

**LegCo Panel on Transport
Subcommittee on matters relating to railways**

**Public Transport Interchange at Lok Ma Chau Terminus
of the Sheung Shui to Lok Ma Chau Spur Line**

Purpose

This paper seeks Members' support of the funding proposal for the design and construction of a public transport interchange (PTI) at the Lok Ma Chau (LMC) Terminus of the Sheung Shui to Lok Ma Chau Spur Line (Spur Line) at an estimated cost of \$93.1 million in money-of-the-day (MOD) prices.

Background

2. When we consulted the Subcommittee on matters relating to railways of the Legislative Council Panel on Transport on 27 November 2002 on the funding request for PWP item no. **46TR**¹, Members suggested that facilities be provided at the LMC Terminus to allow the operation of other public transport modes including franchised bus, public light bus (PLB) and taxi. We have reviewed the suggestion having regard to the land, traffic, environmental and security constraints, in particular the location of the LMC Terminus in the vicinity of the environmentally sensitive areas. Since rail is the most efficient and environmentally friendly transport mode, we consider that the Spur Line should be the major transport service serving the new boundary crossing at the LMC Terminus, which is itself located in a conservation area. We agree that as long as the environmental concerns, access and space constraints can be effectively addressed, we shall facilitate the operation of a limited extent of other public transport modes to the LMC Terminus to cater for the demands of the public.

Project Scope

3. The scope of the project comprises the detailed design and construction of –

¹ We upgraded **46TR** "East Rail Extension – essential public infrastructure works for the Sheung Shui to Lok Ma Chau Spur Line" to Category A at an estimated cost of \$656.6 million in MOD prices in February 2003.

- (a) a PTI of 6 200 square metres (m²) for the operation of franchised bus, PLB and taxi services and the ancillary facilities;
- (b) passenger connection facilities to the departure and arrival halls of the LMC Terminus building, including two sets of escalators and staircases, a lift, a two-level elevated walkway, together with the associated interfacing works in the LMC Terminus building; and
- (c) environmental mitigation measures which include the provision of an ecological compensation area and a wildlife underpass together with installation of low guide barrier.

A plan showing the PTI and passenger connection facilities is at the Enclosure.

4. We plan to commence the construction works in October 2004 for completion by mid-2007 in tandem with the commissioning of the Spur Line. We estimate that the project will create about 90 jobs (70 labourers and 20 professional/technical staff) providing a total employment of 1 900 man-months.

Justification

5. The provision of the PTI will allow cross-boundary travellers to access the new boundary crossing by franchised buses, PLBs and taxis. The PTI will also serve as a transit point for passengers to interchange between the road-based transport and the railway.

6. As the proposed PTI is located in a conservation area, it must be carefully designed and suitable environmental mitigation measures implemented to keep the environmental impact at an acceptable level. We plan to construct an open PTI of 6 200 m² at the ground level to the east side of LMC Terminus building. This size has been determined having regard to the need for efficient and effective operation of the public transport services at the LMC Terminus on the one hand and the need to protect the adjacent environment on the other. The PTI will accommodate different public transport modes including franchised buses, PLBs and urban and New Territories (NT) taxis, and will also have a taxi stacking area. The area separating the main portion of the PTI and the

taxi stacking area is an internal road for KCRC's use and an emergency assembly area for passenger evacuation. The construction of this area is funded by KCRC under the Spur Line project and is not part of the PTI.

7. The LMC Terminus building, together with the boundary control facilities funded under **46TR** to be housed there, is currently being constructed by KCRC. We will provide one set of escalator and staircase for each direction of passenger flow, a lift and a two-level elevated walkway from the PTI to the departure hall at Level 1 and the arrival hall at Level 2 of the LMC Terminus building for passengers who use non-rail public transport.

8. As the PTI is within the site area of the LMC Terminus works, we intend to entrust the design and construction of the PTI to KCRC for implementation in conjunction with the Spur Line project with a view to improving the interface and co-ordination between the LMC Terminus and PTI projects.

Financial Implications

9. We estimate the cost of the project to be \$93.1 million in MOD prices, made up as follows –

	\$ million
(a) PTI	17.5
(b) Passenger connection facilities and associated interfacing works	53.2
(i) civil works	49.2
(ii) building works	4.0
(c) Environmental mitigation measures	5.0
(d) On-cost ² payable to KCRC	12.5
(e) Contingencies	<u>8.8</u>

² An on-cost at 16.5% for engineering works (i.e. items (a), (b)(i) and (c) of paragraph 9) and 15.9% for building works (i.e. item (b)(ii) of paragraph 9) of the project base cost will be payable to KCRC for undertaking the technical studies, design and construction supervision of the PTI project.

