

- +++++ 九廣鐵路 KCR
- 輕便鐵路 LRT
- 輕便鐵路擴展至市區的可能路線 POSSIBLE LRT URBAN LINK
- 地下鐵路 MTR



Text of speech by Mr. Joe Wade, Light Rail Director of the Kowloon-Canton Railway Corporation at the Luncheon Meeting of the Rotary Club of Kowloon on 4 December 1986

Light Rail Transit

1979

INTRODUCTION

I've been invited to talk to you about LRT. First let me give you a potted history.

In 1972 a modern tram system was proposed by Hong Kong Tramways to Government for the new town of Tuen Mun.

In 1978 Government sponsored the Tuen Mun New Town Transport Study of alternative modes which recommended the LRT.

This recommendation was accepted quickly and negotiations with Tramways and their parent company, in various forms, continued until January 1983 when negotiations were called off.

In November of that same year Government invited Kowloon-Canton Railway Corporation (KCRC) to build and operate the LRT which during the previous 5 years negotiations developed from a Tuen Mun Town System into a Regional System for the North Western Region serving Tuen Mun, Yuen Long and the proposed new development at Tin Shui Wai.

On July 16, 1984 KCRC decided to accept Government's offer, to build and operate the Regional System. Tender documents were issued in January 1985 and the Contract for Phase 1 of the Regional System was placed in August 1985. Included in that Contract for Phase 1 were options for the construction of the remainder of the System.

That's the potted history up to Contract award for Phase 1 which, now that you have been reminded, you will all recall.

Now I would like to tell you briefly what has happened since then.

PROGRESS ON PHASE 1

Since August 1985 we have made good progress. The legislation to empower KCRC to build and operate the LRT and its feeder services has been enacted.

The majority of utilities that were within the LRT reserve have been diverted.

The work to form the reserve in the northern area by Government is making good progress.

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The majority of the design for the LRT is completed and the remainder will be completed over the next few months.

The construction of the property development taking place over the Pierhead LRV/ferry and bus interchange is making good progress as is clearly visible.

The designs of the podia for property development at the depot site and Yuen Long LRT/bus interchange are nearly completed.

All this is taking place in a background of the recent successful sale of residential units by Sino Realty at the Tuen Mun Town Plaza and the rising demand for industrial land in the Region.

The LRT depot site has been formed and the administration buildings and workshops are taking shape.

Trackwork is being laid and bases for the overhead line poles are being installed.

The vehicle manufacturer has started manufacture. European components are already being delivered to Australia and the first vehicle is expected to be running around on a test track in Melbourne in 3 months time.

Serious recruitment for operational personnel has now started to meet the intensive training activities that are a feature of the 1987 and 88 programme.

We are as you can see on course for the 1988 opening.

PROBLEMS

Of course we have not got this far without problems.

One of the major ones that is not yet resolved has arisen from reappraisals of population growth in the Region mainly as a result of the planned slowdown in the development of Tin Shui Wai. Tin Shui Wai you will remember is the joint Government-private sector project to develop an area of 488 hectares which could ultimately house 340,000 people. In July 1982, Government entered into a joint venture agreement with Mightycity Company Limited, whereby Mightycity will be paid \$1,458 million from Government for surrendering its land. However, Mightycity is to spend not less than that amount on its portion of the development of around 40 hectares. Government has so far committed a further \$130 million on planning, investigation, design and construction work.

The slowdown of the Tin Shui Wai population growth means that it will only have 90,000 people in 1992 and 146,500 in 1996.

This will affect the revenues of the LRT in the early years of its operation. However there is a rainbow. Government is becoming concerned about its current policy to concentrate developments in the area of the Hong Kong harbour and, of course, is reviewing how best it can maximise the use of its investments in Tin Shui Wai. So what has gone down for the moment hopefully will soon recover - perhaps even to greater heights.

WHAT'S NEXT

In the immediate future we are planning to complete the Regional System as soon as sensible.

Phase 1 represents only 23 km of the 34 km trackwork system and only 70 of the 145 vehicles needed to complete the Regional System.

It is being built in phases this way to match the availability of the formed land for the track and the projected build up of population. Phase 1 was not and is not intended to stand alone.

So although our thinking is, as yet, not finalised the preliminary plan for additional routes to the Regional System looks like this :

Route

From	To
1. Tuen Mun Ferry Pier	Yau Oi
2. Yau Oi	Sam Shing
3. Town Centre	Tuen Mun (NE)
4. Town Centre	Tuen Mun (SE)
5. Sam Shing	So Kwun Wat Marina So Kwun Wat Town Centre
6. Yuen Long (Northern Bypass line serving Long Ping Estate)	-
7. Tin Shui Wai Stage 1	-
8. Tin Shui Wai Stage 2	-
9. Tin Shui Wai Stage 3	-

If all goes well, the whole Regional System could be significantly completed by 1992 leaving only the final leg at Tin Shui Wai and the final connection at So Kwun Wat to be done thereafter.

Now, for the Urban Link. We have employed Consultants to study the viability of linking the LRT in the North West Region to the Urban area via KCR at Sheung Shui or Fanling or Taipo and via MTR at Tsuen Wan.

