

**CONTROLLING OFFICER'S REPLY**

**THB(T)442**

**(Question Serial No. 5881)**

Head: (706) Capital Works Reserve Fund - Highways

Subhead (No. & title): (-) Not Specified

Programme: (-) Not Specified

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 66):

The Bureau announced earlier that the carrying capacity for trains of the Shatin to Central Link (SCL) will be pitched at a standing density of 4 persons per square metre (ppsm) benchmark. Given the new calculation method for carrying capacity, has the Bureau earmarked fund under Subhead 6061TR SCL – construction of railway works – remaining works for the studies on widening station concourses, passenger waiting areas, platforms, etc. to ease the passenger flow? If yes, what is the estimated expenditure? If no, what are the reasons?

Asked by: Hon. FAN Kwok-wai, Gary

Reply:

The service level of the SCL is pitched at the service benchmark of 4 ppsm in the train compartments. For safety consideration, all components of the SCL, including station structures, platform size, passageways and escalator throughput, are designed to be able to underpin the maximum number of passengers that can be carried per hour per direction on the railway, when all the space within the train compartments are taken up by passengers based on a 6 ppsm passenger density level (and all seats are taken up) and train frequencies are maintained at the maximum level its signalling system permits. No change in the design of the station components is required and, therefore, no additional expense is incurred.