

## **Legislative Council Panel on Transport**

### **Ma On Shan to Tai Wai Rail Link and KCR Extension from Hung Hom to Tsim Sha Tsui**

#### **Essential Public Infrastructure Works**

#### **Introduction**

This note informs Members of the essential public infrastructure works (EPIW) required for the Ma On Shan to Tai Wai Rail Link (MOS Rail) and KCR Extension from Hung Hom to Tsim Sha Tsui (TST Extension) and the costs of these works.

#### **Latest Progress of the MOS Rail and TST Extension**

2. On 26 May 2000, the Finance Committee of the Legislative Council approved a commitment of \$8.5 billion under the Capital Investment Fund for equity injection into the Kowloon-Canton Railway Corporation (KCRC) for the construction of the MOS Rail and TST Extension.

3. The railway schemes of the MOS Rail and TST Extension have been authorized by the Chief Executive in Council under the Railways Ordinance. The notices of the authorization were gazetted on 27 October 2000. Both projects are targeted for completion by 2004.

#### **Scope of Works**

4. To tie in with the commissioning of the MOS Rail and TST Extension, a number of public infrastructure works will need to be carried out.

5. The scope of the EPIW for the MOS Rail comprises –

- (a) a subway underneath the existing Tai Wai station connecting Tsuen Nam Road to the station area of Tai Wai station and a future public transport interchange;
- (b) a subway connecting an existing subway underneath Che Kung Miu Road to Che Kung Temple station;

- (c) a footbridge leading to City One station spanning across Chap Wai Kon Street with a connection to an elevated walkway system that links up the property developments in the vicinity;
- (d) a subway connecting to Tai Shui Hang station across Hang Tai Road, Ma On Shan Road and Hang Tak Street;
- (e) a subway connecting to Heng On station across Sai Sha Road with associated works;
- (f) a public transport interchange to serve Tai Wai station; and
- (g) a public transport interchange to serve Wu Kai Sha station.

The plans showing the above items are at **Annex A**.

6. The scope of the EPIW for the TST Extension includes –
- (a) a 400-metre long, 6.7-metre wide subway along Mody Road and a 160-metre long, 5.15-metre wide subway along Blenheim Avenue connecting the MTR Tsim Sha Tsui station and the new East Rail station (the interchange subway);
  - (b) a 210-metre long subway along Middle Road to facilitate access to the station from developments west of Nathan Road;
  - (c) installation of five sections of travelators, with a total length of 330-metres, in the subways along Mody Road and Blenheim Avenue;
  - (d) installation of lifts, escalators, and other associated E&M equipment;
  - (e) provision of indirect technical remedies (including the provision of air-conditioners and window glazing) to some 380 dwellings to reduce the noise impact during construction, as required under the Environmental Permit issued by Director of Environmental Protection under the Environmental Impact Assessment Ordinance; and
  - (f) reprovisioning of the facilities in the MTR Tsim Sha Tsui station to

facilitate the connection with the interchange subway.

The plan showing the above items is at **Annex B**.

### **Need for the EPIWs**

7. There are insufficient or no pedestrian facilities connecting to the Che Kung Temple, City One, Tai Shui Hang and Heng On stations of the MOS Rail. Regarding the Tai Wai station, a subway underneath the station is proposed to facilitate access to the expanded station and the new public transport interchange. The subways and the footbridge will offer pedestrians a safe and convenient access to the stations. Without the subways or the footbridge, pedestrians have to make a detour to the stations or use at-grade crossings that are not desirable from pedestrian safety and road junction capacity perspectives.

8. The TST Extension is essential to the smooth operation of the East Rail by providing a second point of interchange between the East Rail and the MTR system. The proposed interchange subway will offer railway passengers grade-separated, safe and direct connection between the two stations. In addition, the subway network will enhance the access to Tsim Sha Tsui East and the area south of Salisbury Road.

9. Travelators within the interchange subway are proposed to bring more comfort to interchange passengers and enhance the effectiveness of the interchange. The use of travelators will shorten the interchange time from nine minutes to about six minutes.

