

## **A NOTE FOR LEGISLATIVE COUNCIL PANEL ON DEVELOPMENT**

### **Liantang/Heung Yuen Wai Boundary Control Point and associated works**

#### **Introduction**

In considering CB(1)61/12-13(03) on **13GB** “Liantang/Heung Yuen Wai (LT/HYW) Boundary Control Point (BCP) and associated works” at the meeting of the LegCo Panel on Development (the Panel) held on 30 October 2012, a few Members have expressed concerns on the basis of the design handling capacity of the proposed BCP and economic benefits of the project, the direct vehicular and passenger access to the Passenger Terminal Building as well as the compensation and rehousing arrangements for the affected residents. Questions have also been raised if the Administration has properly consulted parties concerned. In light of the above, supplementary information is provided in the ensuing paragraphs to address Members’ concerns.

#### **The BCP Project**

2. In December 2006, the Hong Kong Special Administrative Region Government and the Shenzhen Municipal Government commissioned a joint Preliminary Planning Study on Developing LT/HYW Control Point (the Joint Study) (深港興建蓮塘/香園圍口岸前期規劃研究) to examine the need, benefits and functions of the proposed BCP. The details of the project including the justifications were reported to the Panel on 28 October 2008 (Panel Paper No. CB(1)90/08-09(05)). The following paragraphs 3 to 9 update Members on the latest development on the BCP handling capacity and economic benefit assessment.

#### BCP handling capacity

3. The Joint Study adopted a systematic method to analyze the complex characteristics of population, travel characteristics, economic growth, foreign trade and transportation network development based upon various statistics and survey data. The methodology for the forecast of the traffic volume adopted for the project was a four-stage modelling approach, viz. trip generation, trip distribution, modal split and trip assignment for deriving passenger and vehicle flows, which is in line with international practice.

4. Under the transport model, the study areas in the Mainland and Hong Kong (HK) were divided into a number of small zones. Various design data, including demographic and socio-economic data, were input for each zone against different design years. A transport network system had to be set up under the model, incorporating all relevant information of different transport modes operating in the network, such as public transport routes, frequencies, fares, station locations and interchange arrangements.

5. The transport model computed that the forecast flows in the design year 2030 would be about **20 600** vehicles and **30 700** passengers per day – “Base Case”. As economy in the Mainland kept developing and formalities for the Mainland residents visiting HK became simpler, the “Base Case” **assumed** that the Shenzhen (SZ) residents who could visit HK without the need for an exit endorsement from the Mainland authorities. To test the lower bound of this assumption of the “Base Case”, the transport model also conducted a **conservative** scenario that the procedures for the SZ residents visiting HK remain unchanged, i.e. they had to obtain an exit endorsement before visiting HK. The forecast flows in the design year 2030 would be about **19 600** vehicles and **28 750** passengers per day – “Low Case”. The flows of the “Low Case” would be less than those of the “Base Case” by about 5 to 6%.

6. With effect from April 2009, the SZ permanent residents could use one-year multiple-entry Individual Visit Scheme endorsement to visit HK. For the passenger trips, the procedures for SZ residents visiting HK became simpler than the “Low Case”. The number of the Mainland visitors coming to HK for leisure purpose would further increase. As such, the latest passenger forecast should be higher than **28 750**, but lower than **30 700**. The Cross-boundary Travel Survey 2009 indicated that the trend of the overall cross-boundary traffic might not increase at a fast rate as expected due to a drop in the trips for container trucks and other goods vehicles. In view of such information and other considerations of the BCP site, HK/SZ Governments agreed in 2010 to adopt **17 850** vehicles trips and **30 000** passengers daily as the revised design handling capacity of the BCP.

### Economic benefit assessment

#### *Direct economic benefits*

7. Based on the results of the traffic forecast with the four-stage methodology, the benefits from savings in vehicle operation costs and value of time saved for travellers were evaluated under two scenarios, i.e. with and without the BCP. With the BCP, the distance and travelling time from Tai Po to

Longgang would be reduced by about 5 kilometres and about 22 minutes respectively. The Joint Study estimated that a total sum of the direct economic benefits (non-quantifiable benefits excluded) based on savings in vehicle operation costs and value of time saved for travellers was about **\$14.3 billion** at 2007 prices over a 12-year period (from 2018 to 2030).

8. We updated the assessment in our investigation and preliminary design study for the development of the BCP carried out in December 2010. The result concluded that the quantifiable benefits on the HK side alone on savings in vehicle operation costs and value of time saved for travellers over a 32-year period (from 2018 to 2050) were in the order of **\$50 billion** at 2010 prices.

