

Legislative Council Panel on Development

**Hung Shui Kiu New Development Area Planning and Engineering Study -
Recommended Outline Development Plan and Stage 3 Community Engagement**

Follow-up Actions to Meeting of the Panel on Development on 22 July 2015

At the meeting on 22 July 2015, the Panel on Development considered Paper No. CB(1)987/14-15(07) on the Recommended Outline Development Plan and Stage 3 Community Engagement of the Hung Shui Kiu (HSK) New Development Area (NDA) Planning and Engineering Study (the HSK NDA Study). The Administration was requested to provide the following further information -

- (a) a comparison between the Conventional New Town Approach (CNTA) and the Enhanced Conventional New Town Approach (enhanced CNTA) for developing an NDA in terms of the impacts of the two approaches on the existing residents, business operators, farmers, land owners, developers holding land in the areas within and near the proposed NDA, etc.;
- (b) a map showing the locations of the non-indigenous villages in the area covered by the proposed HSK NDA project and those villages to be cleared under the project;
- (c) response to the estimation made by Hon Michael TIEN on the discrepancy between the demand for and the carrying capacity of the railway services in the North West New Territories in 2030;
- (d) whether and how the carrying capacity of the MTR West Rail Line could cope with the population growth in the North West New Territories due to housing developments in the future 15 years;
- (e) a breakdown of the 150 000 job opportunities to be created in the proposed HSK NDA by trade and job type; and
- (f) how the job opportunities to be created in the proposed HSK NDA could address the unemployment/under-employment problems for the residents of Tin Shui Wai.

This note sets out the Administration's responses.

Item (a)

2. CNTA was the general approach adopted for development of new towns in the past. Enhanced CNTA was the implementation approach adopted for the Kwu Tung North and Fanling North (KTN/FLN) New Development Areas (NDAs). Under both approaches, the Government resumes and clears the private land within the planned new town development scheme, carries out site formation works, and provides infrastructure in accordance with the scheme, before allocating land planned for various purposes including public works projects and public housing developments, as well as disposal of land planned for private developments in the market.

3. Under CNTA, notwithstanding the general approach of government land resumption and clearance for new town development, lease modification/land exchange applications from private landowners had been accepted and processed on an ad hoc basis for individual sites, most notably those on private land for which the new town development programme had not yet been implemented, or the development of which was intended to be left to private initiative under the development scheme.

4. Under enhanced CNTA, land resumption and public works remain the primary means of implementation of the planned new town development scheme, while lease modification/land exchange applications from private landowners may be accepted. However, lease modification/land exchange applications from private landowners are subject to a more stringent set of criteria to: (a) ensure timely provision of land for housing and employment; (b) avoid piecemeal private developments which are inefficient in providing basic supporting facilities; and (c) safeguard fair treatment to existing occupants on the private land concerned.

5. Specifically, under the enhanced CNTA adopted for KTN/FLN NDAs, lease modification/land exchange applications from private landowners would be allowed only if the following key criteria among other planning and land administration criteria are met –

- (a) the location of application site is confined to sites planned for private development on the Recommended Outline Development Plans of KTN/FLN NDAs;

- (b) the proposed site to be surrendered should have an area of not less than 4,000 m², which is a reasonable size to achieve a decent development with supporting facilities, and all private lots contained therein should be under the ownership of a single owner or joint venture owners as the applicant;
- (c) the private development must be able to ensure timely supply of housing and other facilities, and the lease modification/land exchange application has to be completed within a specified time period and in any event earlier than the government land resumption programme, or otherwise the government will initiate land resumption for development; and
- (d) the landowner(s) as the applicant should offer a compensation package to the existing occupants comparable to the prevailing monetary ex-gratia compensation (excluding rehousing entitlement) offered by the Government to other eligible clearerees affected by the NDAs development and provided before the execution of the lease modification/land exchange.

