

**For discussion on  
27 April 2007**

**Legislative Council Panel on Transport**

**Traffic and Transport Arrangements for the Commissioning of  
Shenzhen Bay Port and  
Sheung Shui to Lok Ma Chau Spur Line**

**PURPOSE**

At the Panel meetings on 26 January and 2 March 2007, Members discussed the traffic and transport arrangements for the two new crossings of Sheung Shui to Lok Ma Chau Spur Line (Spur Line) and the Shenzhen Bay Port (SBP) (also known as Hong Kong – Shenzhen Western Corridor). In response to the concerns raised by Members and the deputations at the meeting on 2 March, this paper provides further information on the public transport arrangements at the crossings and on the traffic impact on Northwest New Territories (NT) brought about by the commissioning of SBP.

**PUBLIC TRANSPORT ARRANGEMENTS AT THE NEW  
BOUNDARY CROSSINGS**

**Layout design of the public transport interchanges (PTIs) and  
transport arrangements at the two new boundary crossings**

2. The Spur Line was originally planned for rail passengers only, while the SBP was designed to cater for goods vehicles and cross-boundary coaches. However, taking into account Members' views, we would provide one PTI each at the new crossings to allow for the operation of other public transport modes.

3. The layout plan of the PTI at the Lok Ma Chau (LMC) Terminus of the Spur Line is at Annex A. It has an area of about 6 200 square meters, providing loading/unloading bays for the provision of one franchised bus route to/from Yuen Long West Rail Station and one green minibus (GMB) route to/from Yuen Long (Fook Hong Street). There will also be 18 pick-up/drop-off spaces and 50 stacking spaces to facilitate the operation of urban and NT taxis.

4. As regards the PTI at SBP, we informed Members in 2003 when we sought funding approval for the construction of the boundary crossing facilities that the size of the PTI was about 6 000 square meters. It has subsequently been revised to 8 000 square metres to provide for the loading/unloading spaces for the operation of two franchised bus routes to/from Yuen Long West Rail Station and Tuen Mun Pierhead, and one GMB route to/from Tin Shui Wai North (Tin Yan Estate). There will also be 11 pick-up/drop-off spaces and 70 stacking spaces for the operation of urban and NT taxis. The layout of the PTI at SBP is at Annex B.

### **Response to Views of Members and Deputations**

5. Members and the deputations who attended the meeting on 2 March generally welcome the provision of public transport services at the new boundary crossings. Our response to major points raised are set out in the following paragraphs.

#### *Non-Franchised Buses (NFBs) access to the new boundary crossings*

6. Given the size of the two PTIs, we consider that priority should be given to those public transport modes that serve the public at large, i.e. franchised buses, minibuses and taxis. That said, NFBs providing cross-boundary services will be allowed to provide point-to-point cross-boundary service to passengers using SBP, while NFBs providing other services can continue to take cross-boundary passengers to the San Tin PTI for crossing the boundary via LMC Control Point.

7. Passengers taking public transport other than cross-boundary

coaches to the Hong Kong side of the control point at SBP will need to change for connecting public transport on the Shenzhen side after going through immigration and customs clearance, and vice versa. To this end, we have agreed with the Mainland authorities to provide complementary public transport services at each side of the control point. The mode, number of routes, service hours, frequency and carrying capacity of the public transport services to be provided by each side will need to be comparable to one another. Specifically, three bus/minibus routes will be operated to each side of the control point. We understand that the Shenzhen side will not provide for operation of NFBs at this stage. As such, it will not be appropriate to allow non cross-boundary NFBs to operate at the control point without corresponding service at the Shenzhen side.

8. We will monitor closely the traffic situation at the new boundary crossings upon their commissioning, and review the need and feasibility of adjusting the public transport services provided thereat jointly with the Mainland authorities.

#### *Other Issues*

9. Some deputations considered that the operation of two new GMB routes to the new crossings should be tendered out to ensure fairness. The tender exercise for the new GMB route between SBP PTI and Tin Shui Wai North is underway. As the GMB route between Spur Line PTI and Yuen Long overlaps largely with an existing GMB route plying between Yuen Long and Ha Wan Village near the PTI, it is more efficient to extend the latter to serve the new catchment area for better utilization of resources. Some deputations suggested allowing red minibuses to operate at PTIs. Having regard to the policy to encourage the provision of scheduled PLB service in the form of GMB, we have no plan to do so.