#### *Indirect economic benefits*

9. The above assessment had yet to take on board the potential substantive strategic value and indirect benefits to be brought about by the BCP such as helping further extend the economic hinterland of HK by enhancing HK's connection with eastern Guangdong. With the new BCP, we anticipate closer economic ties which will be beneficial to our external trade and logistics industries, as well as the ancillary/supporting industries like finance, transport and warehouse, insurance etc. In addition, we also anticipate gain from an increase in tourists from the eastern part of Guangdong and there will be positive spill-over on other industries such as restaurants, hotels and transport in HK.

#### **Direct Access Facilities**

10. In response to the suggestions by some LegCo Members and the locals, the Administration announced in September 2011 that the BCP would be designed as the first HK/SZ land-based BCP with direct access facilities including a pedestrian subway linking the BCP and the adjacent Lin Ma Hang Road, a public carpark with no less than 400 car parking spaces, pick-up/drop-off areas for private cars and a public transport interchange at the Passenger Terminal Building. The preliminary layout of the direct access facilities is shown in the plans at **Appendix 1**.

11. As this is the first land-based BCP with direct access facilities, we commissioned a consultant to conduct a traffic study to assess the demands of parking spaces and the associated pick-up/drop-off areas required. The number of parking spaces required mainly depended on the proportion of passengers preferring to use non-cross boundary private cars and the carpark as well as their parking duration. To collect this information to derive the number of parking spaces at the public carpark in the BCP, the consultant conducted a

survey on the passengers' preference at the existing Lok Ma Chau Cross Boundary Shuttle Bus - San Tin Terminus with nearby parking facilities provided by private operators. Given the forecast number of passengers using non-cross boundary transport and the statistics of the above survey, the consultant recommended providing about **400** parking spaces at the public carpark in the BCP to meet the demand. Further, we also made reference to the provision at Lok Ma Chau BCP which handled about 86 000 passengers per day in 2011. There were a total of about 1 000 car parking spaces provided by private operators in the vicinity of the Lok Ma Chau Cross Boundary Shuttle Bus - San Tin Terminus. Comparing the handling capacity of the two BCPs, we opine that about 400 parking spaces for the LT/HYW BCP should be adequate. The forecast peak hour non-cross boundary traffic flow is **120 vehicles per hour**, comprising **55** private cars per hour using the public carpark and pick-up/drop-off spaces and **65** public transport vehicles per hour using the public transport interchange. There will be at least ten pick-up/drop-off spaces which will be more than adequate to accommodate the peak hour traffic flow. The size of the public transport interchange is determined based on the forecast passenger demands and respective processing time spent including pick-up/drop-off and vehicle queuing and stacking for each public transport mode. These direct access facilities including roads within the BCP are all designed in accordance with the guidelines and requirements in the Transport Planning and Design Manual and established traffic engineering design practice.

### **Public Consultation**

12. To avoid land speculation, we could only launch the public consultation activities after the announcement of the BCP and embarking on the pre-clearance survey on 18 September 2008. Immediately after the announcement, we held a briefing to the affected villagers and concerned members of the North District Council (NDC) and Rural Committees (RCs) to explain the details of the proposed development and Government policies and procedures for village removal resumption and clearance. Public views received generally indicated support to the BCP development and recognition of its strategic importance to the development of HK. Some local villagers were more concerned about the alignment of the connecting road and its impact on the adjacent area. The villagers affected by the BCP and connecting road expressed concern about land resumption, clearance, village removal and compensation arrangements.

13. At the design stage, we consulted the NDC, the Tai Po District Council (TPDC), the RCs of Ta Kwu Ling, Sha Tau Kok, Sheung Shui, Tai Po and Fanling from June 2009 to 2012. A table showing the consultation exercise since the announcement of the BCP in September 2008 is at **Appendix 2**. Amongst others, the Secretary for Development (SDEV) personally

visited/met with the Chuk Yuen Villagers together with representatives of Heung Yee Kuk, NDC and Ta Kwu Ling Rural Committee on several occasions to brief them on the project and understand their concerns arising from the project.

14. To seek views from the public, we gazetted the plans and scheme under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) in November 2010. In addition, we also published and affixed copies of the notice in Chinese and English at prominent positions within the works area and other locations as appropriate to draw the attention of the public. We also distributed a project leaflet to all residents within 500 metres along the proposed alignment of the connecting road for similar purpose at the same time.