6. These criteria were not applicable to lease modification/land exchange applications under CNTA applied to previous new town developments. By imposing more stringent requirements on land owners as the land exchange applicants, the enhanced CNTA aim at ensuring the timely implementation of a new town or NDA development, expediting the progress where possible by allowing private landowners to apply for private development on their land, while safeguarding that occupants of such private land would be offered comparable monetary compensation as those offered by the Government for land resumption and clearance. By doing so, adoption of enhanced CNTA should better achieve the objective of ensuring housing land supply and production through facilitating the implementation of new town development, without compromising comprehensive planning, timely implementation of infrastructure upgrading, and timely provision of supporting government, institution or community facilities.

7. For HSK NDA, the Government will carefully consider the public views collected during Stage 3 Community Engagement before deciding on the implementation approach.

Item (b)

8. A map showing all existing villages within the HSK NDA, indicating those

affected by the development of the NDA, is at **Attachment A**.

Items (c) and (d)

9. It should be noted that different input assumptions and methodology will lead to different estimation on the future passenger volume of the West Rail Line (WRL). As far as we understand, the estimation made by Hon Michael TIEN was based on the assumption that there would be full population intake for all the proposed developments in North West New Territories including HSK NDA, Yuen Long South Development (YLS) and Kam Tin South Development (KTS) by 2030. However, according to the latest programme, the HSK NDA would only be completed by 2037 the earliest; whereas the actual development programme of YLS and KTS have yet to be formulated, and in any case would likely be beyond 2030. Moreover, the validity of the rate of growth of the passenger volume to cater for the proposed future developments assumed in the estimation has not been ascertained.

10. The Government's assessment on the capacity of the WRL with enhanced train services has been set out in the LegCo Paper CB(4)1366/14-15(01) submitted to the Subcommittee on Matters Relating to Railways by the Transport and Housing Bureau (THB) on 24 July 2015 (**Attachment B**). According to THB's estimation, the carrying capacity of the WRL will eventually be increased by 60%, with train frequency increased from 20 to 28 per hour, and the addition of train compartment from 7 to 8. According to the HSK NDA Study, the increased capacity can cope with the projected passenger volume based on the anticipated population intake of the housing developments in HSK NDA at least up to 2036.

Items (e) and (f)

