

## **Legislative Council Panel on Transport**

### **Transport Arrangements at Lo Wu Control Point**

#### **Purpose**

This note informs Members of the passenger traffic, transport services and improvement measures at the Lo Wu Control Point.

#### **Passenger Volume and Transport Services**

2. **Annex A** shows the passenger volume at Lo Wu from 1997 to 2002. Average daily passenger volume at Lo Wu in 2002 was 262 232. The figure could reach above 350 000 during weekends, holidays and festive days.

3. The East Rail provides fast and efficient services to the Lo Wu Control Point. A journey from Hung Hom to Lo Wu takes only about 40 minutes. The East Rail operates up to 12 Lo Wu trains per hour on each direction with each train having a capacity of 3 800 passengers. This provides ample capacity to carry passengers to and from Lo Wu.

4. Relevant Government departments and the Kowloon-Canton Railway Corporation (KCRC) have put in place an alert system and contingency measures to ensure smooth passenger traffic flow at the Lo Wu Control Point during peak periods. These include the implementation of Lo Wu ticket quota system to regulate the inflow of passengers to the Control Point and contra-flow operation of immigration counters as necessary. With the concerted efforts of parties concerned, traffic at Lo Wu has been largely smooth albeit the growing passenger volume.

#### **Improvement Measures at Lo Wu**

5. The Government and KCRC have embarked on a number of improvement works at Lo Wu with a view to providing a better environment for passengers. The major works to be completed

incrementally between now and 2005 include :-

Government projects

- (a) expanding the Departure Hall and widening the passageway leading thereto, thus increasing the circulation and waiting area;
- (b) modification and addition of immigration counters;
- (c) improvement works at the Lo Wu Footbridge including installation of air conditioning;

KCRC projects

- (d) construction and upgrading of Lo Wu Station platforms for implementing a new boarding and alighting scheme;
- (e) widening of the passageway from station concourse to the Departure Hall;
- (f) enlargement of the waiting area at the Arrival Hall concourse; and
- (g) improving station facilities such as toilets and ticket gates.

**Provision of other Public Transport Services to Lo Wu**

6. Our transport policy on the provision of public transport services at our control points is to ensure safe and efficient conduct of cross boundary passenger activities. Where circumstances allow, we would permit different modes of public transport to operate to our cross boundary control points as far as possible, having regard to the conditions and physical constraints at each of the control points. The arrangements for the provision of transport services to control points must be implemented in a progressive manner to ensure an orderly and safe environment and maintain smooth passenger and cargo flow. **Annex B**

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sets out the general guiding principles for considering whether, when, how and what public transport modes should be allowed to have access to control points.

7. Each control point has its own characteristics and purposes so that they can handle cross boundary traffic efficiently having regard to their different constraints. At present the Lo Wu Control Point is designed for the operation of railways which provide fast and efficient service to meet passenger demand. Cross boundary coaches and private vehicles are allowed to operate at the other control points, whereas the Lok Ma Chau Control Point is also served by shuttle bus as well as taxi and green minibus during midnight hours under a trial scheme.

8. As far as the Lo Wu Control Point is concerned, there are physical constraints with the existing access road connecting to the Lo Wu Terminal Building (i.e. Lo Wu Station Road) and also with the provision of suitable passenger pick-up/drop-off facilities. A plan showing the Lo Wu Terminal Building and its access road is attached at **Annex C**. The constraints are explained in the following paragraphs.

9. The Lo Wu Station Road only serves as a road for delivery of supplies and an emergency access to the control point. Since the width of the road varies between 3.5 metres and 6 metres from section to section, and the narrow sections can only cater for one-lane traffic, it is not up to the standard for public transport services. The Government plans to widen a one-lane section of the road to 6 metres but since the work involves land resumption, completion is not expected before mid-2006. Even when this section has been widened, Lo Wu Station Road will still be a substandard carriageway unsuitable for public transport services. The standard width of a carriageway for public transport services should be 7.3 metres whereas, even after the completion of the planned widening, Lo Wu Station Road is still 4.5 metres to 6 metres wide, with part of it remaining a one-lane section. There would be adverse impact from road traffic and safety points of view if the road is required to accommodate extra traffic brought about by public transport services. Further widening of the entire length of the road will be very difficult due to :-

- (a) geotechnical problems – there are tall slopes fronting the east side of the road along a length of about 1 kilometre;
- (b) the proximity to railway tracks – East Rail tracks lay immediately next to the west side of the road along a length of about 300 metres; and
- (c) the need for land resumption – there are private lots to the east and west sides of the road. It should also be noted that the road runs alongside the Sandy Ridge Cemetery.