### Land Acquisition

15. We have reviewed the design of the project to minimise the extent of land acquisition required. According to the available information, the respective number of domestic structures erected on private building land, licensed structures and squatter huts as well as the total lot/estimated areas are tabulated as follows-

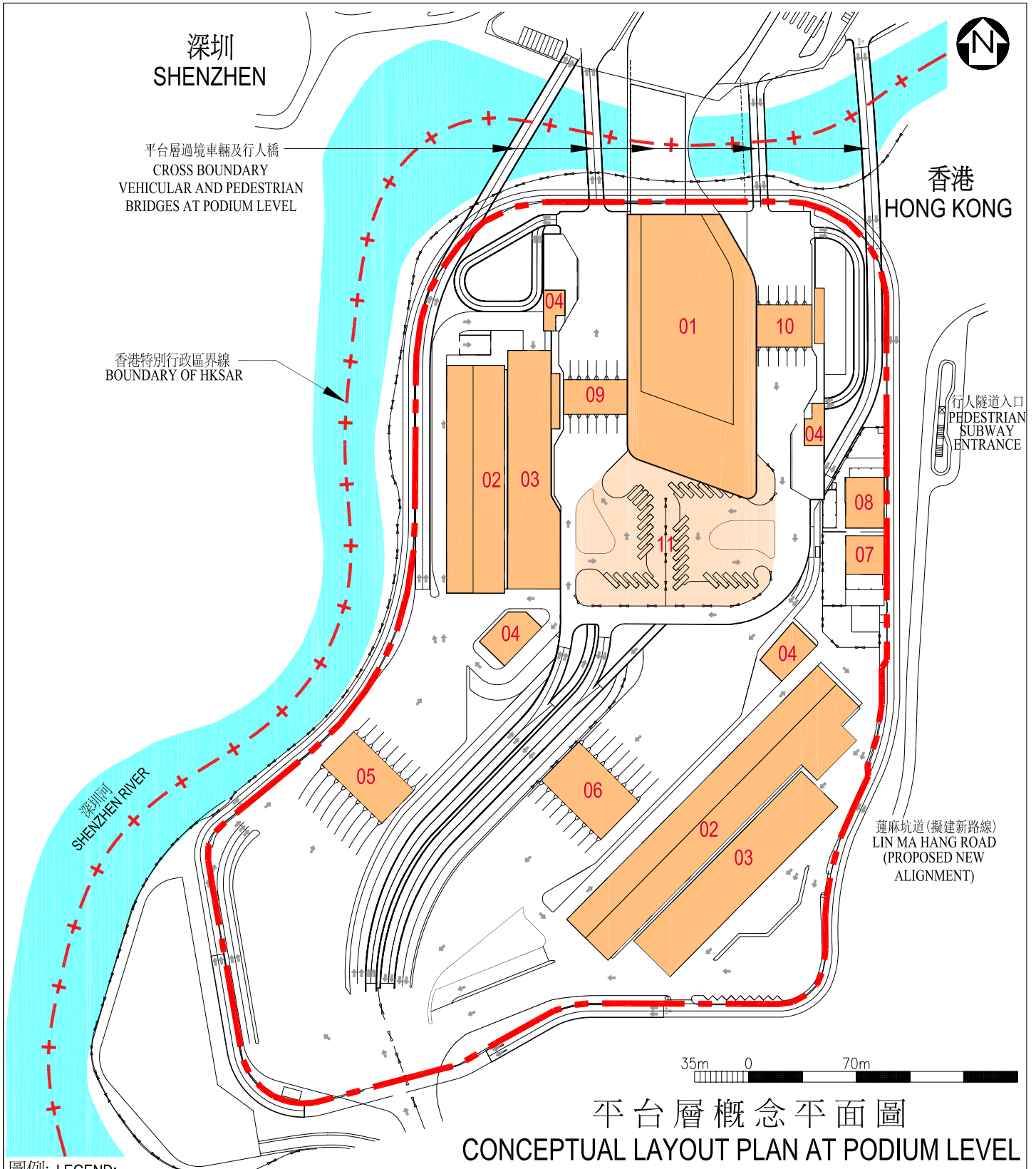
Category of structures involving domestic use	Number of structures	Number of people affected	Total lot area / estimated area
(i) Structures on private building land	30	114	0.3 ha. (about)
(ii) Licensed structures	35	148	0.13 ha. (about) *
(iii) Squatter huts (including those structures covered by 1982 Squatter Structure Survey or not covered by 1982 Squatter Structure Survey)	110	321	Not Available *
Total:	175	583	