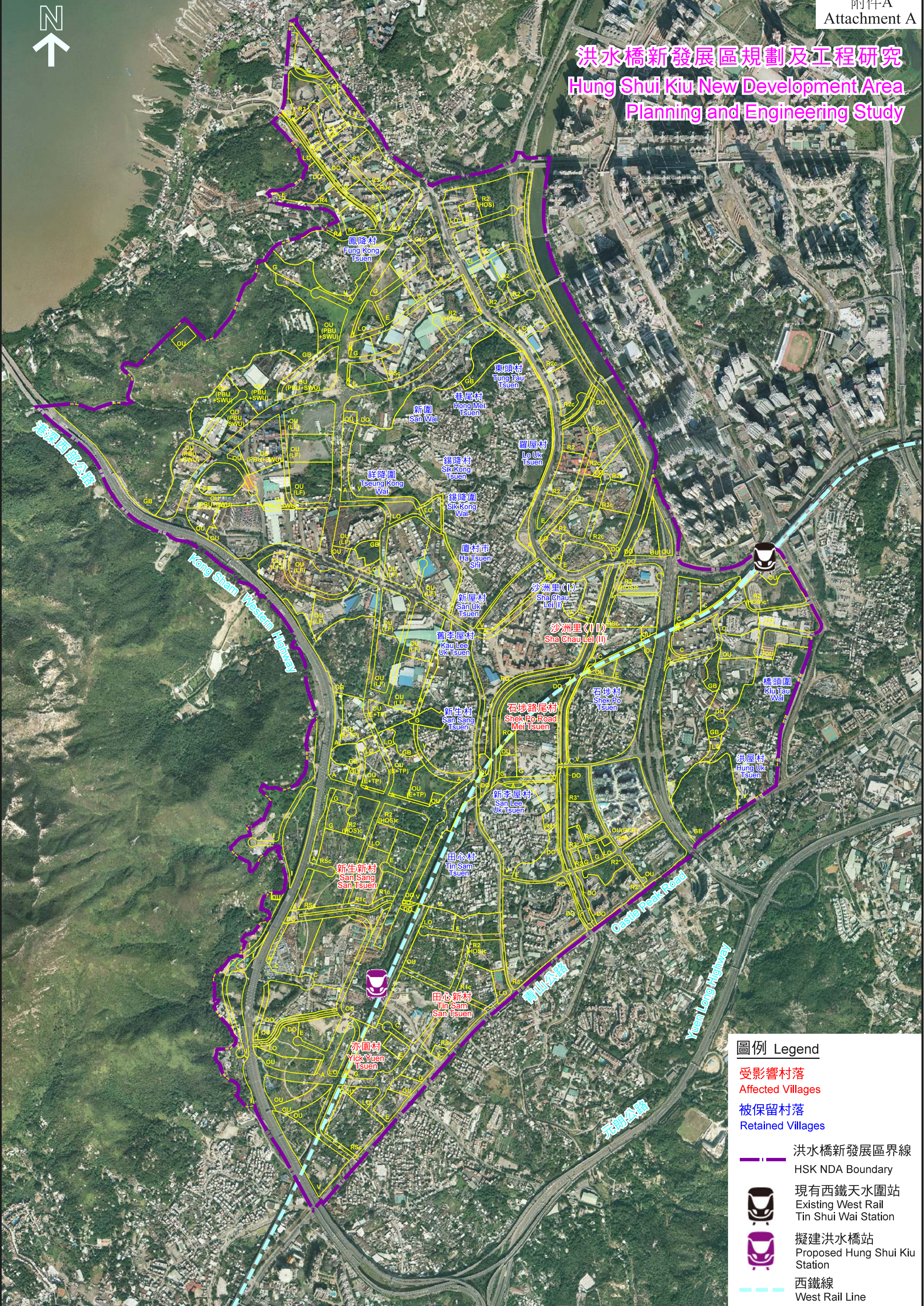
11. Through provision of an appropriate and diversified mix of commercial, business, industrial, community and government land uses, HSK NDA would provide the space for accommodating various employment-generating economic and social activities, and in turn the scope for creating a total of about 150,000 employment opportunities. The major source of employment opportunities are expected to come from three broad categories of economic sector: (1) Commercial uses (74,000); (2) Special Industrial and Industrial uses (60,000); and (3) Community Services related (16,000). Detailed breakdown of these expected employment opportunities is at **Attachment C**.

12. The above activities of respective category of economic sector would be able to generate a full spectrum of job types, ranging from high-skilled to general-skilled and requiring different educational attainments. Amongst them, retail, dining, entertainment, hotel, general industry, port back-up, logistics trades will look for large quantity of workers with general skill levels and educational attainment to support their operations. These may include jobs such as clerks, salesmen, waiters, room attendants, warehouse workers, truck drivers and security guards, etc. Moreover, with one of the proposed commercial center for the HSK NDA located at the West Rail Tin Shui Wai Station, the employment opportunities to be created in the HSK NDA should be able to help address the unemployment/ under-employment problems for the residents of Tin Shui Wai.

**Development Bureau
Planning Department
Civil Engineering and Development Department
September 2015**



洪水橋新發展區規劃及工程研究 Hung Shui Kiu New Development Area Planning and Engineering Study



圖例 Legend

- 受影響村落
Affected Villages
- 被保留村落
Retained Villages
- 洪水橋新發展區界線
HSK NDA Boundary
- 現有西鐵天水圍站
Existing West Rail Tin Shui Wai Station
- 擬建洪水橋站
Proposed Hung Shui Kiu Station
- 西鐵線
West Rail Line

政府總部
運輸及房屋局

運輸科
香港添馬添美道 2 號
政府總部東翼



Transport and
Housing Bureau

Government Secretariat
Transport Branch
East Wing, Central Government Offices,
2 Tim Mei Avenue,
Tamar, Hong Kong

本局檔號 Our Ref. THB(T) CR 10/1016/99

來函檔號 Your Ref.