The specific routes being studied are :

- Yuen Long - Sheung Shui/Fanling
- Yuen Long - Taipo
- Yuen Long - Tsuen Wan
- Tuen Mun - Tsuen Wan

The Consultants' final report is not due till January 87. However we did plan to shortlist 2 routes for more detailed study after the first few months of study. We have done this and we are studying in more detail the

Yuen Long - Tai Po and
Yuen Long - Tsuen Wan routes.

The northernmost route to Sheung Shui/Fanling has too few passengers.

The southernmost route is too expensive, costing about half as much again as the Yuen Long - Tsuen Wan route and more than twice the Yuen Long - Tai Po route.

The Yuen Long - Tsuen Wan route looks the best prospect for high patronage and lower costs. It is the shortest link between the regional system and the heavy railways, having a route length of about 12.5 kilometres. A journey on the LRT from Yuen Long to Tsuen Wan is expected to take only slightly over 12 minutes.

We see that an Urban Link is important and it makes transport sense. However for KCRC to proceed it must be viable. The prospect of this link going ahead is threatened by indications that Government is planning to build a major highway parallel to the proposed LRT route and, of course, the slowdown in Tin Shui Wai. This aspect is a matter of concern which we need to monitor as Government plans develop further.

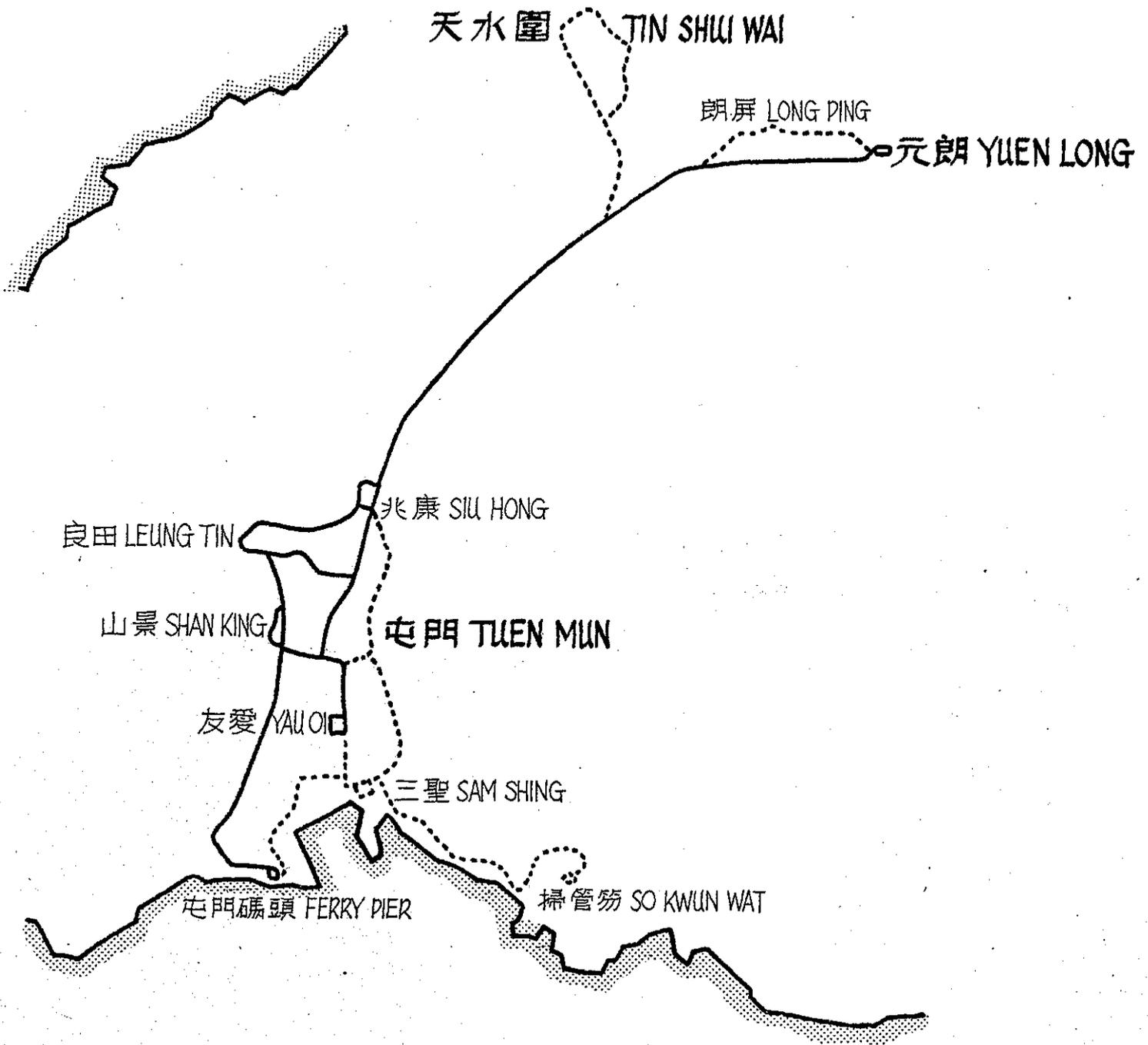
The Yuen Long - Tai Po route has less patronage than the Tsuen Wan route but its costs are lower and it does complete the transport loop to KCRC's main line in the East.

When we are likely to start work on the Urban Link? We could start work as early as 1990.

- End -

輕便鐵路路線圖

LRT NETWORK



—— 第一期路線 REGIONAL SYSTEM PHASE I

..... 設計中路線 REGIONAL SYSTEM UNDER DESIGN