\* subject to detailed site survey

16. Enhanced and tailor-made compensation packages such as the “Cottage House Option” were devised and provided to eligible non-indigenous villagers residing within the village environs of Chuk Yuen Village and in Chuk Yuen South (subject to SDEV’s discretion on a case-by-case basis). In view of

the need for early implementation of this strategically important project, a special ex-gratia allowance for qualified households affected by land resumption and clearance required for the BCP proper and the connecting road was also approved by the Finance Committee on 13 July 2012. To date, the processing of the applications for the “Cottage House Option” and the special ex-gratia allowance is in good progress. Details of “Cottage House Option” and the special ex-gratia allowance were reported to the Panel on 24 April 2012 (Panel Paper No. CB(1)1607/11-12(04)).

**Development Bureau**  
**20 November 2012**



平台層概念平面圖  
CONCEPTUAL LAYOUT PLAN AT PODIUM LEVEL

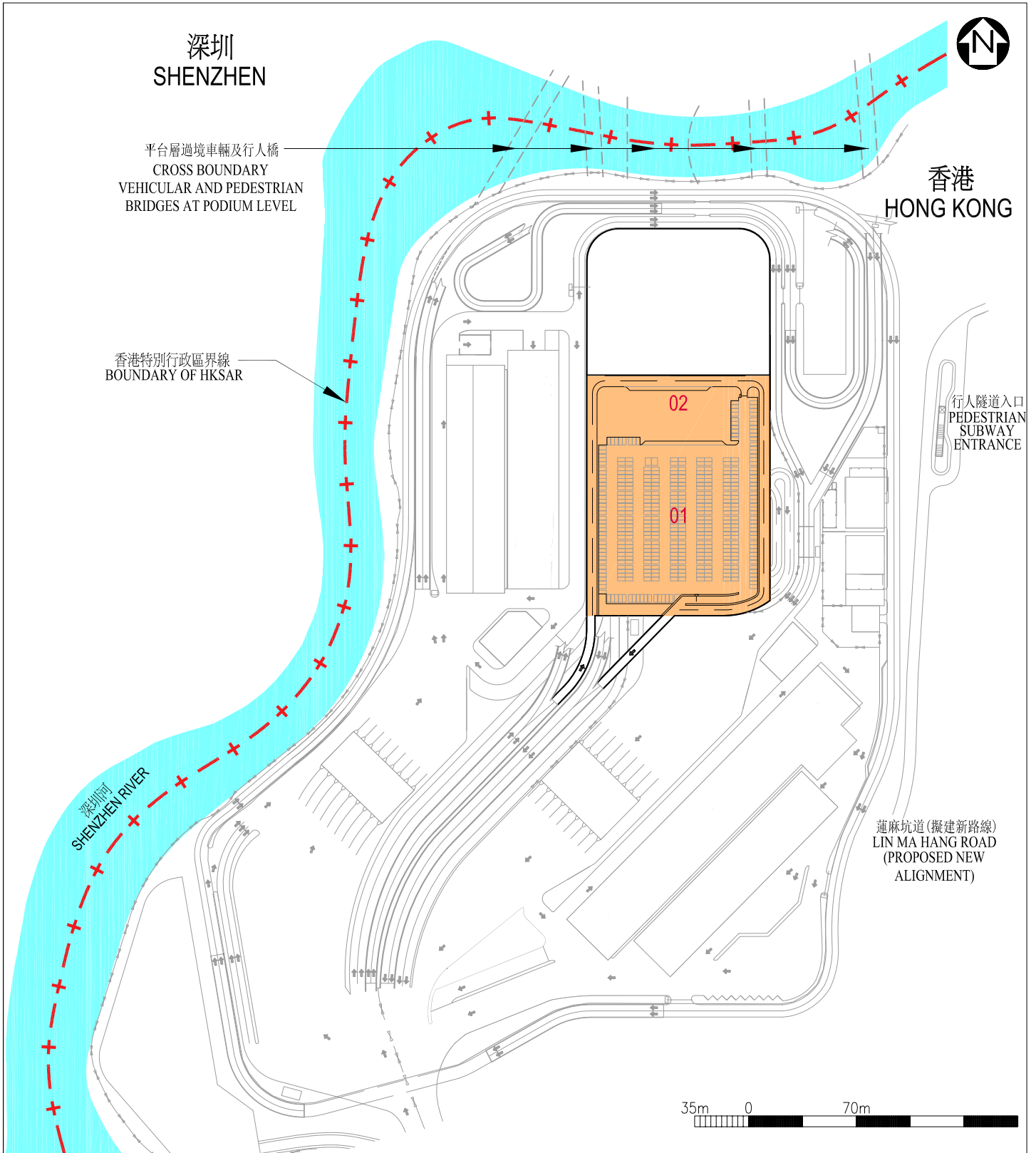
圖例: LEGEND:

01 聯檢大樓 PASSENGER TERMINAL BUILDING	06 入境貨車檢查亭 INBOUND GOODS VEHICLE CLEARANCE KIOSKS	11 地面公共交通交匯處 PUBLIC TRANSPORT INTERCHANGE AT GROUND LEVEL 閣樓層公共停車場及私家車上落客處 PUBLIC CAR PARK & PICK UP/DROP OFF AREA AT MEZZANINE LEVEL 平台層過境校巴/巴士上落客區連有蓋行人通道 CROSS BOUNDARY SCHOOL BUS / COACH PICK UP / DROP OFF AREA WITH COVERED WALKWAY AT PODIUM LEVEL
02 貨車檢查區及辦公大樓 GOODS VEHICLE SEARCH PLATFORMS & OFFICE	07 警署 POLICE STATION	
03 固定X光檢查站及辦公室 FIXED X-RAY VEHICLE INSPECTION STATION & OFFICE	08 消防局 FIRE STATION	
04 流動X光檢查站及辦公室 MOBILE X-RAY VEHICLE SURVEILLANCE STATION & OFFICE	09 出境私家車/客車檢查亭 OUTBOUND PRIVATE CARS/COACHES CLEARANCE KIOSKS	
05 出境貨車檢查亭 OUTBOUND GOODS VEHICLE CLEARANCE KIOSKS	10 入境私家車/客車檢查亭 INBOUND PRIVATE CARS/COACHES CLEARANCE KIOSKS	

TITLE 項目名稱 13GB  
LIANTANG / HEUNG YUEN WAI  
BOUNDARY CONTROL POINT WITH  
DIRECT ACCESS FACILITIES  
FOR PEDESTRIANS AND PRIVATE VEHICLES  
蓮塘/香園圍口岸的人車直達設施

drawn by 繪圖 K.C. LEUNG  
approved 批核 W.K. YIU  
office 辦事處  
PROJECT MANAGEMENT BRANCH 工程策劃管理處

date 日期 14/11/2012  
drawing no. 圖則編號 7272/XA/303  
ARCHITECTURAL SERVICES DEPARTMENT 建築署