電話號碼 Tel. No. 3509 8186
傳真號碼 Fax. No. 2868 5261

24 July 2015

Fax No. : 2978 7569
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong
(Attn: Miss Katherine CHAN)

Dear Miss CHAN,

**Legislative Council Panel on Transport
Subcommittee on Matters Relating to Railways**

Carrying Capacity of the West Rail Line

Regarding item 6 on the list of outstanding items for discussion as at 13 May 2015 of the Legislative Council Subcommittee on Matters Relating to Railways (LC Paper CB(4)954/14-15(01)), we submit the enclosed Information Paper on “Carrying Capacity of the West Rail Line” for information.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'S. H. LEUNG'.

(S. H. LEUNG)

for Secretary for Transport and Housing

Encl. – “Carrying Capacity of the West Rail Line”

c.c.

Highways Department (Attn: Mr. Henry CHAN) (Fax: 2714 5297)

MTR Corporation Limited (Attn: Ms. Maggie SO) (Fax: 2795 9991)

**Legislative Council Panel on Transport
Subcommittee on Matters Relating to Railways**

Carrying Capacity of the West Rail Line

Introduction

This paper aims to brief Members on the matters in relation to the carrying capacity of the West Rail Line (“WRL”).

Present Situation

2. In tandem with the development and population growth in the Northwest New Territories (“NWNT”), the WRL has been enhancing services to cope with the traffic needs of the residents. The commissioning of the Kowloon Southern Link of the WRL in 2009 has greatly reduced the segregation between NWNT and urban Kowloon. To facilitate passengers using the services of the WRL and Light Rail (“LR”), the MTR Corporation Limited (“MTRCL”) is also providing feeder bus services connecting to various stations of the WRL and LR stops to serve them.

3. Similar to other public transport modes, the patronage of the WRL is higher during the busiest period of peak hours. In view of the current situation of the WRL, the MTRCL has enhanced its services as far as practicable. The measures include better platform management to ensure more even distribution of passengers at platforms or on trains and smoother passenger flow in order to increase the efficiency of train operation; and increasing the train frequency where necessary at peak hours as far as possible, in order to cope with the overall demands of the passengers. Currently, the headway of the WRL at the morning peak of a normal weekday is three minutes while that at the evening peak is three and a half minutes. The headway at non-peak hours is about five to seven minutes. Since August 2013, there has been a special Hung Hom-bound departure from Tin Shui Wai Station during the busiest period of the morning peak hours to help meet the needs of passengers boarding at the midway stations. According to the observation by MTRCL, this special departure can effectively

relieve high passenger demands at the pressure point between Kam Sheung Road Station and Tsuen Wan West Station. Since August 2014, eight train trips have been added to the WRL from 7:30pm to 12:00am on Fridays and Saturdays so that headway can be shortened to 5 minutes where necessary.

Medium-term Planning

4. The Shatin to Central Link (“SCL”) is currently under construction. With a total length of 17 kilometres and 10 stations, it is a strategic railway project in the territory. The SCL will connect with many existing railways to form two strategic railway corridors, namely “East-West Corridor”¹ and “North-South Corridor”². Details are at **Enclosure 1**. Upon commissioning of “East-West Corridor” in 2019, the passengers from New Territories West can get to eastern Kowloon, Tai Wai, Hin Keng and Wu Kai Sha, from Tuen Mun Station without interchange.

5. Currently the WRL is operating with 7-car trains and the hourly frequency at each direction is about 20 during the morning peak hours of weekdays, i.e. the headway is about 3 minutes. Under the SCL project, the signalling system of the WRL will be improved, 148 new train cars will be procured and existing trains will be modified, in order to get prepared for the commissioning of the “East-West Corridor”. It is expected that starting from 2016, the trains of the WRL will gradually be changed from 7-car to 8-car. After the scheduled commissioning of “East-West Corridor” in 2019, all trains will be operated with 8-car and the carrying capacity will be increased by at least 14%. The train frequency will be adjusted according to the actual passenger throughput. After all the above-mentioned purchased and modified trains are in services, the “East-West Corridor” can provide services at the highest hourly frequency of 24 at each direction with 8-car trains. On this basis, the carrying capacity of the WRL will increase by 37% over the current 7-car trains operating at an hourly frequency of about 20 (inclusive of the above-mentioned 14% increase). As the increase in train frequency can only be implemented provided that appropriate environmental impact mitigation measures are in place, we have requested MTRCL to investigate and handle the technical issues.

