

政府總部
發展局
工務科

香港添馬添美道 2 號
政府總部西翼



Works Branch
Development Bureau
Government Secretariat

West Wing, Central Government Offices,
2 Tim Mei Avenue, Tamar
Hong Kong

本局網址 Our Website: <http://www.devb.gov.hk>
本局檔號 Our Ref. DEVB(CR)(W) 1-150/59
來函檔號 Your Ref.

電話 Tel No.: 3509 8276
傳真 Fax No.: 2810 8502
電郵 E-mail: csliau@devb.gov.hk

12 December 2011

Clerk to the Panel on Development
Legislative Council Complex
1 Legislative Council Road,
Central, Hong Kong
(Attn : Mr Simon CHEUNG)

Dear Mr Cheung,

Panel on Development
Follow-up to Meeting on 22 November 2011
CB(1)346/11-12(04)

In considering the paper on “Progress Report on the Development of Liantang/Heung Yuen Wai Boundary Control Point” on 22 November 2011, Members were concerned about the traffic flow within and outside the Liantang/Heung Yuen Wai Boundary Control Point (the BCP) area, and the capacity of the new connecting road and other road networks linking the BCP and the urban areas. In response to Members’ request, the Administration provides the requested information in the ensuing paragraphs.

Traffic Arrangement within the BCP area

The BCP is a two-storey design in which the clearance of cross-boundary passengers/private cars/coaches and good vehicles will be processed separately at two different levels. The facilities for clearance of passengers/private cars/coaches and the passenger terminal building (PTB) are located on an elevated podium deck with inbound (from the Mainland to Hong Kong) and outbound (from Hong Kong to

the Mainland) vehicular passages situated on the east side and west side of the PTB respectively. The facilities for goods vehicles clearance are located on the ground level of the BCP with inbound and outbound passages situated on the east side and west side of the BCP respectively.

Further, to meet public aspiration and enhance public convenience, we plan to provide a public carpark and pick-up/drop-off points for non-cross-boundary private cars. In addition, a public transport interchange as well as pick-up/drop-off points for school buses will be provided near the PTB to serve the passengers and cross-boundary students. As there will be separate access roads within the BCP area, traffic to these facilities will not affect the cross-boundary traffic.

The Future Road Network

In conjunction with the development of the BCP, a 11-kilometre long dual 2-lane road connecting the BCP with the Fanling Highway will be constructed to provide a direct access. Four interchanges are proposed along the new connecting road at the junctions with the existing Fanling Highway, Sha Tau Kok Road, Ping Yuen Road and Lin Ma Hang Road. These interchanges will not only enhance the existing road network in the North East New Territories (NENT), but also facilitate the future developments of the area. The alignment of the connecting road and the locations of the interchanges are shown in red in the Annex.

Apart from the construction of the connecting road under this project, there are plans to upgrade the existing road network and construct new highways in the NENT, including the widening of the Fanling Highway near the interchange with the connecting road to a dual 4-lane carriageway in 2018 and constructing a new dual 2-lane Fanling Bypass in early 2020s in association with the development of Fanling North New Development Area (NDA). A study is also being conducted by the Highways Department to widen the existing Lin Ma Hang Road from a single lane carriageway to a standard single 2-lane carriageway. The future road sections to be improved and provided are also shown in the Annex.

Traffic Impact Assessment

It is anticipated that the daily traffic using the BCP will be about 17,000 and 19,000 vehicle trips in 2018 and 2031 respectively. In light of the convenience of the new connecting road, a majority of the inbound BCP traffic (about 90%) will adopt the new connecting road and then carry on their journeys along the Fanling Highway either southwards or westwards. Similarly for the outbound BCP traffic, the majority of the traffic will adopt the Fanling Highway and then the new connecting road for access to the BCP. The remaining traffic that targets for the new Ping Che/Ta Kwu Ling and Fanling North NDAs, and other local areas in the North District, will use the existing local road network, such as Lin Ma Hang Road and Sha Tau Kok Road via the proposed interchanges at these roads. According to the traffic impact assessment (TIA) for the BCP project, the traffic impact on the existing road network arising from the operation of the BCP in 2018 is insignificant.

In the TIA, we have also studied the traffic impact on the major road links in the NENT taking into account the future road sections to be improved and provided as mentioned above and the future developments in the NENT, such as NENT NDAs¹, Queen's Hill development, and the opening of Frontier Closed Area (FCA). The peak hour traffic conditions on the major road links in 2031 are shown below –

Major Road Link	Configuration	(a) Capacity (pcu/hr*)	(b) Flow Volume in 2031 (pcu/hr)	((b)/(a)) Peak Hour v/c ratio in 2031
Improved Fanling Highway near the interchange with the connecting road	Dual-4	7,700	8,150	1.06
Proposed BCP connecting road	Dual-2	3,700	2,900	0.78
Existing Sha Tau Kok Road	Dual-2	3,400	1,650	0.49
Improved Lin Ma Hang Road	Single-2	1,200	230	0.19

* pcu/hr denotes passenger car unit / hour

¹ The NENT NDAs comprise the Kwu Tung North NDA, Fanling North NDA and Ping Che/Ta Kwn Ling NDA.

As shown in the table, the new connecting road would have sufficient capacity to cope with the traffic demand. Since the BCP will share some of the Sha Tau Kok cross-boundary traffic, the traffic condition along Sha Tau Kok Road will also be improved. In general, all the above major road links will be operating within capacity except the Fanling Highway as the volume to capacity (v/c) ratio of which will be marginally over 1.0. However, the traffic condition should still be manageable if the v/c ratio is less than 1.2. Based on the result of the TIA, the major road links in the NENT connecting to the connecting road will be able to cope with the future traffic including those generated from the BCP and the future developments in the area.

Development of North East New Territories New Development Areas and Opening of the Frontier Closed Area

The NENT NDAs Planning and Engineering Study is in progress. The Stages 1 and 2 Public Engagement (PE) of the Study were conducted in 2008 and 2009 respectively. Taking account of the public views received and the findings of the technical assessments, the Study Consultants are now formulating the Recommended Outline Development Plans (RODPs). The Stage 3 PE to solicit public views on the recommended development proposals on the draft RODPs is expected to take place around mid 2012. The Study is anticipated to be completed in 2013, with the first population intake in 2022 at the earliest. The traffic impacts of the development of the NENT NDAs on the road network in the NENT have been assessed comprehensively. Suitable traffic improvement measures, including road widening, junction improvement and provision of highway infrastructures, will be implemented as part of the NDA development.

To facilitate early implementation of the reduced FCA coverage, the Administration will implement the reduction in phases to tie in with the completion of the construction works for the security measures. The construction works are divided into four sections. The “Mai Po to the Lok Ma Chau Control Point Section” and “Lin Ma Hang to Sha Tau Kok Section” have been completed. The Administration plans to specify the reduced FCA by amending the relevant legislation. Subject to LegCo’s endorsement of the legislative amendments, the reduced FCA in respect of these two sections will take effect on 15 February 2012. The construction works for the remaining two sections (i.e. the “Lok Ma Chau Control Point to Ng Tung River Section” and “Ng Tung River to Lin Ma Hang

Section”) are expected to be completed by the 4th quarter of 2012 and 1st quarter of 2015 respectively. As part of the Study on Land Use Planning for the Closed Area completed in July 2010, a traffic assessment has been carried out and concluded that traffic arising from the opening of the FCA will not impose significant impact on the roads in the NENT.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'C S LIU', with a long, sweeping underline that extends to the right.

(C S LIU)
for Secretary for Development

c.c. DCED (Attn : Mr C S CHAN)