### **Management of Interchange Subway and Middle Road Subway**

10. The pedestrian subways will be open 24-hour a day. Close-circuit Televisions (CCTV) will be installed at all entrances and appropriate locations of the subways for close monitoring of the pedestrian flow and subway conditions. Public address system will also be installed along the subways for making public announcements when necessary. Other safety measures including hose reels, fire hydrants and smoke detectors will be installed. A plan illustrating these facilities is at **Annex C**.

11. The crowd management schemes during festival time are being examined in details. During festivals such as Christmas, it would be necessary to channelize the pedestrian flow inside the subways to tie in with the crowd management scheme implemented by the Police. The relevant Government Departments, including the Police, Transport Department, Highways Department, Fire Services Department and Electrical and Mechanical Services Department are working with the KCRC to draw up the detailed crowd management scheme.

**Financial Implications**

12. The total project cost of the EPIW for the MOS Rail and TST Extension is \$1.488 billion in money-of-the-day (MOD) prices, broken down as follows –

(a) EPIW for MOS Rail		\$342 million
(i) 4 subways and a footbridge	\$118 million	
(ii) 2 public transport interchanges	\$224 million	
 (b) EPIW for TST Extension		\$1.146 billion
	Total	\$1.488 billion

Funding arrangement for the above EPIW is set out in paragraph 19 below.

13. A breakdown of the costs for the EPIW of the TST Extension and MOS Rail are at **Annex D** and **Annex E** respectively. Compared with ordinary subways, the interchange subway and the Middle Road subway require additional ventilation, security and fire safety equipment to ensure the safety of their users.

**Construction Programme**

14. The construction of the EPIW, except the MTR station modification works, will be entrusted to KCRC to enhance the interface and coordination between the railway project and the EPIW. The entrustment arrangement will also ensure the concurrent commissioning of the railways and the public works.

15. The MTR Tsim Sha Tsui station modification works will be entrusted to MTR Corporation Limited (MTRCL) to ensure coordination between the reprovisioning works and MTRCL's station improvement works. This arrangement will also help ensure the disturbances to station operation and passengers are kept minimal.

### **Environmental Implications**

16. The Environmental Impact Assessment on the MOS Rail and TST Extension including the EPIW was completed as required under the Environmental Impact Assessment Ordinance. The Director of Environmental Protection approved the relevant EIA reports and issued the Environmental Permits under the same Ordinance. Environmental mitigation measures will be put in place to comply with the Permit conditions and relevant legislation.

### **Public Consultation**

17. The Government and KCRC consulted the then Sha Tin Provisional District Board and Sha Tin District Council on the MOS Rail project including the EPIW. Members of the Sha Tin District Council did not raise any adverse comments on the EPIW.