¹ Formed by the existing WRL, the Tai Wai to Hung Hom section of the SCL currently under construction and the existing Ma On Shan Line.

² Formed by the existing East Rail Line and the Hung Hom to Admiralty section of the Shatin to Central Link currently under construction.

6. In the “Railway Development Strategy 2014” announced in September 2014, the Government proposed to complete seven new railway projects within a design horizon up to 2031. Of these seven railway projects, the Northern Link and Kwu Tung Station, as well as the Tuen Mun South Extension and Hung Shui Kiu Station are serving the NWNT to dovetail with the development programmes of the region up to 2031. The preliminary conceptual schemes of the Northern Link and Kwu Tung Station, Tuen Mun South Extension and Hung Shui Kiu Station are at **Enclosure 2**.

7. The Northern Link will provide shuttle services between the existing Kam Sheung Road Station of the WRL and the new Kwu Tung Station of the Lok Ma Chau Spur Line. Passengers can interchange to the WRL at Kam Sheung Road Station or to the Lok Ma Chau Spur Line at Kwu Tung Station. Whether intermediate stations will be added between Kam Sheung Road Station and Kwu Tung Station will be subject to the overall planning on land use along the line and of other potential development areas in New Territories North. The implementation window of the Northern Link and Kwu Tung Station will match with the developments under planning, and is tentatively proposed to be from 2018 to 2023.

8. Hung Shui Kiu Station will be located between the existing Tin Shiu Wai Station and Siu Hong Station of the WRL. It will mainly provide rail services to the Hung Shiu Kiu New Development Area and nearby areas. The indicative implementation window of Hung Shiu Kiu Station is between 2021 and 2024 to tie in with the planning of Hung Shiu Kiu area. The Hung Shiu Kiu New Development Area will be developed in phases. The land formation and infrastructure works of the first phase will start in 2020. The current target is to have the first population intake in 2024 and the completion of the entire development by 2037.

9. The Tuen Mun South Extension will extend from the existing terminal of Tuen Mun Station southwards to Tuen Mun South with the indicative implementation window between 2019 and 2022.

10. We will implement each of the new railway projects recommended under the “Railway Development Strategy 2014” in accordance with the established mechanism and procedures. We will start the detailed planning works, including an in-depth feasibility study to ascertain the relevant justifications, detailed

alignments, locations of stations, implementation timetables, implementation approaches and funding methods, etc. We will also consult the public and the District Councils, and submit the funding application for proceeding with the design works of the projects.

11. When conducting detailed planning of the new railway projects in respect of Northern Link and Kwu Tung Station, Tuen Mun South Extension and Hung Shui Kiu Station, etc., we will refer to the continually updated planning parameters. We will also carefully review the actual traffic situations, including the possible implications upon the existing railway lines after expanding the railway networks, and the corresponding improvement schemes. Before the completion of the new railway projects, the Transport Department will also assess the change in the needs and mode choices for trip making of the residents after the commissioning of these railway projects, as well as the implications to other road based public transport. The Transport Department will also prepare rationalization schemes for improving the coordination among various means of public transport such that the road traffic and the railways can complement to each other.

12. With consideration of the facilities along the “East-West Corridor”, such as the fire safety requirements at tunnel sections and the length of platforms etc., we currently estimate that the “East-West Corridor” can ultimately reach an hourly frequency of 28 at each direction, with 8-car trains. On this basis, the carrying capacity of the WRL will increase by 60% over the current 7-car trains operating at an hourly frequency of about 20 (inclusive of the 37% increase mentioned in paragraph 5). In this regard, we will request MTRCL to enhance the services of the WRL by increasing the train frequency.