10. Regarding the concern over the management of taxi operation at the PTIs, the design of the PTIs have allowed for sufficient spaces for stacking of taxis. Also, the Transport Department (TD) will implement suitable traffic management measures. Together with the Police, TD will closely monitor the traffic upon the commissioning of the

two new crossings and take necessary enforcement actions to ensure smooth and orderly operation of the PTIs.

11. Some Members and the cross-boundary coach trade have suggested relaxing the quota restriction for cross-boundary coaches to help lower their operating costs. We would like to point out that the quota system is jointly administered by the HKSAR and Guangdong authorities with a view to ensuring smooth cross-boundary traffic. The commissioning of SBP provides room for relaxation of the existing quota arrangements, and we have agreed with the Guangdong authorities to issue 300 quotas before the commissioning of SBP. We will closely monitor the traffic situation and operation of SBP, and review the number of quotas in conjunction with the Mainland authorities. We will also reflect to the Mainland authorities the trade's suggestions to further relax the quota arrangements.

## **TRAFFIC IMPACT ON NORTHWEST NT UPON THE COMMISSIONING OF SBP**

12. The Northwest NT Traffic and Infrastructure Review concluded that with the existing and committed road networks, together with necessary improvement measures, we would be able to cope with the traffic (including those to be generated from the SBP and the Hong Kong–Zhuhai–Macao Bridge) up to at least 2016.

13. Under our study, the projected daily vehicular traffic from 2007 to 2016 is as follows:-

<b>Year</b>	<b>Cross-boundary Vehicle Flow of SBP</b>
2007	29,800
2011	47,100
2016	60,300

14. The above projections have already assumed that the quota arrangements for cross-boundary vehicles will be relaxed. Relevant departments will continue to closely monitor the traffic upon the commissioning of SBP and review the traffic arrangement according to the latest planning parameters.

15. The recently completed and soon-to-be completed traffic improvement measures in Northwest NT include:-

- (i) widening of Yuen Long Highway;
- (ii) widening of Castle Peak Road;
- (iii) improvement to San Tin Interchange;
- (iv) lengthening of bus bays at Tuen Mun Road southbound near Tseng Choi Street;
- (v) improvement of the merging lane from Tuen Hi Road into Tuen Mun Road;
- (vi) modification of the existing and provision of additional directional signs in the town centre of Tuen Mun; and
- (vii) traffic control and surveillance system and variable message signs for incident management and diversion of traffic.

16. We have also planned to implement the following projects to improve traffic in Northwest NT in the medium term:-

- (i) widening of Tuen Mun Road at Tsing Tin Interchange section from dual-2 lane to dual-3 lane carriageway;
- (ii) widening of Tuen Mun Road from Yan Oi Town Square to Wong Chu Road from dual-2 to dual-3 lane carriageway;
- (iii) reconstruction and improvement of Tuen Mun Road expressway section;
- (iv) improvement to Pok Oi Interchange;
- (v) improvement works to Ping Ha Road and Tin Ha Road; and
- (vi) provision of a new road linking the Ha Tsuen Interchange and Ping Ha Road.

17. In the long run, we have been studying long-term transport infrastructure proposals under the Northwest NT Traffic and Infrastructure Review to ensure that the new transport infrastructure beyond 2016 will be provided in a timely manner. We have been conducting further investigation and engineering feasibility studies on the proposed road projects, including the Tuen Mun Eastern Bypass, the Tuen Mun Western Bypass and Tuen Mun – Chek Lap Kok Link, the Link Options between Tuen Mun and Lantau, and the Tsing Yi- Lantau Link. The objective is to get the necessary advance work done as much as

possible at the present stage so that when the implementation programme for the various planned developments in the region becomes clearer, construction can start as soon as possible.

18. In addition, we will continue to discuss with the franchisee of Route 3 possible measures to rationalize the utilization of Route 3 and the non-tolled Tuen Mun Road. The options we are exploring include franchise extension in exchange for toll reduction. Regarding the recent suggestion put forward by a Member to implement toll reduction on a trial basis, we have put it forward to the franchisee and will actively examine its feasibility together with other options, with a view to making progress in the discussion.

19. In the light of the changes in traffic conditions upon commissioning of SBP, the Planning Department has also taken the opportunity to review the land use planning for the area, with a view to increasing the supply of land for open storage and port backup uses in suitable locations to cater for the growth of the trade. In the process, due consideration is given to land use compatibility, impact on transport, environment, drainage, landscape, etc. and proximity to control points. The Planning Department will submit the findings of the review to the Town Planning Board for consideration in due course, and consult the public on the land use review thereafter.