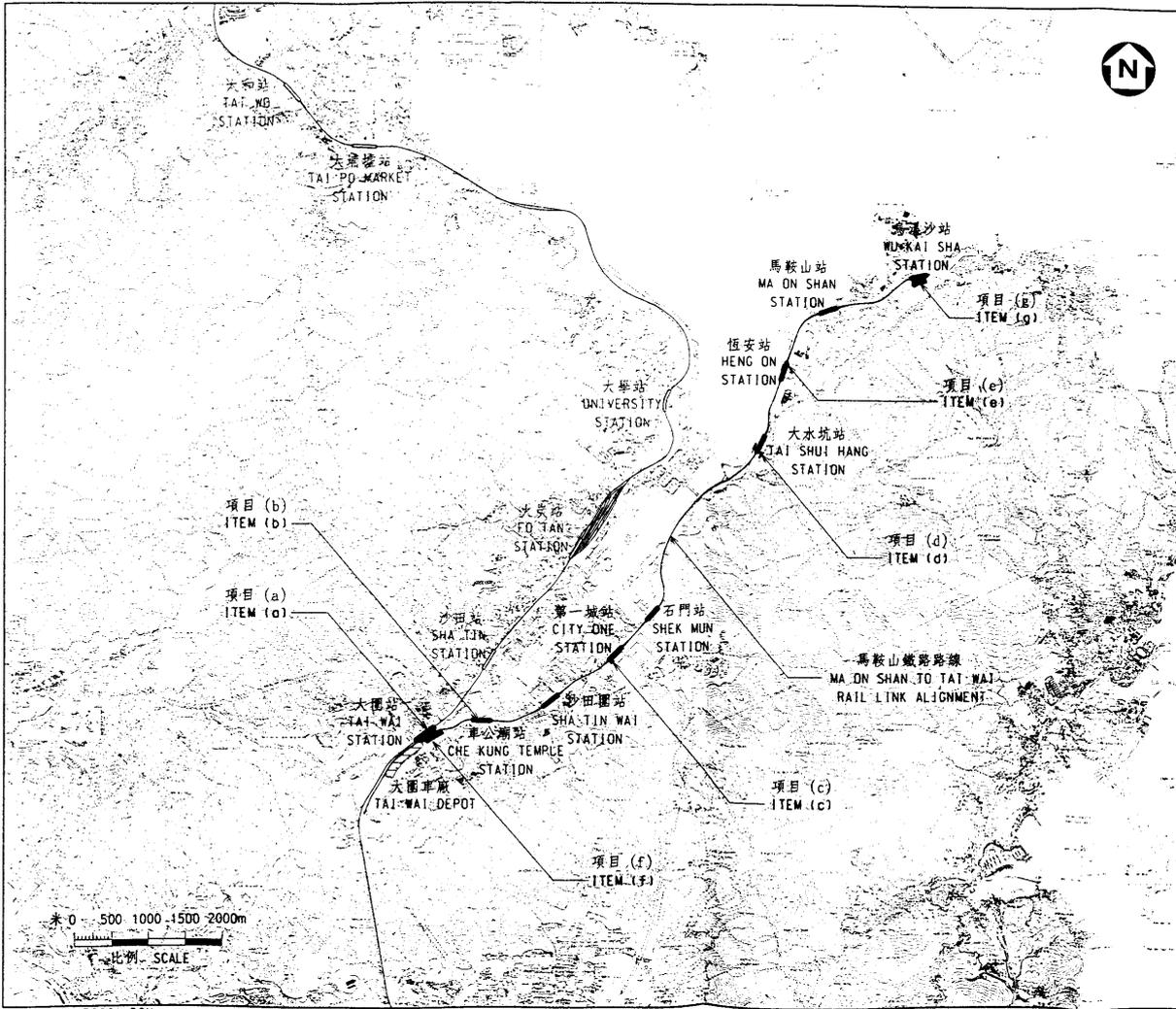
18. As regards the EPIW for the TST Extension, the then Yau Tsim Mong Provisional District Board and some local organizations requested the extension of the subway network so as to facilitate access to the station from Tsim Sha Tsui East and other parts of Tsim Sha Tsui. In response, the interchange subway has been extended across Chatham Road South to facilitate access to and from Tsim Sha Tsui East. The Yau Tsim Mong District Council is generally supportive of the TST Extension project and the associated EPIW.

### **Funding Arrangement**

19. The Administration plans to submit to the Finance Committee for upgrading part of the EPIW for the MOS Rail (comprising four subways and a footbridge) and the EPIW for the TST Extension to Category A in February 2001. As regards the remaining part of the EPIW for the MOS Rail (comprising two PTIs), the Administration plans to upgrade them to Category A at a later stage when the detailed design is completed. Members are invited to

comment on the contents of the paper.

