

Purpose

To brief Members on the public transport plan for the opening of MTR Tseung Kwan O Extension (TKE)



Situation in TKO

<u>1996</u> <u>2001</u> <u>2006</u> <u>2011</u>

- Pop 0.14M 0.26M 0.33M 0.36M
- Served mainly by buses and GMBs
- Traffic congestion
- Environmental concerns

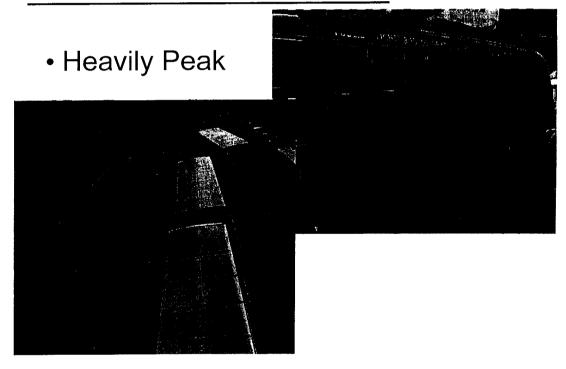


Situation in TKO

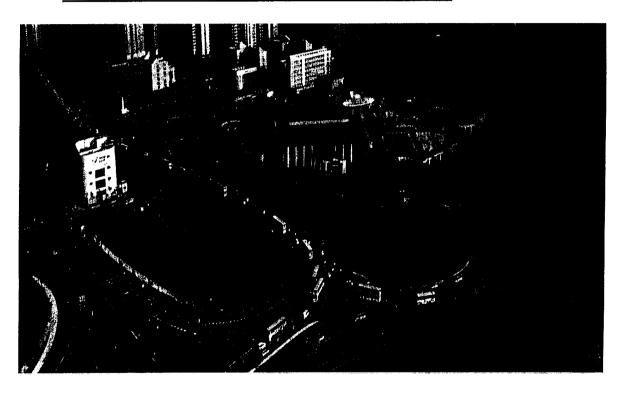
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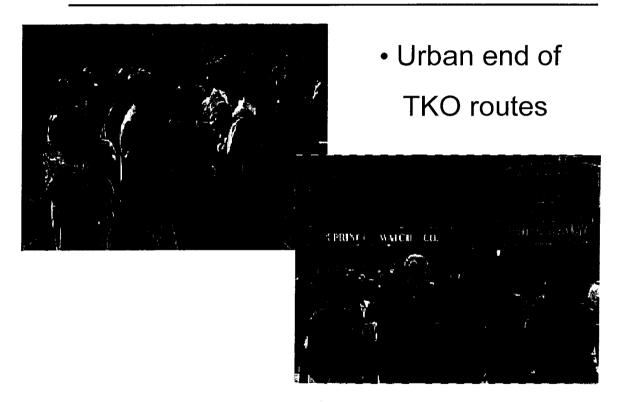


Traffic Congestion

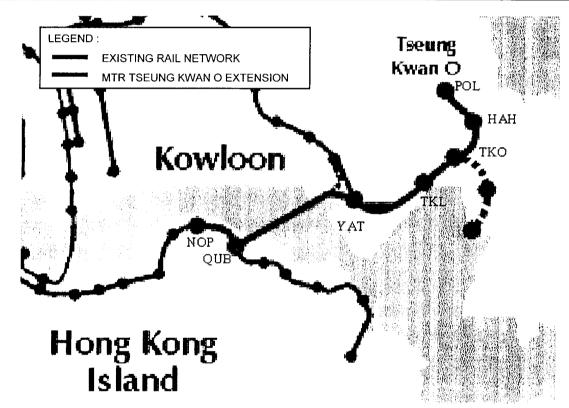




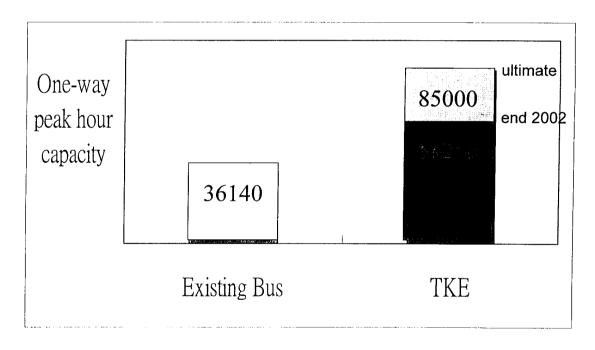
Environmental Concerns



TKE Target Opening mid August 2002



Increase in External PT Capacity for TKO



Approximate Journey Time By MTR By Bus

	By MTR	By Bus
TKO Town Centre – Kwun Tong	10 min	17 min
TKO Town Centre – Mongkok	28 min	47 min
TKO Town Centre – Tsim Sha Tsui	27 min	43 min
TKO Town Centre – Central	25 min	54 min



- 1. Convenient: 80% of TKO residents within walking distance of stations
- 2. Fast
- 3. Frequent : peak headway ≒ 3 minutes off-peak headway ≒ 4 minutes
- 4. Reliable : congestion-free
- 5. Fares: comparable with current MTR fare structure
- 6. Environmentally friendly



PT Plan

- Many bus passengers are expected to choose to use TKE instead
- This change in demand pattern requires changes in services

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PT Plan

- To provide safe, efficient, reliable and environmentally friendly services for passengers
- To better co-ordinate various transport modes
 - Railways
 - Buses
 - GMBs
- To match supply to changing demand



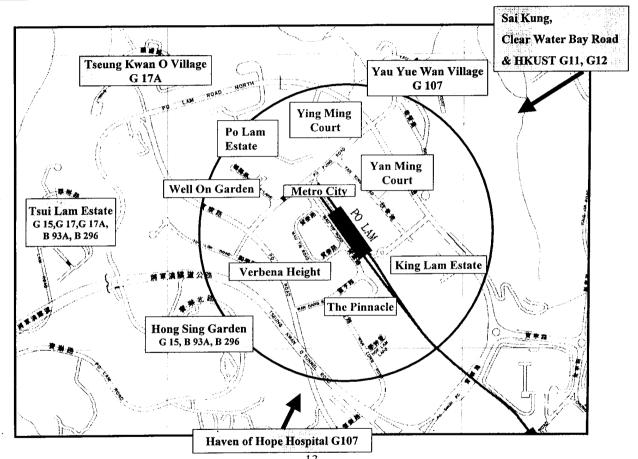
PT Plan

pedestrian facilities and PTIs near TKE stations;

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- enhancement of services feeding to TKE stations;
- enhancement of services to nonrailway corridors; and
- modification/ reduction/ cancellation of overlapping services

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Consultation and Implementation

- January 02 Briefing
- February to mid 02 Consultation
- Mid 02 to August 02 Publicity
- August to end 02 Implementation



- On Day One:
 Feeder services and limited frequency reductions
- Other service adjustments in progressive manner and taking account the actual situation on the ground