

Legislative Council Panel on Transport

Ma On Shan to Tai Wai Rail Link (MOS Rail) and KCR Extension from Hung Hom to Tsim Sha Tsui (TST Extension)

Supplementary Information

Introduction

At the Panel meeting on 29 March 2000, Members considered the information paper submitted by the Administration and requested further information on the following -

- (a) design drawings on the proposals to install travellers in the pedestrian subways around the new East Tsim Sha Tsui station;
- (b) details of the objections lodged against the railway schemes for MOS Rail and TST Extension and the process of handling them; and
- (c) the additional passenger loading on the East Rail generated from the three East Rail Extensions.

This paper set out the information requested by the Panel.

Use of Travellers

2. The Kowloon-Canton Railway Corporation (KCRC) has undertaken a preliminary study of installing travellers in the pedestrian subways (which will be open on a 24-hour basis i.e. beyond the railway's operating hours) around the new East Tsim Sha Tsui station, and identified three possible locations taking into account the width of the subways, the points of entrance/exit required, and the direction and loading of the pedestrian flow. Plans showing the location of these 3 proposed travellers and cross-sections on different parts of the subway system are at Annex.

3. In principle, we support these travellers provided that pedestrian safety will not be compromised. The KCRC is now undertaking further studies on the crowd management schemes required during rush hours and festive periods. If accepted, these facilities will be funded and maintained by Government.

Handling of Objection

4. Under the Railways Ordinance, a person can lodge an objection to the railway scheme/amendments to the scheme no later than 60 days after the scheme/amendments are gazetted. The railway scheme for the MOS Rail gazetted on 26 March 1999 received a total of 67 objections, of which eight are group objection cases involving 1 035 pre-printed standard objection letters. We have also received 43 letters of support from the shop operators in Ma On Shan town centre for building the rail link. The major areas of concern in these objections are as follows -

- (a) interchange at Tai Wai station;
- (b) construction of another rail link from Tai Wai to Kowloon;
- (c) environmental impact; and
- (d) fares and other public transport services.

5. Up to now, three out of the 67 objections and more than 250 standard objection letters have been withdrawn. The amendments to the railway scheme gazetted on 28 January 2000 did not attract any objections.

6. The objections are handled in the same manner as the arrangements for the West Rail (Phase I) and MTR Tseung Kwan O Extension projects. Following receipt of objections, Government departments will contact individual objector(s) to arrange for interviews/site visits as soon as possible to discuss their concern and grounds of objections as well as to explain to them the design, construction and operation of the railway. Written replies will also be issued to the objectors to address all the issues and concern in the objection letters as well as those raised during the interviews/site visits. In addition, the unwithdrawn objections will be heard by an Independent Panel to ensure that the objections have been handled in an open, fair, and transparent manner. Three panel hearings were held on 11, 13 and 17 April 2000 to hear the unwithdrawn objection cases on the MOS Rail. A total of 27 objectors (or their representatives) turned up and made presentations to the Independent Panel. The report of the Independent Panel and the views expressed by the objectors during the hearings will be submitted together with the railway scheme and all unwithdrawn objections to the Chief Executive in Council for consideration.

7. The railway scheme for the TST Extension gazetted on 30 April 1999, and the amendments gazetted on 15 October 1999 and 3 March 2000, have received a total of 24 objections, some of which were made by the same objectors. The major areas of concern in these objections are as follows -

- (a) the potential impact on local traffic and public facilities including Signal Hill;
- (b) pedestrian subways and related facilities around the railway station; and
- (c) diversion of utilities required by the railway project.

The amendments made to the railway scheme are intended to address the concern in (a) and (b) above.

8. The unwithdrawn objections lodged against the TST Extension scheme will be heard by the Independent Panel in June 2000.

Additional Passenger Loading on East Rail

9. The KCRC has estimated the additional passenger loading on the Tai Wai to Kowloon Tong section of the East Rail after the completion of the three East Rail Extensions to be as follows -

Passenger Loading (per hour)

Year	Estimated additional passengers from East Rail Extensions	East Rail + East Rail Extensions
2004	12 000	60 000
2011	22 000	78 000

The KCRC envisages that with the upgraded signalling system and refurbished train compartments, the East Rail will be able to cope with the passenger demand up to the year 2010.