

NOTE FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

**Supplementary information on
47TR - East Rail Extension – essential public infrastructure works
for Ma On Shan to Tai Wai Rail Link, and
48TR - East Rail Extension – essential public infrastructure works
for Hung Hom to Tsim Sha Tsui Extension**

INTRODUCTION

When Members considered PWSC(2000-01)86 on **47TR** – “East Rail Extension – essential public infrastructure works for Ma On Shan to Tai Wai Rail Link”, and PWSC(2000-01)87 on **48TR** – “East Rail Extension – essential public infrastructure works for Hung Hom to Tsim Sha Tsui Extension” at the Public Works Subcommittee meeting on 14 February 2001, the Administration undertook to provide the following information -

For Ma On Shan to Tai Wai Rail Link (MOS Rail)

- (a) plans for cycle parking facilities at the Che Kung Temple Station and Heng On Station of MOS Rail and for cycle tracks leading to these two Stations;
- (b) arrangements for the closure of the Hang Shun Street temporary slip road near Tai Shui Hang Station of MOS Rail;

For Hung Hom to Tsim Sha Tsui Extension (TST Extension)

- (c) the number of business undertakings to be affected by the construction of TST Extension and the associated essential public infrastructure works (EPIW);

For both MOS Rail and TST Extension

- (d) impact of the construction of the two railways and the associated EPIW on road traffic and bus services; and
- (e) KCRC’s response to the suggestion of setting up an independent panel to assess claims.

THE ADMINISTRATION'S RESPONSE

Provision of cycle parking facilities and cycle tracks

2. There are plans under the MOS Rail project to provide cycle parking facilities at the western side of both the Che Kung Temple Station and Heng On Station. In view of Members' suggestion, we agree to provide more parking facilities at these two Stations.

3. We will extend the cycle track planned at the western side of the Che Kung Temple Station to an existing track at Tai Chung Kiu Road east of Lion Rock Tunnel Road. Besides, we plan to construct a subway with a cycle track underneath Lion Rock Tunnel Road to the north of an existing pedestrian subway at the junction of Lion Rock Tunnel Road/Che Kung Miu Road to link the cycle track on both sides of the road. We will expedite the construction of the proposed subway to tie in with the opening of MOS Rail.

Closure of the Hang Shun Street temporary slip road

4. The existing Hang Shun Street temporary slip road is not part of the permanent road network planned for Ma On Shan. The purpose of the slip road is to provide a temporary connection between Tai Shui Hang and the Ma On Shan town centre prior to the completion of the permanent road network, which will serve the existing and future developments in Ma On Shan. According to the Layout Plan of Sha Tin New Town, the temporary slip road has to be closed for the construction of Hang Tai Road which forms part of the proposed permanent road network.

5. The proposed closure of the Hang Shun Street temporary slip road was discussed at the meetings of the Traffic and Transport Committee (TTC) of the Sha Tin District Council (STDC) in July, September and November 2000. In response to views of TTC, we agreed to construct a new temporary replacement slip road from Hang Tai Road to Ma On Shan Road prior to the closure of the existing one. The replacement slip road will be located at about 100 metres to the north of the existing one.

6. To ensure that adequate bus services are provided to the area, we are working with the bus operators and will consult the District Council and the local community before the implementation of proposed changes to bus route/frequency. We will also consult the District Council and the local community if the closure of the replacement temporary slip road is required as a result of the developments of the areas concerned (including the proposed widening of Tate's Cairn Highway) and traffic safety consideration. Details on

the closure of the existing Hang Shun Street temporary slip road and the public consultation schedule are at Enclosure 1.

Number of business undertakings to be affected

7. We estimate that about 120 shops at ground level might be affected by the construction of the TST Extension project and the associated EPIW. KCRC will maintain during construction the existing entrances to shops and will carry out the works in stages in order to minimize the impact on shops. Loading and unloading areas will also be maintained. KCRC has formed a Community Liaison Group comprising representatives from KCRC, relevant government departments and local representatives to deal with matters arising from construction works.