**Transport Bureau**  
**8 December 2000**



註釋 NOTES:  
圖例 LEGEND  
擬建主要基建工程  
PROPOSED ESSENTIAL PUBLIC  
INFRASTRUCTURE WORKS

圖則名稱 drawing title  
馬鞍山鐵路  
主要基建工程  
ESSENTIAL PUBLIC  
INFRASTRUCTURE WORKS FOR  
MA ON SHAN TO TAI WAI  
RAIL LINK

(三頁的第一頁)  
(SHEET 1 OF 3)

圖號 drawing no.	比例 scale
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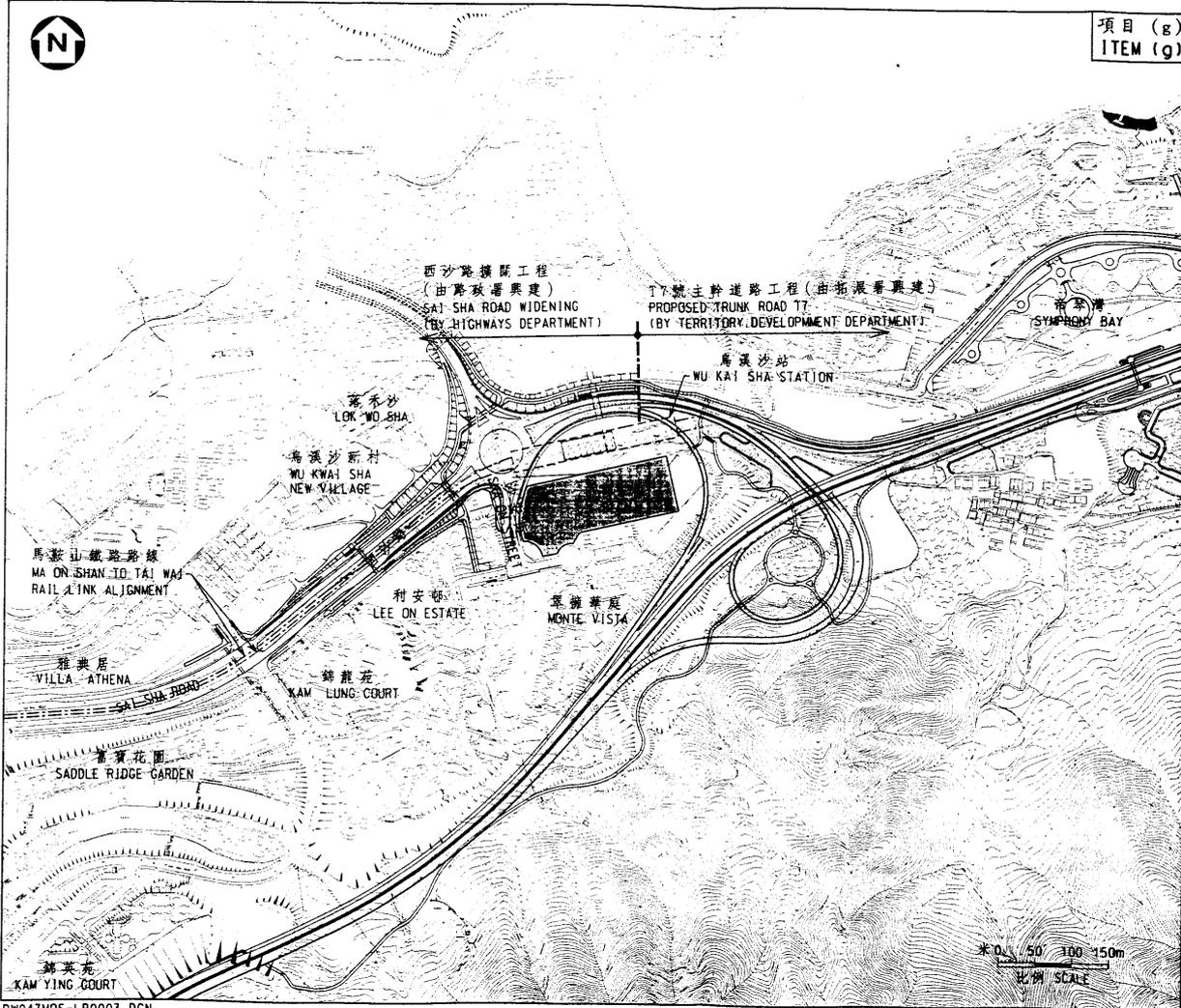