13. Upon completion of the above three new railway projects, i.e. Northern Link and Kwu Tung Station, Tuen Mun South Extension and Hung Shui Kiu Station, according to the indicative implementation window, the WRL will be able to meet the demands during the peak hours (around 8 am to 9 am) at the busiest section of the WRL (i.e. from Kam Sheung Road Station to Tsuen Wan West Station) with the trains slightly congested. As we pointed out in the “Railway Development Strategy 2014”, when allowed by resources and other related factors, a service benchmark of four persons per square metre in train compartments will be adopted in the planning of the new railway lines. As for the existing railway lines (including the WRL) or their extension, the service level will still be subject to the infrastructural constraints of the existing railway lines, such as the signalling

system and the shortest platform of a railway line.³

Long-term Planning

14. We will timely bid for resources and commence studies for improving the carrying capacity of the railways in NWNT beyond 2031. They include studies on enhancing or improving the existing railway lines, or even the feasibility of constructing new railways, in order to cope with the new traffic demands. These studies will altogether consider the overall development needs in western part of Hong Kong, including the planning of development of “Eastern Lantau Metropolis”.

15. Any long-term road and rail planning works will unavoidably face to a myriad of variables. Most of the development proposals in NWNT are still at planning or investigation stages. We need to go through the established planning and other related statutory procedures, and consult the public. It cannot be ruled out that the proposals will be amended or adjusted according to the public opinions received. Meanwhile, the departments concerned have to carry out detailed feasibility studies and design works for the development proposals, in order to further confirm the appropriate development scale and planning parameters. Furthermore, the large-scale development projects have to be implemented in phases and it is unavoidable that their implementation timetables will have to be amended or adjusted according to the actual situations. Hence, when carrying out the long-term planning of transport infrastructure, we will adjust the associated road and railway schemes and their implementation timetables according to the actual situations of the development proposals.

16. Members are invited to take note of this paper.

Transport and Housing Bureau July 2015

³ The stations and train compartments of the existing railway lines (including the WRL) were designed according to the safety standard at the time of their construction (i.e. six persons per square metre).

南北走廊
North South Corridor

- 東鐵線 East Rail Line
- 沙中線 (紅磡至金鐘段) SCL (Hung Hom to Admiralty Section)