	Sub-total	97.0	(in September 2003 prices)
(f) Provision for price adjustment		(3.9)	
	Total	<u>93.1</u>	(in MOD prices)

Public Consultation

10. We consulted the Traffic and Transport Committee (T&TC) of the Yuen Long District Council on our proposal to provide a PTI on 22 July 2003. We also consulted some representatives of the San Tin Rural Committee at the meeting of the Lok Ma Chau Spur Line (West Section) Community Liaison Group on 25 June 2003, and the San Tin Rural Committee on 29 April 2004. Some members of the two bodies requested that the PTI be opened 24 hours a day to all types of vehicles, and that sufficient land be reserved for that purpose. Others proposed to use the service road along the eastern main drainage channel at San Tin as vehicular access to the PTI. Many Rural Committee members who expressed views had concern about the potential noise nuisance and heavy traffic which might arise from the operation of the PTI.

11. On the request for 24-hour operation of the PTI, we need to further examine its feasibility having regard to the operating hours of the control point, which have to be agreed with the Mainland authorities, traffic, environmental and security considerations. In particular, we note that this would generate noise nuisance in the quiet hours, which is also the concern of other Rural Committee members. On the request for using the service road along the eastern main drainage channel as vehicular access to the PTI, our assessment is that the proposed road may not be suitable because it is only 3.5m wide and is meant to be used mainly by vehicles of the Drainage Services Department. If we are to turn it into a proper access road to the PTI, we would need to carry out another road project, which, when compared with our present proposal, would entail extra works and land resumption, and would have environmental impact on the nearby wetland.

Environmental Implications

12. The Spur Line project is a designated project under Schedule 2 of the Environmental Impact Assessment (EIA) Ordinance (Cap.499).

The Director of Environmental Protection (DEP) approved KCRC's EIA report for the Spur Line project on 11 March 2002 and issued the Environmental Permit under the EIA Ordinance on 6 April 2002. KCRC conducted an Environmental Assessment of the inclusion of a PTI in the Spur Line project. The Environmental Assessment concluded that with appropriate mitigation measures, the impact of the operation of the PTI in the LMC Terminus and the associated traffic could be kept at an acceptable level. The key findings of the Environmental Assessment were presented to the EIA Subcommittee of the Advisory Council on the Environment on 23 July 2003. Members of the EIA Subcommittee were in general disappointed with the provision of road-based transport to take commuters to the LMC Terminus, as it would compromise the objective of the Spur Line to provide an efficient and environmentally friendly mode of cross-boundary transport. In response to KCRC's application on 19 December 2003, the DEP amended the Environmental Permit to include the PTI in the Spur Line project on 15 January 2004.

13. To mitigate the ecological impact of the project and to comply with the requirements in the amended Environmental Permit, we will enhance two fishponds with a total area of 3.5 hectares (ha) comprising 2.6 ha for wetland loss and 0.9 ha for replacement of a small portion of the planned Spur Line ecological compensation area now redesigned as reedbed and marshland. In addition, we will mitigate the fragmentation impact on habitats due to increased traffic using the access road by the provision of a wildlife corridor, including an underpass beneath the access road, together with the installation of low guide barrier to facilitate east-west movements of mammals in the LMC area. The traffic noise impact on the affected dwellings along the access road would be satisfactorily mitigated by standard 800-millimetre-high roadside concrete parapets provided along the access road as part of the street furniture under item **46TR**.

14. As far as the impact during the construction stage is concerned, the Environmental Assessment concluded that the environmental impact during construction of the PTI will not result in any material difference or increase in construction phase impact as compared with the approved Spur Line project.