項目 (g)  
ITEM (g)

註解 NOTES:

圖例 LEGEND

- PROPOSED PUBLIC TRANSPORT INTERCHANGE
- PROPOSED STATION CONCOURSE
- STATION ENTRANCE



圖則名稱

Drawing title

馬鞍山鐵路  
主要基建工程  
- ESSENTIAL PUBLIC  
INFRASTRUCTURE WORKS FOR  
MA ON SHAN TO TAI WAI  
RAIL LINK

三頁的第三頁  
(SHEET 3 OF 3)

圖號 drawing no.

PLAN NO. 3

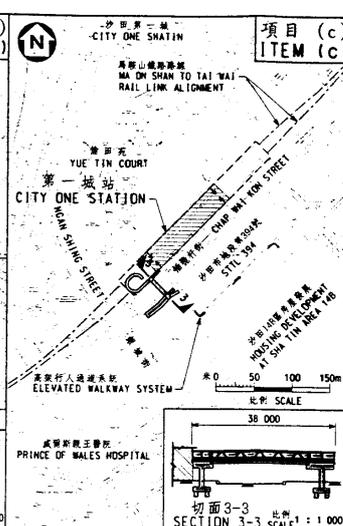
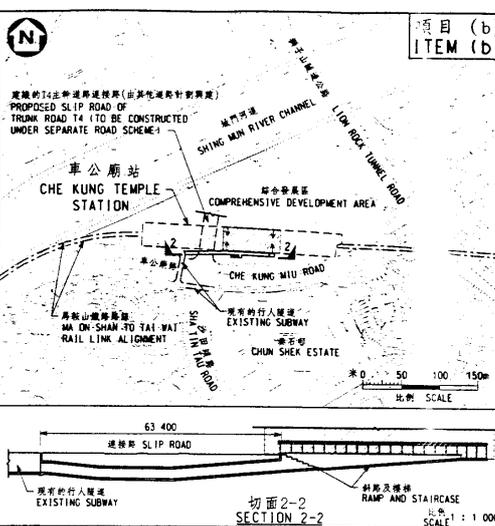
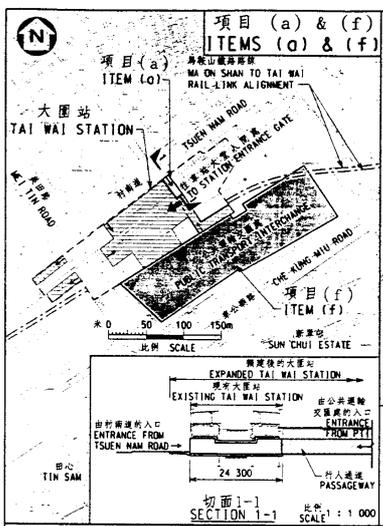
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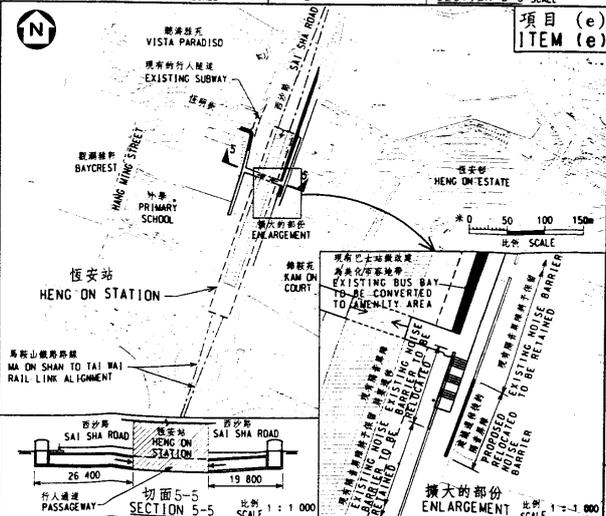
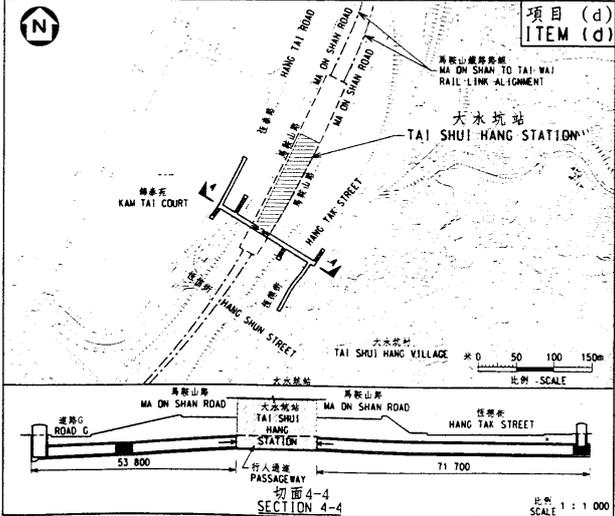
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比例 SCALE