落馬洲
Lok Ma Chau

羅湖
Lo Wu

烏溪沙
Wu Kai Sha

大圍
Tai Wai

紅磡
Hung Hom

金鐘
Admiralty

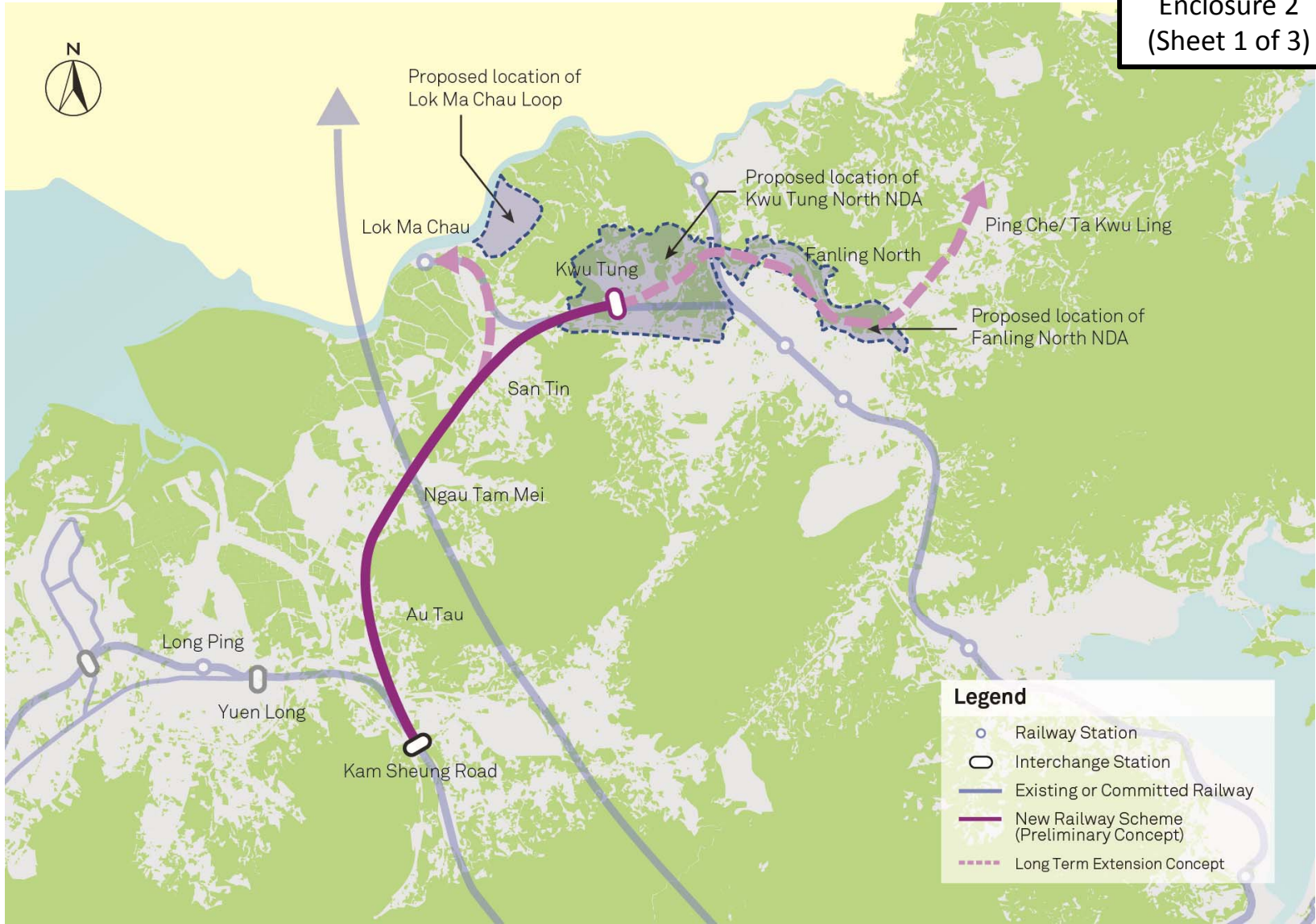
屯門
Tuen Mun

東西走廊
East West Corridor

- 馬鞍山線 Ma On Shan Line
- 西鐵線 West Rail Line
- 沙中線 (大圍至紅磡段) SCL (Tai Wai to Hung Hom Section)