10. Besides considering the constraints of Lo Wu Station Road, we have explored the possibility of converting some land adjacent to the Lo Wu Terminal Building to provide for passenger pick-up/drop-off facilities. However, no suitable land for public transport terminus near the Lo Wu Terminal Building is readily available, for the following reasons :-

- (a) there is a piece of Government land to the east of the Lo Wu Terminal Building, which is currently being used for the Shenzhen River Regulation (Stage III) project. It is not suitable for accommodating public transport facilities owing to a significant level difference between the land and the Terminal Building. Moreover, as the site is situated at the northern end of Lo Wu Station Road, vehicles need to pass through a narrow one-lane section of the road before they can reach the area and this would cause traffic problems;
- (b) the site to the southeast of the Terminal Building includes private lots and is currently occupied by a rural settlement. Land resumption would be required which would impact on the villagers and involve elaborate land resumption procedures which would take time to complete. Similar to the situation of the site mentioned at (a) above, entering vehicles need to pass through a narrow one-lane section of Lo Wu Station Road and this would create traffic problems;

- (c) the existing turnaround point for vehicles in front of the exit/entrance of the Terminal Building is very small and cannot accommodate a public transport terminus; and
- (d) the area to the west of the access road outside the Terminal Building is occupied by East Rail tracks and beyond the tracks is the Ng Tung River.

11. Having regard to the physical constraints as explained above, our strategy is that the Lo Wu Control Point would continue to be served by East Rail which has ample capacity to meet the traffic demand and is continuously improving its services and facilities. In parallel, we would continue to develop the other control points for the operation of other public transport services. The measures which have been taken recently and will be implemented included :-

- (a) introduction of 24-hour passenger crossing at Lok Ma Chau;
- (b) introduction of a trial scheme for the operation of taxi and green minibus during extended hours (i.e. from 0000 hours to 0630 hours) at Lok Ma Chau Control Point;
- (c) construction of a second bridge at Lok Ma Chau, for completion by end 2004;
- (d) construction of Shenzhen Western Corridor for completion by end 2005; and
- (e) construction of a public transport interchange at the Lok Ma Chau Terminus of the Sheung Shui to Lok Ma Chau Spur Line by mid-2007.

**Annex A**

**Passenger Statistics of the Lo Wu Control Point  
1997 to 2002**









Year	Yearly Passenger Volume	Average Daily Passenger Volume	Percentage Increase over Previous Year
1997	56 296 232	154 236	17.3%
1998	66 105 559	181 111	17.4%
1999	77 193 998	211 490	16.8%
2000	86 472 363	236 263	12.0%
2001	89 505 440	245 220	3.5%
2002	95 714 525	262 232	6.9%

