

Legislative Council Panel on Housing Meeting

B088TI - Public transport interchange at Fanling North Area 15 East

Supplementary Information

Purpose

At the Legislative Council (LegCo) Panel on Housing meeting on 2 May 2023 when the above project was discussed, Members requested the Government to provide supplementary information on the public consultation and the details of the proposed public transport interchange (PTI). Having consulted relevant departments, our consolidated reply is as follows.

Public consultation

2. The development at Fanling North Area 15 East comprises public housing (including the construction of public housing, ancillary parking spaces, landscaped open spaces, kindergartens, recreational and retail facilities, etc.), PTI and social welfare facilities. The Hong Kong Housing Authority (HKHA) consulted the Committee on Land Development, Housing and Works of the North District Council on the development on 16 November 2020 and 17 May 2021. Except for the PTI and social welfare facilities, the public housing within the development concerned will be funded with HKHA's own resources. Government fund is not required.

3. The PTI is a capital works project. After initiation, design, public consultation and other advance preparatory work commenced correspondingly. As the design of the project has been substantially completed, we consulted the LegCo Panel on Housing on 2 May 2023 and plan to consult the Public Works Subcommittee and thereafter seek the funding approval of the Finance Committee in the fourth quarter of 2023.

4. The construction costs of the Government's welfare facilities within the development are covered by funds from block allocation Subhead 8001SX under Capital Works Reserve Fund Head 708 and the Lotteries Fund respectively. The Administration briefed the Panel on Welfare Services on the relevant arrangements in April 2023.

Layout and design of the PTI

5. The PTI design follows the Hong Kong Planning Standards and Guidelines and the Transport Planning & Design Manual (TPDM), and has taken into account various factors including available site area, ingress/egress arrangements, vehicular and pedestrian flow pattern, boarding and alighting arrangement of passengers, and number of bus routes, etc. The PTI, located at ground level of the podium of the public housing development, has a floor area of approximately 5 800 square metres, and a structural floor height of approximately 14 metres. The PTI adopts a “peripheral saw-tooth” layout for the operation of franchised buses and green minibuses; provides four pick-up bays, one drop-off bay and eight stacking bays for franchised buses, three pick-up/drop-off bays for green minibuses and one vehicular ingress/egress for franchised buses/green minibuses. Pedestrian passages are provided on four sides of the PTI for passengers to enter and exit the PTI. In addition, according to the standards outlined in the TPDM, two regulators’ offices (approximately 22 square metres each) and the associated toilets (approximately 17 square metres) will be provided for the franchised bus operators. The total area of the proposed public toilets in the PTI, including male and female toilets, an accessible unisex toilet and a universal toilet, is approximately 80 square metres. Details are at **Annex**.

6. The ventilation design of the PTI adopts concepts of environmental protection and natural ventilation. According to the micro-climate study conducted by the consultant, the prevailing winds during summer are from the southwest. The main ventilation openings at the PTI are oriented towards this direction to facilitate the inflow of fresh air, so as to improve natural ventilation and reduce the accumulation of air pollutants. Mechanical ventilation system will also be installed at the PTI to maintain satisfactory ventilation under all weather conditions. The mechanical ventilation system consists of fans and air ductworks in segregated air supply and air exhaust systems. The air supply inlets, located on the southern side, will supply fresh air to the PTI, while the air exhaust outlets, located on the western side, will expel air from the PTI at a high level. An illustration of natural ventilation at the PTI is at **Annex**.

Expected area and population served by the PTI

7. According to the traffic and transport impact assessment for North East New Territories New Development Areas Planning and Engineering Study conducted by the Civil Engineering and Development Department (CEDD) in 2014, two new PTIs of not less than 5 000 square metres each were proposed in the eastern (Area 15) and western (Area 10) parts of the Fanling North New Development Area (FLN NDA), with an expected population to be served of about 37 000 each.

8. In addition, the Administration preliminarily plans to provide a new PTI in Area 11. Subject to feasibility and other factors, if the PTI concerned is implement as planned, together with the PTIs provided in Area 10 and Area 15 mentioned above, it is expected that they could serve the entire FLN NDA with a new population of about 95 000, and meet the demand for public transport services of the new population in the FLN NDA.

9. In accordance with the TPDM, generally speaking, the service area of a PTI is concentrated within a walking distance of about 500 metres of the PTI. For the PTI at Fanling North Area 15 East, the planned developments within about 500 meters of this PTI include public and private residential developments, public open spaces, a primary school, a secondary school and riverside park along Ng Tung River. In addition, the PTI is also located in the vicinity of the existing community at Luen Wo Hui to the south. Generally speaking, the public-private flat ratio for new supply is set at 70:30 by the Government.