Way Forward

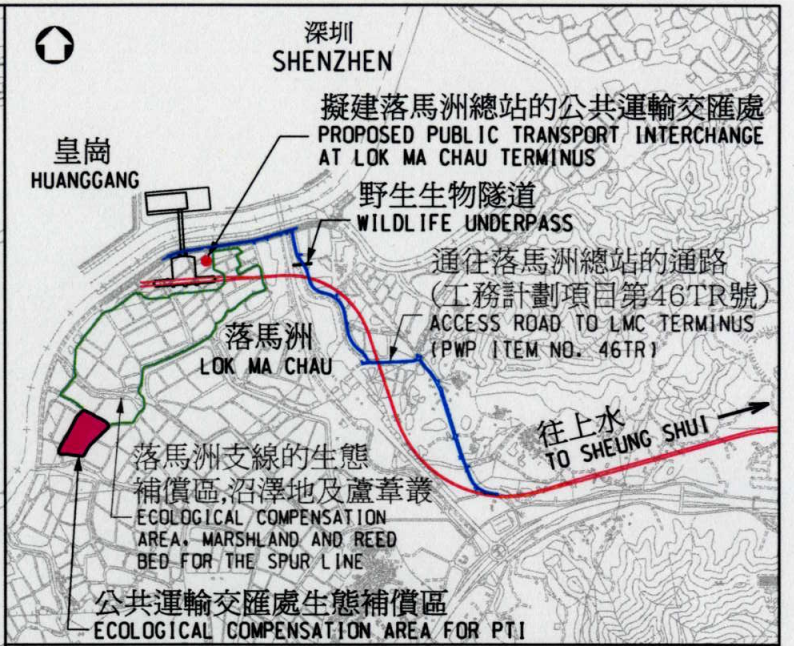
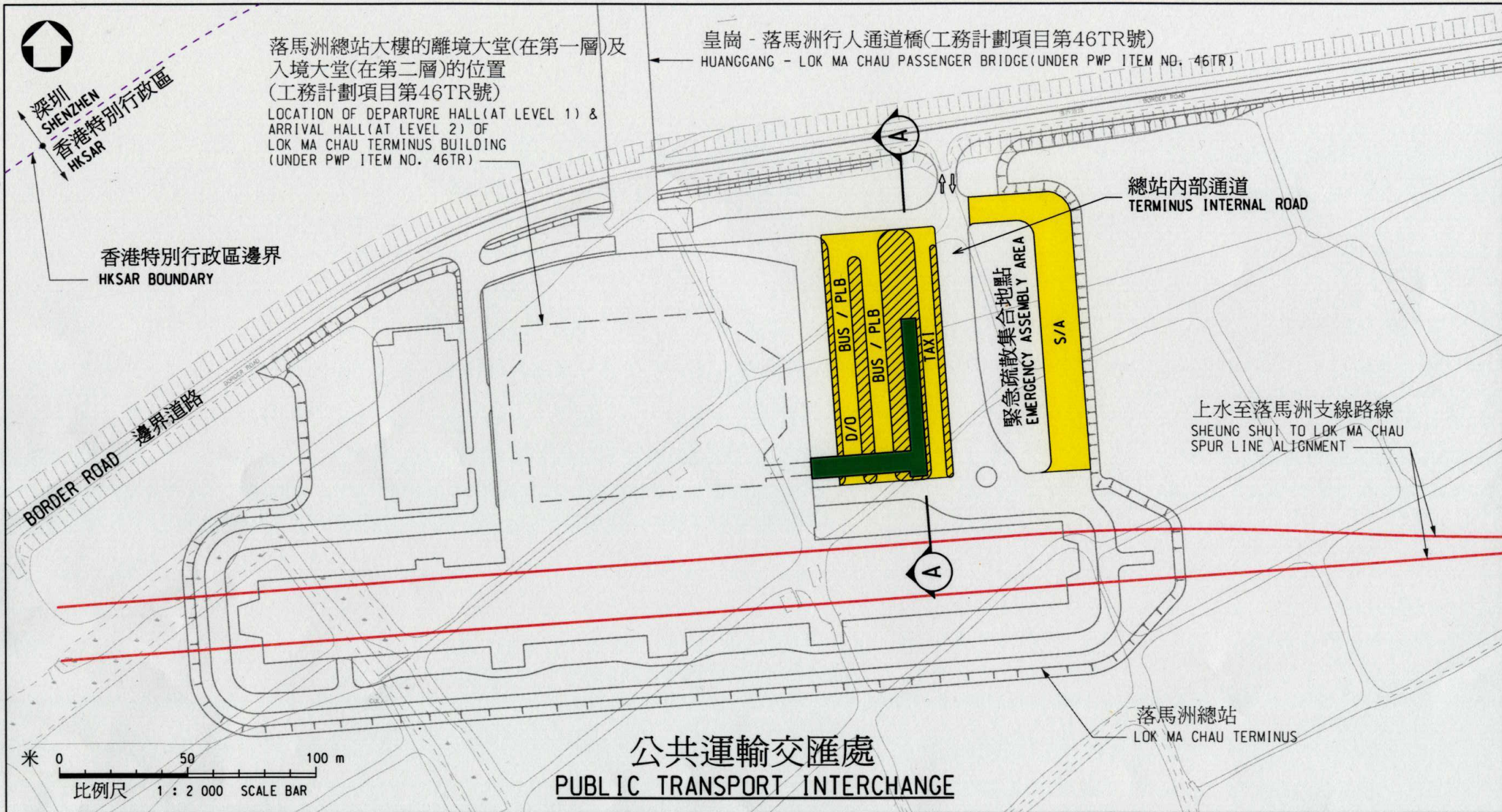
15. We plan to submit the funding proposal to the Public Works Sub-committee at its meeting on 9 June 2004, and to seek the approval of

the Finance Committee on 25 June 2004. We will also consult the T&TC of the YLDC again on 13 May 2004 to present more information on the project at T&TC Members' request and to respond to their previous comments.

