwan O Town Centre	58,000	142,000	+84,000	5 bus bays, 2 GMB bays, 1 taxi stand, 1 bay for private modes
Tiu Keng Leng	0	80,000	+80,000	5 bus bays, 2 GMB bays, 1 taxi stand, 1 bay for private modes

5. The proposed facilities in the PTIs are commensurate with the projected population increase and are needed mainly for the provision of feeder services to the

MTR stations and other services for the projected increase in population.

6. The Hang Hau area is currently served by a comprehensive network of bus services mostly originating from the existing Hang Hau North PTI. The proposed new PTI at the Hang Hau Station is mainly for the improvement of feeder network and use by existing passing routes.

7. The northern part of Tseung Kwan O Town Centre has already been populated and is served by a bus terminus at Sheung Tak Estate. The new terminus at the Tseung Kwan O Station is to provide for feeder services and any new services catering for the new developments in the southern part of Tseung Kwan O Town Centre.

8. The new terminus at Tiu Keng Leng Station is needed to cater for the travel demand arising from the population intake in Tiu Keng Leng which is undeveloped at present.

#### **Provision of NT Taxi Facilities in the PTIs**

9. The operating areas of NT taxis do not cover the three PTIs or the Tseung Kwan O New Town where residents are served by urban taxi services. There is currently no planned provision of NT taxi facilities in these PTIs.

#### **Air Quality Standards**

10. The three proposed PTIs will be designed in accordance with the Air Quality Guidelines stipulated in the Practice Note on Control of Air Pollution in Semi-Confined Public Transport Interchanges issued by the Environmental Protection Department (EPD) in March 1998. Adequate ventilation systems will be provided and monitoring of air quality in the PTIs will be conducted regularly during the operation of the PTIs. Monitoring reviews will be conducted from time to time to check the adequacy of the fan operation schedule to match with the changes in the utilization of the PTIs. The air quality standards stipulated in the Practice Note are :-

<b>Air Pollutant</b>	<b>Maximum Concentration<sup>(i)</sup> in micrograms<sup>(ii)</sup> per cubic meter</b>	
	1-hour average	5-minute average
Carbon Monoxide	30,000	115,000
Sulphur Dioxide	800	1,000
Nitrogen Dioxide	300	1,800

Notes : (i) Concentration shall be expressed at 25°C and 101.325kPa (one atmosphere)

(ii) 1 microgram = 1 x 10<sup>-6</sup> gram

11. Prior to 1998, no practice note or other air quality standards had been issued specifically for the control of air pollution in semi-confined public transport interchanges by EPD. We are therefore not able to compare the present standards with the previous ones.

**Transport Bureau**  
**April 2001**