東西走廊及南北走廊

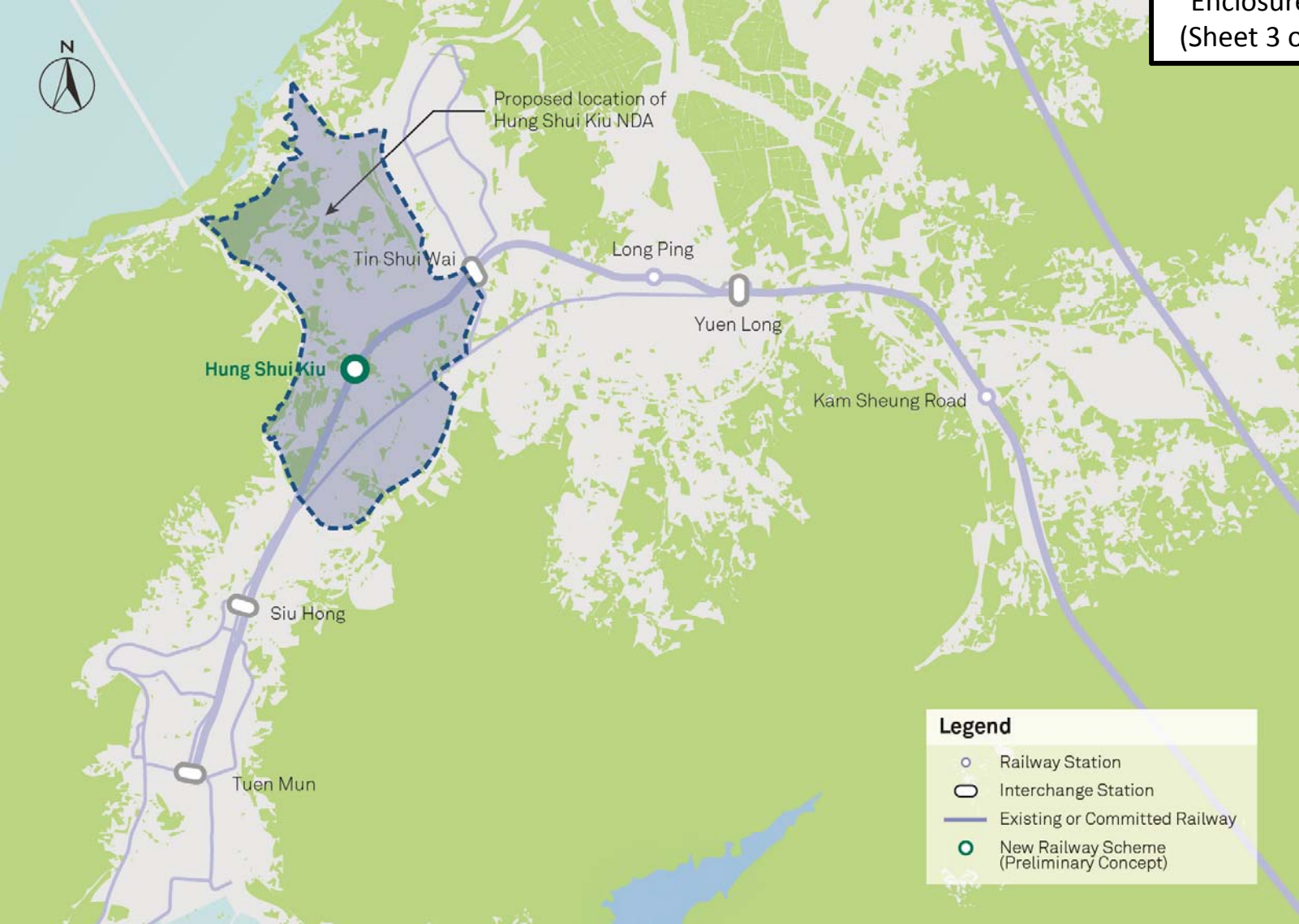
East West Corridor and
North South Corridor



**Preliminary Conceptual Scheme of the Northern Link
(including Kwu Tung Station)**



Preliminary Conceptual Scheme of the Tuen Mun South Extension



Preliminary Conceptual Scheme of the Hung Shui Kiu Station

洪水橋新發展區的新就業機會
New Employment Opportunities
in the Hung Shui Kiu New Development Area

	就業機會(約數) No. of Employment Opportunities (approx.)	相關樓面面積 (平方米) Relevant Gross Floor Area (m ²)
商業 Commercial	74 000	2,073,000
辦公室 Office	32,000	
酒店 Hotel	2,000	
零售、餐飲、娛樂和其他商業 Retail, Dining, Entertainment and other Commercial	40,000	
工業和特殊工業 Industrial and Special Industrial	60 000	3,493,000
企業和科技園 Enterprise and Technology Park	18,000	
物流設施 Logistics Facilities	23,000	
港口後勤、貯物及工場用途 Port Back-up, Storage and Workshop Uses	14,000	
工業用途 Industrial Use	5,000	
社區服務 Community Services	16 000	
政府、機構或社區設施(包括教育) Government, Institution or Community Facilities (including Education)	14,000	
其他服務 Other Services	2,000	
總就業機會 Total Employment Opportunities	150,000	5,566,000 (不包括用於社區 服務的樓面面積 not including floor space used for community services)