Advice Sought

16. Members are invited to support the funding proposal for the design and construction of the PTI at the LMC Terminus of the Spur Line.

Environment, Transport and Works Bureau
May 2004

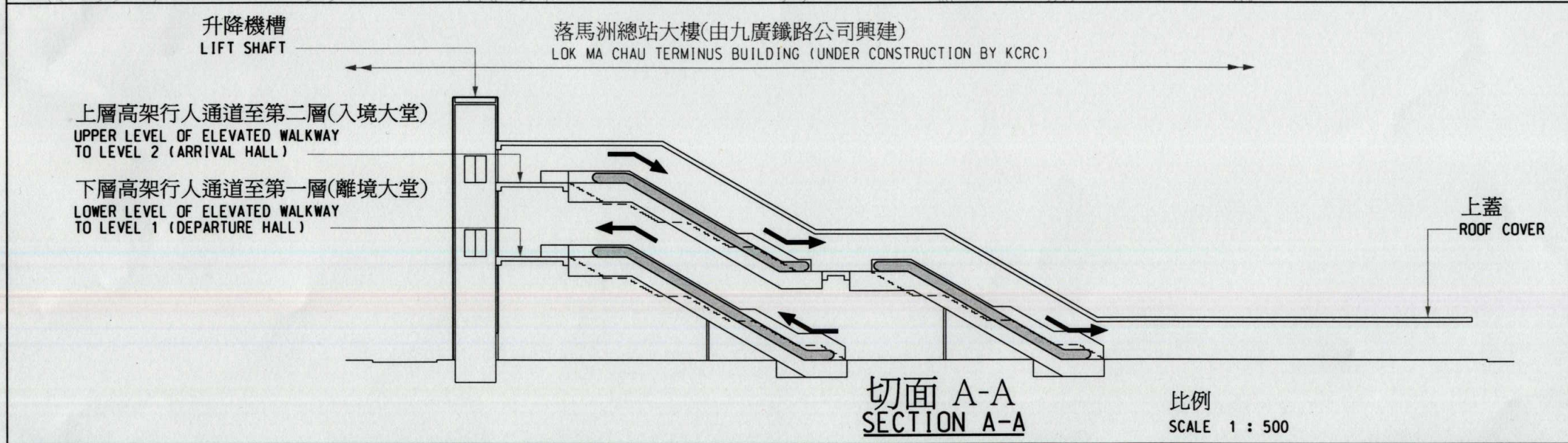


索引圖
KEY PLAN
比例
SCALE 1 : 40 000

圖例 LEGEND:

擬建公共運輸交匯處
PROPOSED PUBLIC TRANSPORT INTERCHANGE (PTI)

- 行車道
CARRIAGEWAY
- 行人路/候車處
FOOTPATH / WAITING AREA
- 高架行人通道/自動梯/升降機/樓梯
ELEVATED WALKWAY/ESCALATOR/LIFT/STAIRCASE
- BUS 巴士
BUS
- PLB 公共小型巴士
PUBLIC LIGHT BUS
- TAXI 的士
TAXI
- D/O 的士落客處
TAXI DROP-OFF
- S/A 的士停候處
TAXI STACKING AREA
- 公共運輸交匯處乘客人流方向
DIRECTION OF PTI PASSENGER FLOW
- 車輛出入口
VEHICULAR INGRESS/EGRESS POINT
- 自動梯
ESCALATOR
- 樓梯
STAIRCASE



圖則名稱 drawing title
工務計劃項目第75TI號 - 上水至落馬洲支線落馬洲總站的公共運輸交匯處
PWP ITEM NO. 75TI - PUBLIC TRANSPORT INTERCHANGE AT LOK MA CHAU TERMINUS OF THE SHEUNG SHUI TO LOK MA CHAU SPUR LINE

總工程師/鐵路(2)
CHIEF ENGINEER/R(2)

日期
DATE

30.4.2004

設計 designed sub
繪劃 drawn sel
核對 checked sub
核准 approved sub

辦事處 office 鐵路拓展處
RAILWAY DEVELOPMENT OFFICE

日期 date 30/4/04
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