- 註解 NOTES:**
- 所有長度單位皆為毫米。  
ALL DIMENSIONS ARE IN MILLIMETRES.
- 圖例 LEGEND**
- 擬建的公共交通匯交匯處  
PROPOSED PUBLIC TRANSPORT INTERCHANGE
  - 擬建的行人隧道  
PROPOSED PEDESTRIAN SUBWAY
  - 擬建的行人天橋  
PROPOSED FOOTBRIDGE
  - 擬建的行人徑  
PROPOSED COVER TO EXISTING FOOTPATH
  - 現有巴士站擬改為其他用途  
EXISTING BUS BAY TO BE CONVERTED TO AMENITY AREA
  - 擬遷移的巴士站  
PROPOSED RELOCATED BUS BAY
  - 擬建的車站大堂  
PROPOSED STATION CONCOURSE
  - 車站入口  
STATION ENTRANCE



圖則名稱  
Drawing title

馬鞍山鐵路  
主要基建工程  
ESSENTIAL PUBLIC  
INFRASTRUCTURE WORKS FOR  
MA ON SHAN TO TAI WAI  
RAIL LINK

三頁的第二頁  
(SHEET 2 OF 3)

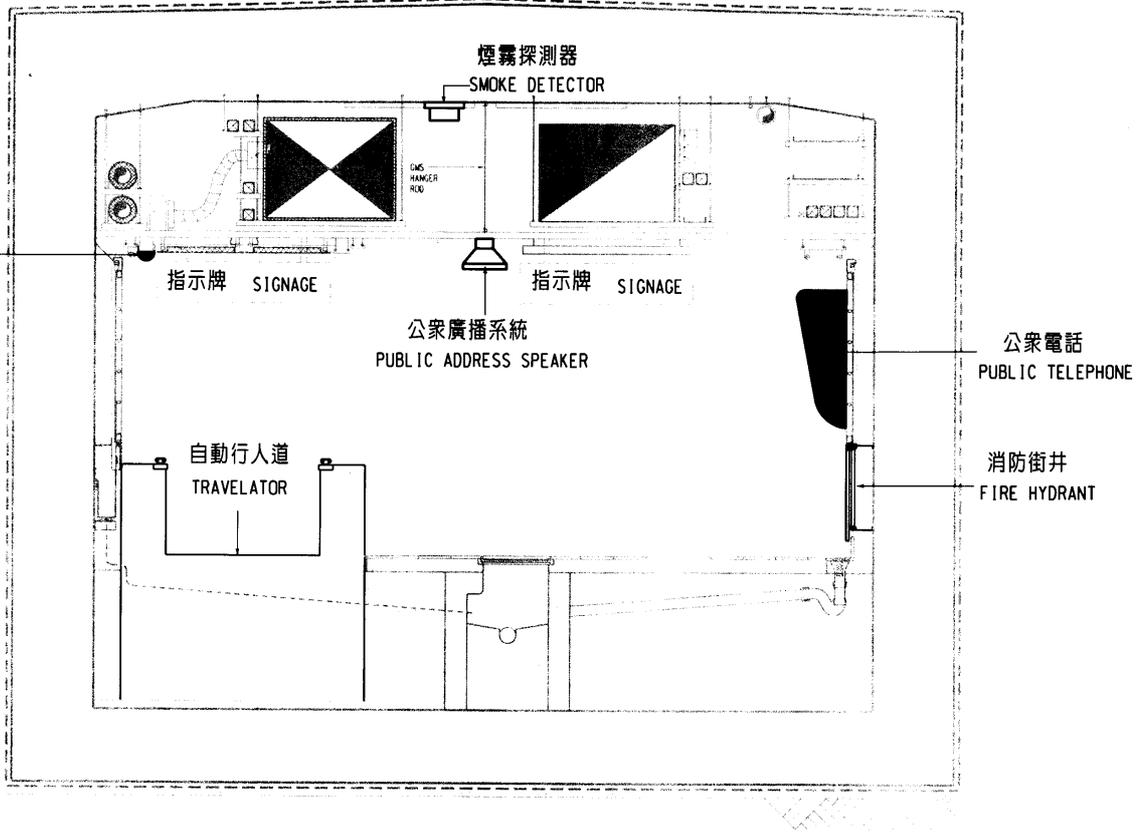
圖號 Drawing no.  
PLAN NO. 2

比例尺 Scale 1:5000  
OR AS SHOWN

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閉路電視  
CCTV



行人隧道切面圖  
TYPICAL SUBWAY SECTION THROUGH MODY ROAD

**Breakdown of the costs of the EPIW for the TST Extension**

		<b>\$ million</b>
(a)	Entrusted portion to KCRC	
	(i) Interchange Subway	
	Section along Mody road	371.0
	- Civil works	330.0
	- E & M works	41.0
	Section along Blenheim Avenue and under Signal Hill	66.8
	- Civil works	53.8
	- E & M works	13.0
	(ii) Middle Road Subway	158.2
	- Civil works	146.5
	- E & M works	11.7
	(iii) Associated roadworks, traffic engineering, drainage, water works, and landscaping works	40.0
	(iv) Indirect Technical Remedies for mitigation of construction noise	12.0
	(v) On cost <sup>1</sup> payable to KCRC	106.9
(b)	Reprovisioning works to existing MTR TST Station, to be carried out by MTRCL	
