

Legislative Council Panel on Transport
Subcommittee on Matters Relating to Railways
Platform Screen Doors at KCR Network

Introduction

This paper informs Members of the platform screen doors (PSDs) arrangements along the KCR network.

East Rail

2. The station platforms of East Rail and Ma On Shan Rail are of an open environment relying upon natural ventilation. Some platforms are curved and some are straight, all are without platform screen doors. Tsim Sha Tsui East is the newest station located underground and it is a straight platform. PSDs are provided for efficient cooling and conserving energy. Also upon the opening of the Kowloon Southern Link in 2009, Tsim Sha Tsui East will be part of the West Rail system where all stations are provided with PSDs.

3. In response to requests for further provision of PSDs, KCRC has conducted studies along East Rail resulting in a step-by-step approach being adopted. Initially an automatic mechanical gap filler system will be fitted at platforms with large gaps between a train and a curved edge. Curved platforms without such gap fillers pose an additional risk to boarding and alighting passengers if PSDs were provided. KCRC will soon award a contract for an automatic mechanical gap filler system, initially at Lo Wu station, so as to monitor passenger acceptance before installing at other curved platforms. The reliability of these gap fillers has been proven in Japan and South Korea.

West Rail

4. West Rail platforms are generally enclosed and provided with a controlled environment. All platforms in the main are straight, with a

minimum gap between platform edge and train. PSDs are fitted at all West Rail Stations.

Light Rail

5. Light Rail is an open system serving the transit areas and major residential property developments in Northwest New Territories with stops between short distances for passenger convenience. It operates in a mode akin to buses and trams with open access stops generally with low-level 4-metre wide platforms. The platform width is limited by road space that LRVs share with other vehicle traffic. PSDs will reduce the limited platform width further and passengers would find difficulties in usage during peak hours.

6. The operation of PSDs must be synchronized with LRV doors. This is contrary to the LRV operational mode of open access that is convenient to passengers. Synchronization requires precision that may slow down the LRV traffic which is undesirable at busy stops where LRVs pass through every 1-1/2 minutes during the peak hours.

Platform Safety

7. Priority is accorded to maintaining a high standard of platform safety by way of deploying extra staff during busy hours, platform broadcasts, CCTV monitoring, warning signs and flashing lights at platforms with curved edges and passenger education. KCRC will continue to monitor the effectiveness of these measures, and make improvements when there is a need.

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