

**Legislative Council Panel on Transport
Supplementary Information on
Tseung Kwan O Extension (Phase II) Progress Update and Fares**

Background

At the Panel on Transport meeting of 20 March 2009, the MTR Corporation (the Corporation) briefed Members on the progress of the Tseung Kwan O Extension (Phase II), fares and new service arrangements of the Tseung Kwan O Line. At the meeting, Members gave suggestions on the train service arrangements and requested the Corporation to provide information on train service frequency, the feasibility of enhancing service of the Tseung Kwan O Line and the feasibility of extending the Kwun Tong Line to LOHAS Park Station. This paper provides the supplementary information.

Tseung Kwan O Line Train Service

2. Current patronage on the Tseung Kwan O Line from Po Lam Station towards North Point during the morning peak (i.e. 8:15 am to 9:15 am)*, and train loading are as follows:

* The above data was collected during the morning peak of weekdays from Monday to Friday in March 2009. Similar levels have been observed during the last 6 months. The passenger capacity of each train is 2,500.

Journey (North Point-bound)	Current Number of Passengers on Board	Current Hourly Capacity	Loading (%)	Hourly Capacity under the new service pattern	Loading (%) under the new service pattern
Po Lam to Hang Hau	9,200	55,000	17%	45,000	20%
Hang Hau to Tseng Kwan O	18,700		34%		42%
Tseung Kwan O to Tiu Keng Leng	28,400		52%	60,000	47%
Tiu Keng Leng to Yau Tong	20,600		38%		34%
Yau Tong to Quarry Bay	37,500		68%		62%

3. According to the above, during the morning peak hour, trains from Po Lam Station is 17% occupied. With passengers boarded at Hang Hau Station, train loading is still only 34%. Upon the opening of LOHAS Park Station, with the new “3+1” service pattern (i.e. every 3 out of 4 trains will be running from Po Lam to North Point while the fourth one will be running from LOHAS Park to North Point), it is estimated that trains will be 20% loaded when they depart Po Lam Station and 40% loaded after passengers are picked up from Hang Hau Station.

Planning of the Tseung Kwan O Line and the Feasibility of Train Service Enhancement

4. The then MTR Corporation planned the Tseung Kwan O Line in the 1990s based on the population forecast in the Tseung Kwan O area, and also took into account subsequent population development in the area.

5. As in other railway lines, the service headway of Tseung Kwan O Line depends the signalling system and other related railway infrastructure, including station platforms. Given the single-platform design at Po Lam Station, train service arrangement at 2.5-minute headway is the highest train service frequency for the section between Po Lam Station and Tseung Kwan O Station. As the platform of Po Lam Station is close to nearby buildings, there is insufficient space for retrofitting the station with an additional platform. Under the new service arrangements, train service will be sufficient to meet the transport need of residents of Po Lam/Hang Hau and other Tseung Kwan O areas. After the opening of LOHAS Park Station, the Corporation will continue to closely monitor the passenger flow and actual passenger figures and will deploy appropriate measures to ensure a smooth flow of passengers and enhance train service frequency if necessary.

6. The train service between Tseung Kwan O Station and North Point Station, upon the opening of LOHAS Park Station, would also be enhanced from 22 trains to 24 trains per hour. This would increase the capacity between Yau Tong and Quarry Bay Stations and benefit most passengers on the Tseung Kwan O Line.

The Suggestion to Extend Kwun Tong Line to LOHAS Park Station

7. At the meeting held in March, there were suggestions on extending the Kwun Tong Line to terminate at the LOHAS Park Station. Should this be adopted, trains of the Kwun Tong and Tsuen Kwan O Lines would have to share the tracks between Yau Tong and Tseung Kwan

O Stations, resulting in a reduction in service headway to approximately 5 minutes for both Kwun Tong and Tseung Kwan O Lines. In light of the existing track configuration, it is not feasible to extend the Kwun Tong Line to terminate at the LOHAS Park Station.

8. The alternative of extending the existing tunnels and tracks of the Kwun Tong Line to the LOHAS Park Station is also not feasible because the tunnels and tracks currently end in the deep underground section between Tiu Keng Leng and Tseung Kwan O Stations, which is confined by piling and civil structures of Tseung Kwan O Station and other surrounding buildings.

9. Members are invited to note the Tseung Kwan O Extension (Phase II) supplementary information as set out in this paper.

MTR Corporation Limited
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