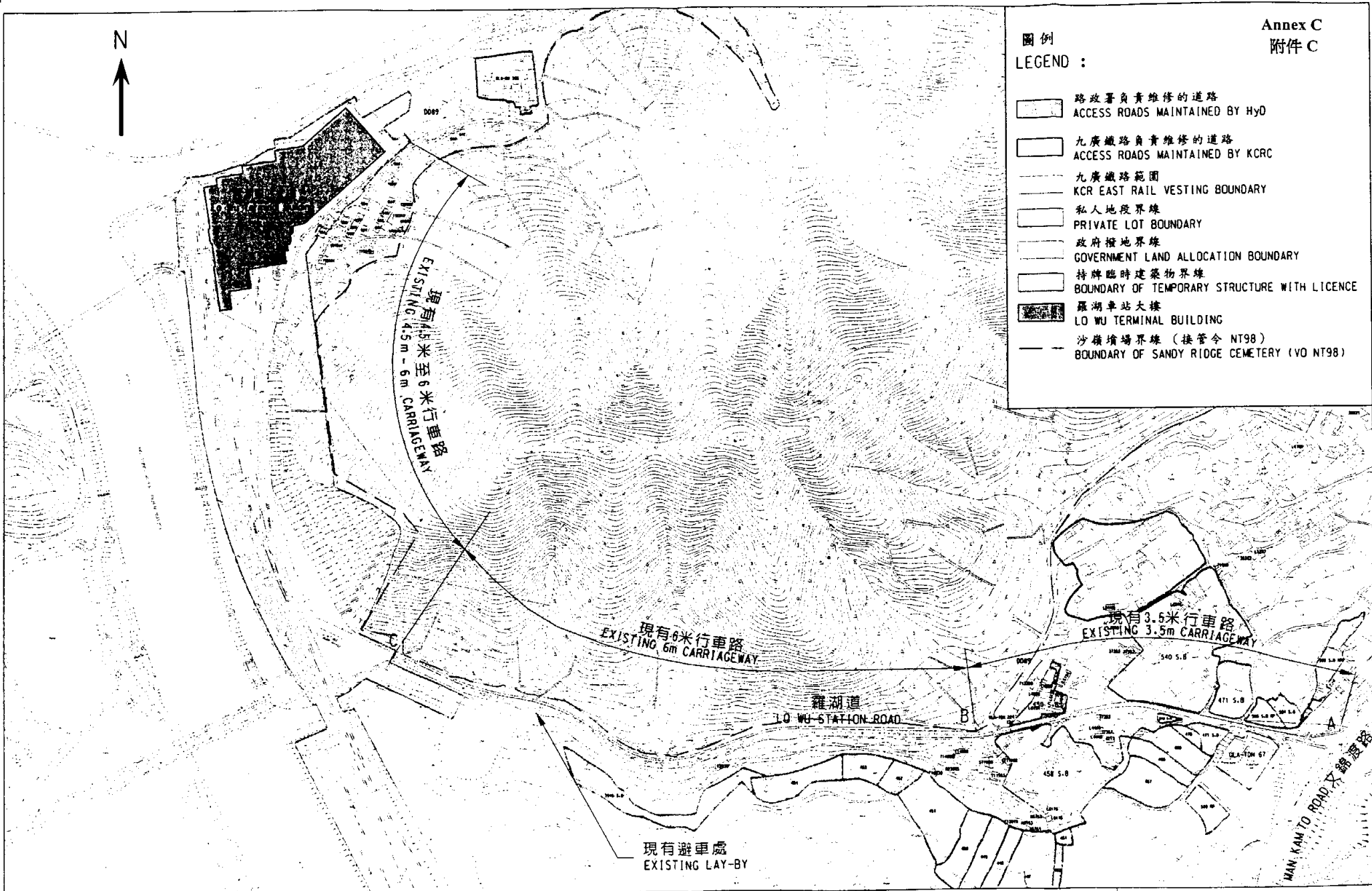
**Provision of Public Transport Services/Facilities at Control Points –  
Guiding Principles**

1. Priority should be given to mass carriers and transport modes which have large carrying capacity to ensure efficient use of the limited road space and facilities of the control points.
2. Smooth operation of existing transport services through the limited access facilities must be maintained.
3. Law and order inside the control point should not be compromised. As a responsible Government, we must devise pragmatic and comprehensive traffic control schemes for both vehicles and passengers.
4. Passenger safety should not be compromised under any circumstances. We must ensure adequate and safe pedestrian access for passengers.
5. Smooth traffic flow inside the control points must be ensured to maintain proper operation of the control points.
6. There should not be any disruption to the operation or programme of any ongoing construction works taking place inside the control points. The provision of additional public transport services should not be at the expense of other improvement works at hand or planned projects.

圖例

LEGEND :

-  路政署負責維修的道路  
ACCESS ROADS MAINTAINED BY HyD
-  九廣鐵路負責維修的道路  
ACCESS ROADS MAINTAINED BY KCRC
-  九廣鐵路範圍  
KCR EAST RAIL VESTING BOUNDARY
-  私人地段界線  
PRIVATE LOT BOUNDARY
-  政府撥地界線  
GOVERNMENT LAND ALLOCATION BOUNDARY
-  持牌臨時建築物界線  
BOUNDARY OF TEMPORARY STRUCTURE WITH LICENCE
-  羅湖車站大樓  
LO WU TERMINAL BUILDING
-  沙嶺墳場界線 (接管令 NT98)  
BOUNDARY OF SANDY RIDGE CEMETERY (VO NT98)



title:

LO WU TERMINAL BUILDING AND SURROUNDING AREAS

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