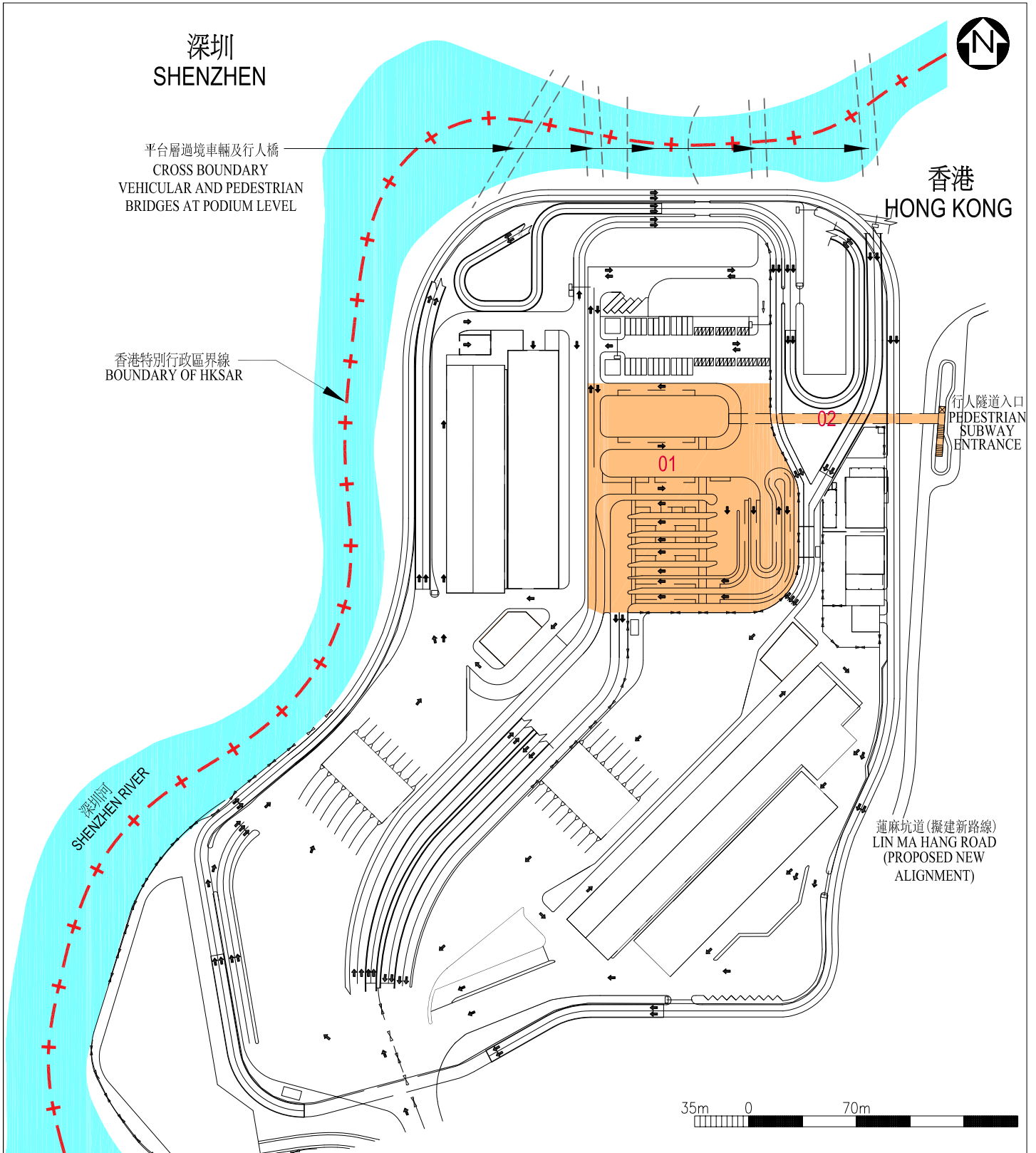
閣樓層概念平面圖  
CONCEPTUAL LAYOUT PLAN AT MEZZANINE LEVEL

圖例: LEGEND:

<p>01 公共停車場 PUBLIC CAR PARK</p>	<p>02 私家車上落客處 PRIVATE CAR PICK UP/DROP OFF AREA</p>
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<p>TITLE 項目名稱 13GB LIANTANG / HEUNG YUEN WAI BOUNDARY CONTROL POINT WITH DIRECT ACCESS FACILITIES FOR PEDESTRIANS AND PRIVATE VEHICLES 蓮塘 / 香園圍口岸的人車直達設施</p>	<p>drawn by 繪圖 K.C. LEUNG</p>	<p>date 日期 14/11/2012</p>	<p>drawing no. 圖則編號 7272/XA/302</p>
<p>approved 批核 W.K. YIU</p>	<p>date 日期 14/11/2012</p>	<p>ARCHITECTURAL SERVICES DEPARTMENT 建築署</p> 	
<p>office 辦事處 PROJECT MANAGEMENT BRANCH 工程策劃管理處</p>			





地面層概念平面圖  
CONCEPTUAL LAYOUT PLAN AT GROUND LEVEL

圖例: LEGEND:

01 公共交通交匯處 PUBLIC TRANSPORT INTERCHANGE	02 行人隧道 PEDESTRIAN SUBWAY
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<p>TITLE 項目名稱 13GB LIANTANG / HEUNG YUEN WAI BOUNDARY CONTROL POINT WITH DIRECT ACCESS FACILITIES FOR PEDESTRIANS AND PRIVATE VEHICLES 蓮塘 / 香園圍口岸的人車直達設施</p>	<p>drawn by 繪圖 K.C. LEUNG approved 批核 W.K. YIU office 辦事處 PROJECT MANAGEMENT BRANCH 工程策劃管理處</p>	<p>date 日期 14/11/2012 date 日期 14/11/2012</p>	<p>drawing no. 圖則編號 7272/XA/301</p> <p> ARCHITECTURAL SERVICES DEPARTMENT 建築署</p>
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**Liantang/Heung Yuen Wai Boundary Control Point and Associated Works  
Record of Public Consultation**

