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**Legislative Council Panel on Transport  
Subcommittee on matters relating to railways**

**KOWLOON SOUTHERN LINK  
PROGRESS OF WORKS**

**PURPOSE**

This paper informs Members of the progress of the Kowloon Southern Link (KSL) project.

**BACKGROUND**

2. The KSL is one of the railway projects recommended for implementation in the Government's Railway Development Strategy 2000. Its strategic function is to link up East Rail and West Rail at the southern part of the Kowloon peninsula. It will run from the existing East Rail East Tsim Sha Tsui Station to the existing West Rail Nam Cheong Station. Upon its completion, the population of about one million in Northwest New Territories can directly access the urban Kowloon area by rail. They can also gain access to Northeast New Territories through the interchange with the East Rail at the existing Hung Hom Station. The KSL will improve the accessibility of residents along the rail corridor and bring significant benefits to the vast travelling public in Hong Kong.

3. The Subcommittee had discussed issues relating to the KSL project when it was still a proposal. One of the issues discussed was whether or not the KSL could have a station within the site occupied by Kowloon Park in addition to the planned station at West Kowloon next to the existing Canton Annex A Road Government Offices. The note at **Annex A** prepared by the Kowloon Canton Railway Corporation (KCRC) reiterates the reasons why that is not practicable. As Members were informed in June 2005 via a Legislative

Council Brief, the KSL scheme authorised by the Chief Executive in Council under Railways Ordinance would have one intermediate station, to be located at Annex B West Kowloon. The alignment of the KSL scheme is shown at **Annex B**.

## **PROGRESS**

4. Works for the KSL project have commenced since September 2005, and are in good progress. Site formation works and hoardings have been completed. Ground improvement works, utility diversion and pre-condition surveys on existing building structures are now underway. Construction of bored piles and diaphragm walls for the station at West Kowloon and the launching shaft for the bored tunnelling machine beside the site occupied by Canton Road Government Offices have also commenced. KCRC expects that core construction works will fully commence from the latter half of 2006 for completion in 2009.

5. As works progress, more detailed information about actual site conditions has become available. On the basis of the information, the opportunity is taken to adopt construction methods that are less disrupting to the public. It has been determined that the section of the rail tunnel between the station at West Kowloon and the Canton Road/Salisbury Road junction to be constructed by bored tunnelling method will be extended to the Salisbury Road/Nathan Road junction. This is possible with the use of a modern slurry-type tunnel boring machine. This type of tunnel boring machine is most suitable for the soft ground conditions thereat and has recently been successfully used in drainage works in the southeast Kowloon area. As a result of this change of the construction method, the disruption caused to road traffic, pedestrians, commercial premises, Hong Kong Cultural Centre and Space Museum would be significantly reduced. The change would allow at least three eastbound and three westbound lanes of Salisbury Road to remain open to traffic throughout the 36-month construction period.

6. The KCRC will brief Members on the progress of the works in more detail at the subcommittee's meeting on 3 February 2006.

7. As regards the other works areas, temporary traffic management schemes (TTMS) involving installation of temporary traffic decks for

maintaining the existing traffic are being implemented in preparation for forthcoming partial road closure and excavation activities. Site Liaison Group (SLG) meetings, co-chaired by Highways Department and the KCRC and attended by representatives of the Police, Transport Department, Home Affairs Department and Lands Department, are held from time to time to vet and approve TTMS proposals. The KCRC also consult the relevant District Councils and Community Liaison Groups (comprising representatives of nearby residential and commercial premises, District Councillors and the government department concerned) before finalising TTMS with due regard to the feedbacks collected, and keep them abreast of the progress of the works and the associated TTMS. The Corporation will continue to maintain close liaison with the local communities with a view to addressing their concerns and minimising construction impacts.

## **WAY FORWARD**

8. The KCRC will continue to explore alternative construction methods that will further reduce the disruption caused to the public. The government departments concerned will continue to work closely with the KCRC in addressing the concerns of the District Councils, residents and business operations in the area.

9. Members are requested to note the contents of this note.

**Environment, Transport and Works Bureau**  
**January 2006**

**Legislative Council Panel on Transport  
Subcommittee on matters relating to railways**

**KOWLOON CANTON RAILWAY CORPORATION  
NOTE ON KOWLOON SOUTHERN LINK**

## **INTRODUCTION**

This note informs members of the Subcommittee on the previous considerations regarding the provision of a rail station within Kowloon Park, to the east of Canton Road, in the Kowloon Southern Link (KSL) scheme.

## **DETAILS**

2. The initial study on the KSL commissioned by the Kowloon Canton Railway Corporation (KCRC) in 2001 explored two options for providing a station on Canton Road between the East Rail East Tsim Sha Tsui Station and the planned KSL station at Kowloon West. One of the options required provision of a concourse to the east of Canton Road involving a site occupied by two existing buildings and part of Kowloon Park. During the later preliminary and detailed design stages, three variants of that option were examined in detail -

- (a) **Variant 1** comprised a five-level basement structure occupying the site of Nos. 54A-66 and 68-80, Canton Road occupied by two high-rise multi-owner buildings and the whole of that part of Kowloon Park located to the west of Kowloon Park Drive.
- (b) **Variant 2** comprised a six-level basement located beneath the same two buildings as Variant 1 and two additional buildings at Nos. 82-84 and 86-98 Canton Road. This option would have the advantage of reducing the long-term impact on Kowloon Park.
- (c) **Variant 3** comprised a five-level basement concourse wholly under Kowloon Park and avoided full acquisition and demolition of the four buildings mentioned above. However, all the buildings would need underpinning for the construction of passenger adits between the concourse and platforms, requiring vacation of the lower level commercial areas for 2-3 years and possibly compromising access to and safety of the upper levels.

3. Each of the variants examined would suffer from most or all of the disadvantages and problems set out below -

- (a) The resumption of a number of buildings, or parts thereof, and the need to relocate a substantial number of owners, tenants and businesses.
- (b) Taking aside (a) above, construction of the basement concourse immediately alongside and passenger adits beneath the cast insitu friction pile foundations would introduce unacceptable construction risks and reduce future development potential of the sites.
- (c) Whilst part of Kowloon Park could be reinstated on a landscaped deck above the concourse structure, approximately 50% of the space would be lost to essential above-ground railway facilities such as ventilation shafts, substations, escape stairs, etc.
- (d) The whole area of Kowloon Park to the west of Kowloon Park Drive would need to be occupied as works area for a period of four years.
- (e) The well-being of three Champion trees within the affected areas would be at risk. One Champion tree has to be removed, and the remaining two could remain in-situ but their survival would be placed at very high risk.
- (f) All the three variants would require a cut and cover section at the northern end of the station platforms under the complex Canton Road/Kowloon Park Drive junction for tunnel ventilation connections and equipment, which would impose serious impacts on road traffic during construction.
- (g) All the three variants would require a cut and cover section at Canton Road at the southern end of the station platforms for tunnel ventilation connections and plant together with a ventilation adit under Silvercord Building, which would impose serious impacts on both pedestrians and road traffic during construction.

4. A risk analysis of the above factors concluded that, even with extensive mitigation measures to the problems associated with constructing a station in the area concerned, it would still result in an unacceptable level of risk and cost for a project of the nature. A station within the Kowloon Park site to the east of Canton Road was therefore not included in the KSL scheme.

**January 2006**  
**Kowloon-Canton Railway Corporation**

附件 B  
Annex B