8. Any person who has a compensatable interest in the land affected by the railway works and has sustained disturbance to his trade or business could submit a claim for compensation to the Secretary for Transport under the Railways Ordinance. We have issued booklets advising the shop owners concerned on the related procedures and arrangements.

Impact on road traffic and bus services

9. We do not anticipate any significant changes to the existing bus services as a result of the construction of both railway projects and the associated EPIW. Some minor temporary bus stops relocation and minor temporary detour may be required in conjunction with the temporary traffic management schemes for the construction works. According to the latest traffic impact assessment, two bus routes, namely 269B and 5A, will need to have minor re-routing via Mody Road and Mody Lane to rejoin Salisbury Road when a section of the westbound carriageway of Salisbury Road is closed for the railway construction. The bus routes affected will resume the original routings as soon as the related construction works are completed.

10. We will ensure a smooth traffic flow during railway construction. Steps that have been taken include the setting up of a Site Liaison Group (SLG), comprising representatives from relevant government departments and KCRC, to scrutinize proposed temporary traffic management schemes. We will consult the relevant District Councils on traffic diversion proposals before implementation.

Setting up an independent panel to assess claims

11. KCRC and its contractors have put in place mechanisms to handle claims for compensation arising from the physical and structural damage to any

land or building resulting from the construction works. Pre-construction condition surveys of the existing buildings, structures and slopes adjacent to the sites are being carried out by both KCRC and its contractors and the conditions of these structures will be continuously monitored through strategically placed instruments during the construction period.

12. KCRC is committed to expediting both the investigation into the cause and effect of construction-related incidents and the payment of compensation. All claims will be referred to independent loss adjustors for assessment, who are required to make impartial evaluation and recommendations solely on the merits of the claims. KCRC will continue to work closely with its contractors and independent loss adjustors to bring about speedy response to claims. As such, the Corporation considers that the existing mechanisms are adequate in relation to claims settlement and therefore holds the view that an independent body for claim assessment is not necessary at this juncture. Nevertheless, it will keep under constant review the claims settlement arrangement.

Transport Bureau
March 2001

Enclosure 1 to PWSCI(2000-01)50

Tentative Programme for the Closure of the Hang Shun Street Temporary Slip Road

We agree to construct a new temporary replacement slip road which costs about \$1 million in the vicinity before the closure of the existing Hang Shun Street temporary slip road in April 2001. The date for closure of the new replacement slip road will be determined by the actual traffic growth which in turn depends on the pace of the future developments of Ma On Shan. We do not expect this to happen until early or mid-2002. We will monitor the traffic flow and review the need for closing the new temporary slip road when the traffic flow approaches the safety limit. Although the new replacement slip road is for temporary use, we consider the provision justified having regard to Members' concerns and residents' needs. We will consult the STDC before the closure of the new temporary slip road.

2. The following table provides a tentative programme for implementing the changes relating to the Hang Shun Street temporary slip road -

Event/Task	Target Date	Remarks
(a) Opening of new temporary slip road	Mid April 2001	
(b) Closure of existing slip road	Mid April 2001	After event (a)
(c) Monitoring of the traffic flow from Ma On Shan Road northbound onto the slip road to Area 77/Sai Sha Road	mid-2001 to early/mid-2002	Monitoring programme will start around the opening of the slip road from Ma On Shan Road to Area 77.
(d) Working out proposals on the revision of bus route/frequency	On-going	We consulted TTC of STDC on 11 July and 12 September 2000. We are working with bus operators on proposals based on the consultation findings.
(e) Consultation with TTC of STDC	4 th Quarter 2001	We will further consult STDC on the proposals of bus route / frequency changes.

Event/Task	Target Date	Remarks
(f) Closure of new temporary slip road	To be determined	We estimate that the traffic flow will reach the safety limit in early/mid-2002 and hence the closure of replacement slip road will take place about the time. The actual schedule will however need to be adjusted, if necessary, according to the results of traffic monitoring. We will consult the STDC before the road closure.