	(i) Reprovisioning works to existing MTR TST Station	173.0
	(ii) On cost <sup>2</sup> payable to MTRCL	28.6
(c)	Contingencies	<u>95.6</u>
	Sub-total	1052.1 (at September 2000 prices)
(d)	Provision for price adjustment	<u>94.3</u>
	Total	<u>1146.4</u> (in MOD prices)

<sup>1</sup> An on-cost at 16.5% of the project base cost will be payable to KCRC for undertaking the technical studies, design and construction supervision of the EPIW.

<sup>2</sup> An on-cost at 16.5% of the reprovisioning works cost will be payable to MTRCL for undertaking the technical studies, design and construction supervision of the EPIW.

**Breakdown of the costs of the EPIW for the MOS Rail**  
(excluding the public transport interchange  
at Tai Wai Station and Wu Kai Sha Station)

	<b>\$ million</b>	
(a) Subway connection to Tai Wai Station	12.7	
(b) Subway connection to Che Kung Temple Station	7.6	
(c) Footbridge connection to City One Station	18.1	
(d) Subway connection to Tai Shui Hang Station	24.3	
(e) Subway connection to Heng On Station	25.5	
(f) On-cost <sup>1</sup> payable to KCRC	14.5	
(g) Contingencies	10.3	
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Sub-total	113.0	(at September 2000 prices)
(h) Provision for price adjustment	<hr/> 4.9	
Total	<hr/> 117.9	(in MOD prices)

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<sup>1</sup> An on-cost at 16.5% of the project base cost will be payable to KCRC for undertaking the technical studies, design and construction supervision of the EPIW.