

For information

Legislative Council Panel on Transport

Supplementary Information on

**(a) Traffic Situation at San Tin Public Transport Interchange and
(b) Entrustment Arrangement of the Lok Ma Chau/Huanggang
New Boundary Bridge Project**

Purpose

This paper provides supplementary information on the traffic situation at the San Tin Public Transport Interchange (PTI) and the proposal to entrust the design and construction of the main bridge of the Lok Ma Chau/Huanggang (LMC/HG) new boundary bridge project to the Shenzhen Municipal People's Government (SMPG).

Background

2. At the meeting of the Legislative Council Panel on Transport on 23 May 2003, the Administration briefed the Panel on the proposal to construct a new boundary bridge between LMC and HG.

3. A Member noted that quite a number of vehicles were parked on the roads at and around the San Tin PTI. He requested the Administration to provide information on measures to improve the traffic situation in the area.

4. Some Members expressed concern over the entrustment of the design and construction of the main bridge to the SMPG and its impact on the job opportunities of local workers.

Traffic Situation at San Tin PTI

5. There are altogether eight car parks operating in the San Tin area. Two let under short-term tenancy by the Lands Department are in the immediate vicinity of the San Tin PTI with a total of 410 car parking spaces. The other six are private car parks providing a total of 2 070 car parking spaces.

6. The 2 480 car parking spaces available in the area are considered sufficient to meet the off-street parking demand in the San Tin area but illegal parking is observed from time to time on the side roads off Castle Peak Road. The Police have stepped up enforcement actions to deter illegal parking on these

roads. Fixed penalty tickets are issued to illegally parked vehicles on Lok Ma Chau Road, Chau Tau Road and Tung Wing On Road. We also plan to erect barriers along the pavement of Lok Ma Chau Road and Chau Tau Road to prevent illegal parking.

7. To facilitate picking up and setting down activities at the San Tin PTI, adequate laybys are provided at the PTI to accommodate shuttle buses plying between San Tin and Huanggang as well as terminating franchised buses and GMBs. Taxi stands are also provided for urban and NT taxis. In addition, a specific layby has been provided on the west side of the PTI for the loading and unloading of coach passengers. Red minibuses, en-route franchised buses and private cars can make use of the 40m long layby on the north side of the PTI on Castle Peak Road westbound and another 20m long layby on Castle Peak Road eastbound to pick up and set down passengers. To ensure that the traffic along Castle Peak Road flows smoothly, the section of Castle Peak Road between its junction with the elevated San Sham Road to the west and a point 100 metres east of its junction with Lok Ma Chau Road to the east is designated as a 24-hour restricted zone. A plan showing the above-mentioned laybys is at the **Annex**.

8. To further improve the traffic situation at the San Tin PTI, the westbound carriageway of Castle Peak Road between Lok Ma Chau Road and the slip road leading to the San Tin Interchange will be widened from one lane to two lanes. Works are already underway and are scheduled to be completed in late 2003. On completion, traffic entering and leaving the PTI should be much improved.

9. Consideration is also being given to redesigning the traffic routing of the shuttle buses within the PTI to improve the circulation of vehicles within the PTI.

Entrustment Arrangement of the LMC/HG New Boundary Bridge Project

10. As explained at the Panel meeting on 23 May 2003, the entrustment arrangement is proposed having regard to the physical constraints of the work site, site accessibility considerations and the fact that management of the Shenzhen River is undertaken by the SMPG. Entrusting the design and construction of the main bridge to a single party, the SMPG, which is responsible for the day-to-day management of the River, would minimise disruption to navigation on the Shenzhen River through better control over the phasing of the works and the number of piling plants and associated vessels in

the River, and allow convenient access to the works area for site staff and equipment.

11. The narrow width of the River also severely restricts the possibility of two separate teams carrying out works at the same time. To do so would give rise to serious interface problems such as the need to agree on access arrangements, problems in coordinating construction programmes, restrictions on construction techniques, and increased difficulties in achieving compatibility of overall appearance of materials and concrete finishes. There could also be claims from both contractors for costs and extension of time due to interference in the works.

12. If the arrangement of having two contractors were to be adopted, the works would be required to be staggered to enable it to proceed safely and without contractual impacts. Given the need to complete all works over the River body within the dry season to minimise impact on the hydrology of the River, it is expected that such a staggered work programme would require the works to be spread over two dry seasons, which would mean that the completion of the bridge would have to be pushed back to at least the third quarter of 2005. The traffic situation at LMC would by then be severely congested which would have serious implications on our cross-boundary freight traffic. Cross-boundary traffic could tail-back onto the San Tin Interchange, seriously disrupting local traffic in the vicinity of the Control Point.

13. The 90-metre span of the main bridge to be entrusted to the SMPG constitutes a small part of the project. The majority of the works will be undertaken by the HKSAR Government. SMPG has undertaken that the tender exercise will be open to qualified contractors from both the HKSAR and the Mainland. In addition, we will require HKSAR consultant companies to be employed to audit the design and construction works to ensure compliance with the relevant HKSAR standards.

