

LegCo Panel on Transport

Subcommittee on matters relating to the implementation of railway development projects

Supplementary Information for Meeting on 27 June 2002

1. Interchange Flow at Tai Wai Station

Before Ma On Shan Rail Link (MOSR) starts operation, the existing Tai Wai Station will handle some 17 000 East Rail (ER) passengers during the a.m. peak hour. The MOSR's opening will turn this station essentially to an interchange station with the most critical passenger movements being the interchange flows. The total predicted interchange flows there during the a.m. peak hour just before and after the completion of the Shatin to Central Link (SCL) will be about the same at 35 000 passengers. The peak directions of the interchange flows are however different. Before the SCL's opening, the peak direction will be from MOSR Kowloon bound to ER. However, after the SCL's opening, the peak direction will be from ER Kowloon bound to SCL.

Under the MOSR project, Tai Wai Station is being expanded so that the above peak interchange movements will be made through convenient cross platform passageways. These passageways will have a maximum capacity of up to about 70 000 passengers per hour. When necessary, the ER's train frequency will also be increased to cope with additional demands.

2. Cross-boundary Passenger Flow

Based on the traffic forecast for 2016, the daily passenger flows through the rail boundary crossings during average weekdays before and after the completion of the Northern Link (NOL) are :

	Lo Wu	Sheung Shui to Lok Ma Chau Spur Line	NOL
Without NOL	300 000	160 000	-
With NOL	300 000	110 000	130 000