<b>Date</b>	<b>Officers / Departments leading the consultation</b>	<b>Attendance</b>	<b>Content / scope of consultation</b>
18/9/2008	Secretary for Development (SDEV), Planning Department (PlanD), Lands Department (LandsD) and Home Affairs Department (HAD)	Heung Yee Kuk (HYK), Rural Committee (RC) Members, Village Representatives, local residents	Briefing on the development of LT/HYW BCP
25/9/2008	PlanD	Greater Pearl River Delta Business Council	
6/10/2008	PlanD and LandsD	HYK	
8/10/2008	PlanD, LandsD and Civil Engineering and Development Department (CEDD)	Ta Kwu Ling RC	
9/10/2008	PlanD, LandsD and CEDD	North District Council (DC)	
10/10/2008	PlanD, LandsD and CEDD	Fanling RC	
11/10/2008	PlanD, LandsD and CEDD	Tai Po RC	
17/10/2008	PlanD, LandsD and CEDD	Sha Tau Kok RC	
22/10/2008	PlanD, LandsD and CEDD	Sheung Shui RC	
23/10/2008	Director of Planning	Logistics trade representatives and Hon Miriam Lau (LegCo Member)	
4/11/2008	PlanD, LandsD and CEDD	Tai Po District DC	
15/11/2008	SDEV, PlanD	Site visit to Chuk Yuen Village by LegCo Members	
18/4/2009	SDEV	Hon Lau Wing-fat (LegCo Member) and representatives of Chuk Yuen Village	Discussion about the requirement on the resite of Chuk Yuen village

**Appendix 2 (Sheet 2 of 6)**

<b>Date</b>	<b>Officers / Departments leading the consultation</b>	<b>Attendance</b>	<b>Content / scope of consultation</b>
4/6/2009	CEDD	“關注興建蓮塘口岸工作小組” of North DC	Consultation in respect of the Investigation and Preliminary Design (I&PD) study
16/6/2009	CEDD	Ma Mei Ha Concern Group	
17/6/2009	CEDD	Fanling RC	
22/6/2009	CEDD	Ta Kwu Ling RC	
25/6/2009	CEDD	Sha Tau Kok RC	
29/6/2009	CEDD	Sheung Shui RC	
14/9/2009	CEDD	“關注興建蓮塘口岸工作小組” of North DC	Consultation in respect of the proposed connecting road alignment
14/9/2009	CEDD	Sha Tau Kok RC Chairman, village representatives of Loi Tung, Tai Tong Wu and Wang Shan Keuk	
15/9/2009	CEDD	Ta Kwu Ling RC	
22/9/2009	CEDD	Sheung Shui RC	
23/9/2009	CEDD	Village representatives of San Uk Tsai and Sze Tau Leng	
25/9/2009	CEDD	“Ma Mei Ha Concern Group”, including Tan Chuk Hang Lo Wai villagers	
7/10/2009	CEDD	Fanling RC	
8/10/2009	CEDD	Sha Tau Kok RC	
13/10/2009	CEDD	Tai Po RC	
21/10/2009	CEDD	Village representatives of Loi Tung	

**Appendix 2 (Sheet 3 of 6)**

<b>Date</b>	<b>Officers / Departments leading the consultation</b>	<b>Attendance</b>	<b>Content / scope of consultation</b>
30/10/2009	CEDD	Village representatives of Nam Wa Po, Kau Lung Hang, Tong Hang and resident representatives from Tong Hang Tung Chuen	Consultation in respect of the proposed connecting road alignment
6/11/2009	CEDD	North District Councilors - Mr POON Chung-yin and Mr LAW Sai-yan, and village representatives of Tang Chuk Hang and Leng Pei	
10/11/2009	CEDD	Village representatives of Lau Shui Heung and San Tong Po	
13/11/2009	CEDD	Traffic and Transport Committee, Tai Po DC	
17/11/2009	CEDD	“關注興建蓮塘口岸工作小組” of North DC	
21/12/2009	CEDD	Hon CHAN Hak-kan (LegCo Member), North District Councilors, village representatives of Loi Tung and Tai Tong Wu	
26/2/2010	CEDD	North District Councilors - Mr LIU Kwok-wah and Mr WAN Wo-fai, Vice Chairman of Sha Tau Kok RC and village representatives of Loi Tung	
5/3/2010	CEDD	North District Councilors - Mr LIU Kwok-wah and Mr WAN Wo-fai, Vice Chairman of Sha Tau Kok RC and village representatives of Loi Tung and Tai Tong Wu	

