

The Government of the Hong Kong Special Administrative Region

政府總部  
環境運輸及工務局  
香港花園道美利大廈



Environment, Transport  
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25 January 2006

Mr Andy Lau  
Clerk to Legislative Council  
Legislative Council Building,  
8 Jackson Road, Central,  
Hong Kong

Dear Mr. Lau,

**Access of Public Transport Modes  
to the Lo Wu Control Point**

At the meeting of the Legislative Council Panel on Transport on 22 July 2005, some Members requested that the Lo Wu Control Point be redesigned so that it could be accessible to buses, taxis and public light buses. We have carefully examined the request, and our response is set out below.

Over the years, we have been continuously improving our cross-boundary transport infrastructure and services to cope with the ever increasing cross-boundary passenger traffic. Apart from the most popular East Rail Lo Wu service, travellers can also cross the border by different transport means such as coaches, Lok Ma Chau-Huanggang Shuttle Buses and ferries.

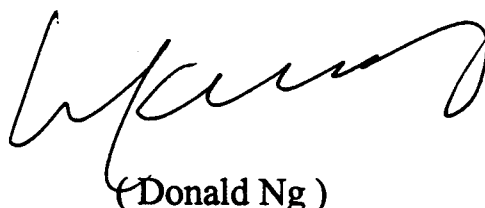
In early 2003, when we introduced 24-hour service at the Lok Ma Chau Control Point, we also started a trial scheme to allow taxis and specified green minibus routes to access the Control Point from 12 midnight to 6:30 a.m. every day. The starting time was advanced to 11 p.m. in January

2005. For the new crossings at the Hong Kong-Shenzhen Western Corridor and the Lok Ma Chau Spur Line, we have taken on board Members' advice and have provided for public transport interchanges such that franchised buses, green minibuses and taxis may also have access to the Control Points. We believe all these measures are adequate to meet the demand of the public.

As for Lo Wu, due to physical constraints, it is not practicable to allow public transport vehicles to access the Control Point. The current access road to the Control Point, Lo Wu Station Road, is only an emergency access and a service road for delivery of supplies, and can only cater for one-lane traffic. It falls far short of the minimum width required of a standard carriageway for public transport services. Widening of the road is not feasible due to space and geotechnical constraints.

Given these constraints, we consider that the request is not feasible.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Donald Ng', written in a cursive style.

(Donald Ng)  
for Secretary for the Environment,  
Transport and Work