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11 May 2012

Fax No. : 2978 7569
Clerk to Finance Committee
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong
(Attn: Mr Andy LAU)

Dear Mr LAU,

PWSC(2012-13)1
61TR – Shatin to Central Link – Railway works – remaining works

and

PWSC(2012-13)2
62TR – Shatin to Central Link – Non-railway works – remaining works

Supplementary Information

At the pre-meeting briefing on 9 May 2012 with the Administration, the Finance Committee (FC) Chairperson requested supplementary information regarding the above two items. We have previously submitted relevant information in respect of the Chairperson's concerns (PWSC(2012-13)1 Enclosure 10 and PWSC(2012-13)2 Enclosure 6). We hereby submit further supplementary information as follows.

(A) Public toilets in Shatin to Central Link

All railway stations of the Shatin to Central Link (SCL) will have public toilets. The MTR Corporation Limited (MTRCL) has assessed the required number of toilet facilities according to the anticipated peak passenger flow of the SCL stations. As regards the ratio of male toilet facilities to female toilet facilities, the Development Bureau has proposed to the Legislative Council in February 2012 to revise the relevant provisions under the Building (Standards of Sanitary Fitments, Plumbing, Drainage Works and Latrines) Regulations (Cap

123I) so as to increase the ratio in respect of female toilet facilities. Unless constrained by site conditions, the MTRCL will provide the male and female toilet facilities in accordance with the revised ratio after the amendment of the Building Regulations with a view to providing better service to passengers.

(B) Barrier-free facilities

To serve passengers with physical disabilities or special needs, including the elderly, the disabled, passengers carrying large baggage and users of baby stroller, barrier-free access will be provided for all SCL stations. The barrier-free access will be equipped with lifts to facilitate movements between ground level, station concourse and station platform. The lifts will have adequate space for the convenience of wheelchair users and passengers with baby stroller or baggage. Also, the SCL stations will have a variety of facilities to serve passengers with visual impairment. These facilities include tactile floor tiles; guide path (leading to public toilet, customer service centre, station platform, etc); and escalators with audio indicator to help identify location and moving direction. The MTRCL has been liaising with organizations serving persons with physical disabilities to collect their opinions on the provision of barrier-free facilities. These facilities will also comply with the requirements under the design manual for barrier-free access promulgated by the Buildings Department.

(C) Seats in train compartment and at station platform

Seats in train compartment

Hong Kong railways are having a patronage of over 4 million per day. For the busiest railway lines (such as the Island Line, Tsuen Wan Line and East Rail Line), the patronage exceed 50 000 per hour during the peak period. To cope with such a large volume of passengers during the peak period, the train compartments of these railway lines adopt the side-bench configuration for seating arrangement. This is to allow space to accommodate a large volume of passengers, and make it more convenient for passengers to speedily get on/off the train. In recent years, to address the special needs of passengers, such as wheelchair and baby stroller users, the MTRCL re-configured the train compartments to allow for multi-purpose areas for these passengers. At present, Hong Kong railways offer 45 to 50 seats in each train compartment. This is comparable with those recently built railway lines in other places worldwide serving similar level of patronage. For example, the number of seats offered in Hong Kong railways is similar to that in Singapore, Tokyo, Beijing and Shanghai. The train for SCL will adopt similar seat arrangement as that in the existing railway lines.


We will regularly review the situation to meet the prevailing needs of the community.

Seats at station platform

In 2021, the SCL will serve an estimated daily patronage of 1.1 million. To cope with the large volume of passengers, the train frequency, especially during the busy hours, will be very high. We envisage that the train frequency for SCL will be operating close to 2 minute interval during the busy hours in the morning. Even at the non-busy hours, the train frequency will have to be maintained at an interval of only a few minutes in order to cope with the transport demand. As the waiting time will be rather short, there should not be

much passenger demand for seats at station platform. That said, we understand some passengers with special needs may wish to have more seats at the station platform. The MTRCL is reviewing this demand so that it can provide suitable number of seats at the SCL station platforms. We hope that this would strike a good balance between the provision of a more comfortable journey for passengers with special needs and the need to address the space requirement to accommodate a large volume of passengers waiting at the SCL station platforms.

Yours sincerely,



(S H LAM)
for Secretary for Transport and Housing

c.c. Railway Development Office, Highways Department
MTR Corporation Limited

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