

**Station and Transport Integration Committee (STIC) for
Existing MTR Railways**

Objectives, Membership and Terms of Reference

Objectives

To provide a forum for discussion and agreement of the integration with the built environment of existing MTR stations and all associated railway provisions/facilities, the provision for pedestrian access to station entrances, the station related traffic arrangement and the integration of other transport services with the railways.

Membership

Chairman: Chief Engineer/Railway Development Office, Highways Department

Secretary: Senior Engineer/Railway Development Office, Highways Department

Members: Representative(s) from:

MTR Corporation Limited
Fire Services Department
Hong Kong Police Force
Transport Department
Buildings Department
Lands Department
Planning Department
Regional Offices, Highways Department

On Need Basis

Representatives from other departments, such as relevant District Officer of Home Affairs Department, as required

Terms of Reference

1. To agree the adequacy of proposed modifications to MTR stations¹ having regard to:
 - (a) The predicted peak hour passenger flows on a normal day and with due consideration on festival days, holiday periods and special event days.
 - (b) The various directions of flow of passengers to and from the station.
 - (c) The various methods of transportation to be used by passengers, including persons with disabilities, to and from the station.
 - (d) The effect of station entrances on surrounding footpaths, roads, traffic conditions, buildings and amenities.
 - (e) Land requirements and associated land administration matters.
 - (f) Public views.
2. To agree facilities for interchange with other modes of transport to effect, wherever possible, the convenient and effective interchange of all passengers, including persons with disabilities, between other modes of transport and the railways.
3. To establish the most suitable location for modifications to railway ventilation shafts and other railway related structures, emergency vehicles access point, service accesses, and other surface features having regard to:
 - (a) The effect on footpaths, roads, highway structures, public transport interchanges, properties, surrounding environment, amenities, surface features, etc.
 - (b) Land requirements and associated land administration matters.
 - (c) Public views.
4. To agree the provisions for adequate footpaths, subways and walkways (covered and elevated with escalators where practicable) to link MTR stations with public transport interchanges and other planned or existing population centres, having due regard to access for the disabled.
5. To agree the layouts and standards of transport interchange facilities for the MTR stations.

¹ Under the context of STIC, a MTR station shall include but not limited to platforms, concourses, station facilities (such as shops in the stations) and support facilities, queuing areas, entrances from street or from open air, passenger lift shafts, entrances from or through private developments, vehicle circulation areas, drop-off and pick-up areas, loading and unloading areas, passageways, footbridges, plant rooms and all other areas or facilities required for the operation of the railway

6. To refer to the appropriate authority any matters arising from the modification of station design that need to be covered by by-laws, regulations or rules.
7. To discuss the issues of traffic management and pedestrian flow during the modifications to MTR stations and upon completion of station modification, and to agree in principle with the appropriate measures and procedures to accommodate any potential impacts.
8. To consider in conjunction with appropriate Government Departments measures and procedures for accommodating large crowds during special events and contingency handling in the vicinity of MTR stations.