

**For discussion on
26 January 2007**

Legislative Council Panel on Transport

**Public Transport Arrangements at
Sheung Shui to Lok Ma Chau Spur Line**

PURPOSE

This paper informs Members of the public transport arrangements at the public transport interchange (PTI) of the new boundary crossing of Sheung Shui – Lok Ma Chau Spur Line (Spur Line).

BACKGROUND

2. With the ever-increasing economic integration and social interaction between Hong Kong and the Pearl River Delta, the last decade has witnessed a quantum increase in cross-boundary passenger traffic. Between 1995 and 2005, the number of land-based cross-boundary passengers increased by 190% from 50 million to 145 million a year. To cater for the increasing cross-boundary passenger traffic demand, we have decided to put in place a new boundary crossing at the Spur Line. To date, its construction, including the Kowloon-Canton Railway Corporation's railway facilities, the terminus and the PTI, is nearing completion. The new crossing is scheduled for opening around mid-2007.

PUBLIC TRANSPORT ARRANGEMENTS

3. The new boundary crossing was originally planned for rail passengers only. When we consulted the Railway Subcommittee of this Panel in November 2002, Members suggested that facilities should be provided at the Lok Ma Chau (LMC) Terminus of the Spur Line to allow for the operation of other public transport modes, i.e. franchised bus,

public light bus and taxi. Taking into account Members' suggestion, we proposed to provide a PTI at the LMC Terminus, thereby allowing the provision of these public transport services to the terminus.

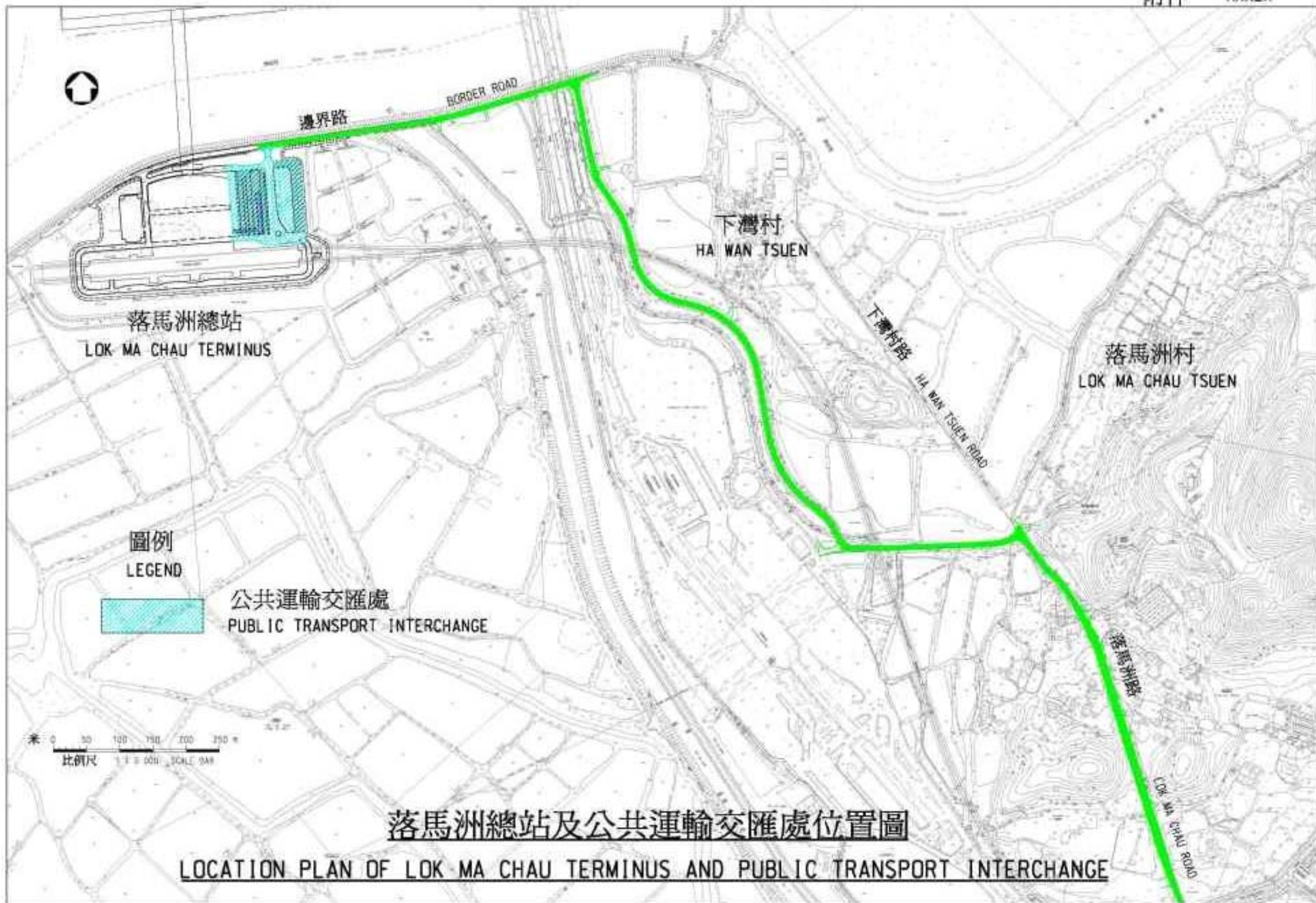
4. The PTI has an area of about 6 200 square metres. Its size was limited by the physical constraints of the area and the need to protect the adjacent environment. The location and layout of the LMC Terminus and the PTI is at the **Annex**. Given our transport policy of having railway as the backbone of our transport system and considering that most of the non-rail passenger demand to the LMC Terminus would be from Northwest New Territories areas, we have planned one franchised bus route to/from Yuen Long East, one green minibus route to/from Yuen Long town centre and the provision of urban and New Territories taxi services in the PTI.

5. The roads leading to the new control point will be designated as closed roads under Regulation 27 of the Road Traffic (Traffic Control) Regulations. In order to allow urban and New Territories taxis to access the PTI, we will amend the aforesaid Regulations to empower the Commissioner for Transport to grant exemption to taxis from the closed road restriction of the concerned roads. As the PTI is located within the Frontier Closed Area, the Frontier Closed Area (Permission to Enter) Notice made under the Public Order Ordinance (Cap. 245) will also be amended to allow drivers and cross-boundary passengers of the public transport vehicles mentioned in paragraph 4 above to access the PTI without closed area permits.

ADVICE SOUGHT

6. Members are invited to note the public transport arrangement at the Spur Line.

Environment, Transport and Works Bureau
January 2007



落馬洲總站及公共運輸交匯處位置圖

LOCATION PLAN OF LOK MA CHAU TERMINUS AND PUBLIC TRANSPORT INTERCHANGE

Layout Plan of Lok Ma Chau Terminus Public Transport Interchange