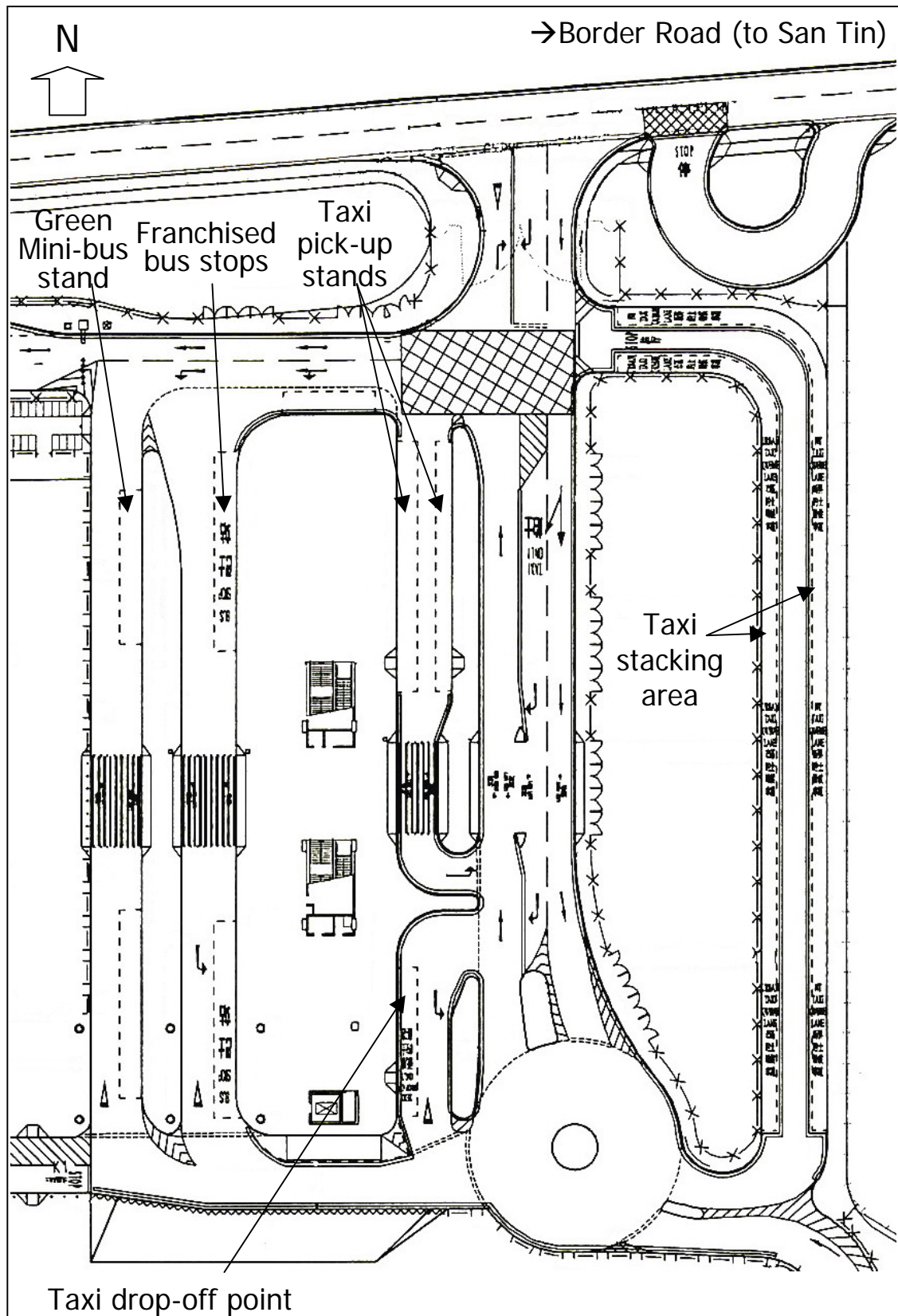
## **ADVICE SOUGHT**

20. Members are invited to note the information set out in paragraphs 2 to 19.

**Environment, Transport and Works Bureau**  
**April 2007**

# Lok Ma Chau Terminus Public Transport Interchange

Annex A



# Shenzhen Bay Port Hong Kong Port Area Public Transport Interchange

