

**Supplementary information on East Rail Extension –
Essential Public Infrastructure Work for
Sheung Shui to Lok Ma Chau Spur Line**

Purpose

This paper sets out the supplementary information provided by the Administration as requested by Members at the meeting of the LegCo Transport Panel Subcommittee on matters relating to railways held on 27 November 2002 on the Essential Public Infrastructure Work (EPIW) for Sheung Shui to Lok Ma Chau Spur Line (Spur Line).

Provision of Transport Facilities at the Lok Ma Chau (LMC) Terminus

2. At the meeting of the Subcommittee, Members requested the Government to review the possibility of suitable provision of transport facilities at the LMC Terminus. We have carefully considered views expressed by Panel members and reviewed the matter having regard to the land, traffic, environment and security constraints.

3. Since a very large number of passengers is expected to pass through the LMC Terminus and the cross-boundary control facilities every day, it is very important to maintain an effective system of response to accidents and emergencies. It is also necessary to ensure that the road traffic to and from the Terminus is regulated and controlled carefully.

4. On the other hand, we share the view that we should, as far as practicable, facilitate the operation of other transport modes to the LMC Terminus. We, therefore, plan to provide a Public Transport Interchange (PTI) of about 3 500 m² adjacent to the LMC Terminus building, using an area reserved for the future expansion of the Terminus. The PTI is expected to be able to accommodate two bays for public transport services and a waiting area for passengers.

5. Due to the need for carrying passenger traffic by more efficient mass carriers, we plan to introduce franchised bus service to and from the LMC Terminus. The design of the PTI will also make allowance for space for possible operation of taxis and public light buses. We will draw up the public transport arrangement in due course. To ensure that the integrity of our boundary will not be compromised and boundary security and public order can be properly maintained, we will consider the necessary control measures to be put in place in the boundary area.

6. The proposed PTI site is the most suitable site available given the existing constraints. Further expansion of the PTI will take up portions of the surrounding conservation area and will pose constraints to the future expansion of the LMC Terminus building. The size of the PTI also needs to have regard to public order considerations. We will further work out the details of the PTI, its connection with the LMC Terminus building and the related traffic and security arrangements to tie in with commissioning of the Spur Line.

7. As part of the construction of the EPIW for the Spur Line, we will widen the existing access road to the LMC Terminus, comprising LMC Road, a village road and Border Road. We will also build the emergency access road to adequate width to allow future operation of public transport services.

8. We have also provided the relevant information in the discussion paper on the EPIW for the Spur Line project for the Public Works Sub-Committee meeting scheduled for 15 January 2003. The paper was issued on 10 January 2003.

Estimated time required for immigration clearance at the LMC Terminus

9. The estimated walking distance (excluding time required for immigration clearance) from the KCRC Lok Ma Chau Station platform to the exit of the Shenzhen Huanggang Terminus will take about 10 minutes

(with the use of travelators inside the cross-boundary passenger bridge). The estimated time required for immigration clearance at the LMC Terminus would be similar to the current performance pledge of the Immigration Department at the land based control points for which 92% of passengers will be cleared within 30 minutes. The time taken for immigration clearance will depend on a number of crucial factors including the number of passengers arriving or departing at a given time in comparison with the handling capacity of immigration counters in operation. Efforts will be made to keep passengers' waiting time to the minimum.

Environmental measures to compensate for the loss of fish pond land resumed for the Spur Line project

10. The Spur Line will affect 7.4 ha of fishpond and will also have indirect impact (e.g. disturbance effect to the sensitive waterbirds due to the presence of the LMC Terminus and viaduct) on 16.2 ha of fishpond around the LMC Terminus and the viaduct. 27.1 ha of fishponds will be enhanced to compensate for such an impact. The enhancement measures include re-profiling of pond bunds to create shallows where the original steep edges deter waterbirds from feeding; careful management of water levels to maximize feeding opportunities for target species; and stocking with a suitable size and type of fish. In accordance with the Environmental Permit conditions, early enhancement to 15 ha of fish pond prior to the construction of the LMC Terminus is required. KCRC has now completed these early enhancement measures.

11. Members are invited to take note of the contents of this paper.