**Appendix 2 (Sheet 4 of 6)**

<b>Date</b>	<b>Officers / Departments leading the consultation</b>	<b>Attendance</b>	<b>Content / scope of consultation</b>
10/3/2010	CEDD	Village representatives of San Uk Ling, Chuk Yuen, Fung Wong Wu, Nga Yiu and Muk Wu	Consultation in respect of the proposed connecting road alignment
22/4/2010	CEDD	North District Councilor - Mr WAN Wo-fai, Vice Chairman of Sha Tau Kok RC and village representatives of Loi Tung	
14/5/2010	CEDD	North District Councilor - Mr WAN Wo-fai, Vice Chairman of Sha Tau Kok RC and village representatives of Tai Tong Wu	
2/6/2010	CEDD	North District Councilor - Mr WAN Wo-fai, Vice Chairman of Sha Tau Kok RC and village representatives of Loi Tung and Tai Tong Wu	
18/6/2010	CEDD	Vice Chairman of Sha Tau Kok RC and village representatives of Loi Tung and Tai Tong Wu	
24/6/2010	CEDD	“關注興建蓮塘口岸工作小組” of North DC	Consultation in respect of the revised connecting road alignment including the relocation of an existing grave at Tai Tong Wu
11/8/2010	CEDD	Fanling RC	
11/8/2010	CEDD	Ta Kwu Ling RC	
30/8/2010	CEDD	Sheung Shui RC	
1/9/2010	CEDD	Sha Tau Kok RC	
9/9/2010	CEDD	Representatives from Ha Shan Kai Wat	

**Appendix 2 (Sheet 5 of 6)**

<b>Date</b>	<b>Officers / Departments leading the consultation</b>	<b>Attendance</b>	<b>Content / scope of consultation</b>
14/9/2010	CEDD	Tai Po RC	Consultation in respect of the revised connecting road alignment including the proposed relocation of an existing grave at Nam Wah Po
17/9/2010	CEDD	Traffic and Transport Committee, Tai Po DC	
21/9/2010	CEDD	HYK	
24/9/2010	CEDD	Tai Po District Councilor - Mr CHAN Cho-leung and the village representatives of Nam Wah Po	
13/10/2010	CEDD	Tai Po District Councilor - Mr TANG Yau-fat, village representatives of Tai Wo, Yuen Leng Yip Uk, Yuen Leng Lei Uk and Kau Lung Hang and resident representative of Tong Hang Tung Chuen	
27/10/2010	CEDD	Tai Po District Councilor - Mr TANG Yau-fat and village representative of Tai Wo	
15/11/2010	CEDD	Tai Po District Councilor - Mr CHAN Cho-leung and village representatives of Nam Wah Po	
1/12/2010	CEDD	Representatives from Ha Shan Kai Wat	
10/12/2010	CEDD	North District Councilor - Mr WAN Wo-fai and villagers from Loi Tung North	Consultation in respect of the recommended connecting road alignment for the BCP project
13/12/2010	CEDD	Hon WONG Shing-chi (LegCo Member) and villagers from Loi Tung North	

**Appendix 2 (Sheet 6 of 6)**

<b>Date</b>	<b>Officers / Departments leading the consultation</b>	<b>Attendance</b>	<b>Content / scope of consultation</b>
25/1/2011	CEDD	North District Councilor - Mr WAN Wo-fai and villagers from Loi Tung North	Consultation in respect of the recommended connecting road alignment for the BCP project
16/3/2011	CEDD	“關注興建蓮塘口岸工作小組” of North DC	
16/4/2011	SDEV	Chuk Yuen villagers	Discussion about the compensation matters
20/6/2011	SDEV	Chuk Yuen villagers	Discussion about the proposed compensation package
9/11/2011	SDEV, LandsD	Chuk Yuen villagers	Announcement of the Cottage House Option
5/1/2012	CEDD	Ta Kwu Ling RC	Consultation in respect of the proposed funding application for the site formation and connecting road and the proposed works of the BCP buildings and the associated facilities
16/1/2012	CEDD	Sha Tau Kok RC	
8/2/2012	CEDD	Sheung Shui RC	
9/2/2012	CEDD	North DC	
14/2/2012	CEDD	Tai Po RC	
6/3/2012	CEDD	Tai Po DC	
7/3/2012	CEDD	Fanling RC	
2/4/2012	SDEV	Chuk Yuen villagers	Announcement of the special Ex-gratia Cash Allowance
12/10/2012	CEDD	“關注興建蓮塘口岸工作小組” of North DC	Consultation on Construction Matters/ Progress Update/the funding applications for the design of the BCP buildings and the associated facilities and the regulation of Shenzhen River stage IV.