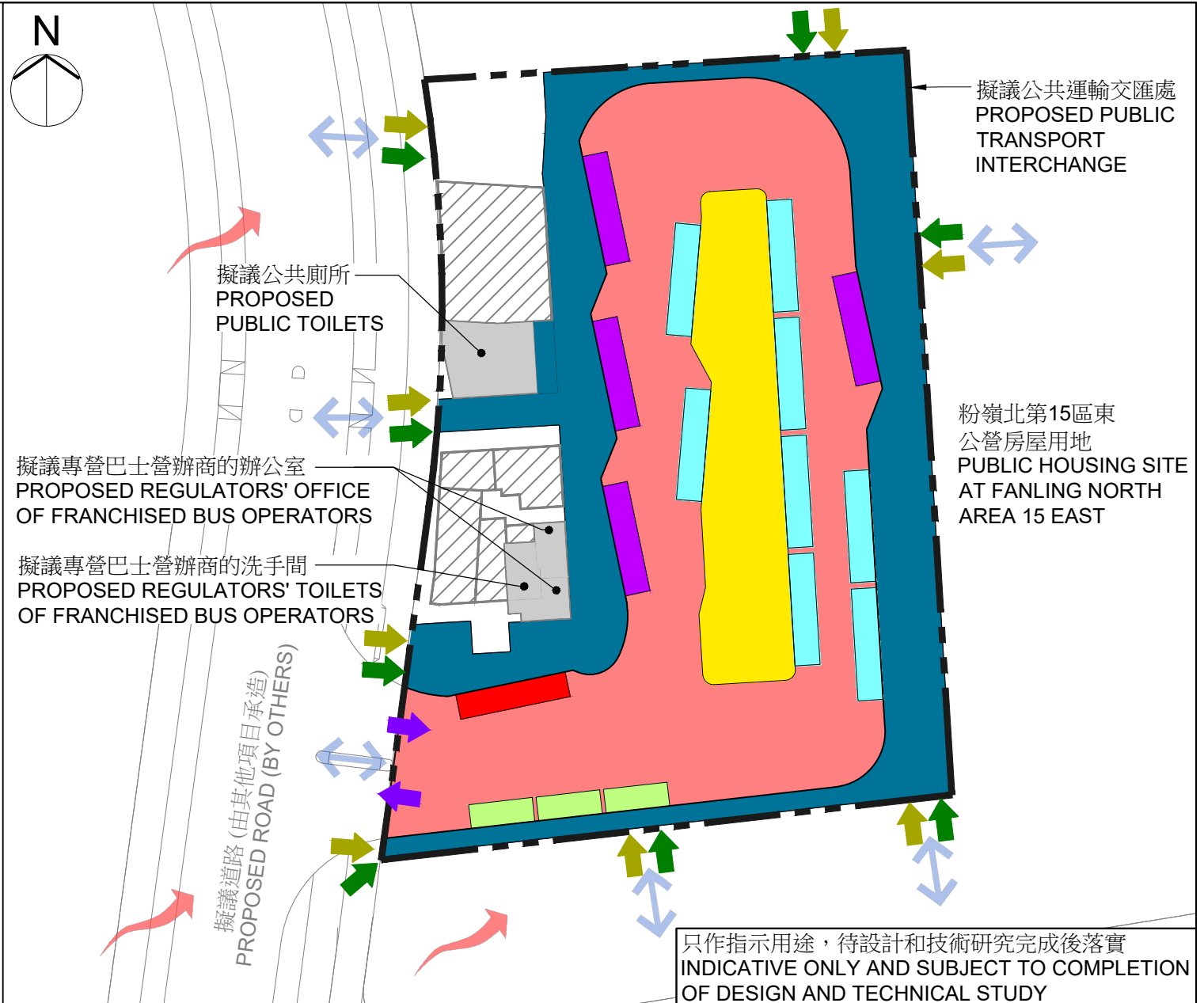
Location and connectivity of the PTI

10. The PTI is located at the southern part of the development at Fanling North Area 15 East, which is bounded by the Ng Tung River to the north, the proposed Fanling Bypass (Eastern Section) to the east, other development sites in the FLN NDA to the west, and the existing community to the south, such as areas around Luen Wo Hui and MTR Fanling Station. CEDD has also planned footbridges to connect the development with the adjacent completed private residential development, and the existing footbridge link at Luen Wo Hui. Pedestrians can travel to and from the PTI and adjacent areas through this comprehensive network of footbridges, so as to enhance the accessibility between the PTI and the adjacent areas, and helps encourage the public to use public transport services.

11. The PTI provides basic transportation facilities for franchised buses and green minibuses to operate as the terminus, in order to support the public transportation demand arising from the new developments in the district and nearby areas. As the development is more than one kilometre away from MTR Fanling Station, to which the walking time is estimated about 25 minutes, the Transport Department will, corresponding to the progress and implementation date of the housing developments in the FLN NDA, introduce franchised bus/green minibus routes at the PTI in a timely manner to provide feeder services to and from MTR stations nearby, and to provide cross-district services to and from industrial and commercial areas, in order to meet the commuting needs of the residents in the district in travelling to their workplaces.

圖例 LEGEND

- 工地界限
SITE BOUNDARY
- 擬議行車道
PROPOSED CARRIAGEWAY
- 擬議安全島
PROPOSED TRAFFIC ISLAND
- 擬議行人路
PROPOSED FOOTPATH
- 擬議專營巴士上客停車灣
PROPOSED PICK-UP BAYS FOR FRANCHISED BUSES
- 擬議專營巴士落客停車灣
PROPOSED DROP-OFF BAY FOR FRANCHISED BUSES
- 擬議專營巴士停泊位
PROPOSED STACKING BAYS FOR FRANCHISED BUSES
- 擬議專線小巴上落客停車灣
PROPOSED PICK-UP / DROP-OFF BAYS FOR GREEN MINIBUSES
- 擬議消防系統及機電系統的機房
PROPOSED PLANT ROOMS FOR FIRE SERVICES SYSTEM, ELECTRICAL AND MECHANICAL SYSTEMS
- 夏天盛行風
SUMMER PREVAILING WINDS
- 自然通風口
OPENINGS FOR NATURAL VENTILATION
- 車輛出入口
VEHICULAR INGRESS / EGRESS
- 行人出入口
PEDESTRAIN ENTRANCE / EXIT
- 無障礙出入口
BARRIER-FREE ENTRANCE / EXIT



工程計劃項目編號 B088TI
粉嶺北第15區東的公共運輸交匯處
PWP ITEM NO. B088TI

PUBLIC TRANSPORT INTERCHANGE AT FANLING NORTH AREA 15 EAST

平面圖
LAYOUT PLAN

比例 SCALE 1:750 (A4)