

**Responses of the Government to the Views Expressed by Stakeholders at the Meeting of the Subcommittee on Matters Relating to Railways of the Legislative Council on 31 March 2009**

Deputations/ Individuals	Views	Responses
1. Civic Party	Request for provision of Hin Keng Station to alleviate the loading of Tai Wai Station.	The Government understands that there is railway transport need for the residents in Hin Keng area. The provision of Hin Keng Station will help alleviate congestion at Tai Wai Station and provide access to the leisure facilities in the area, such as swimming pools and soccer pitches. We have asked the MTR Corporation Limited (MTRCL) to study how Hin Keng Station should be provided and to incorporate the station into the scheme of the Shatin to Central Link (SCL) to be gazetted in the future. Upon completion of the preliminary design, which will include the proposed location and orientation of the ventilation shafts and station entrances, we will consult the Sha Tin District Council and local organisations to listen to the views of the stakeholders on the proposed Hin Keng Station.
	Request for resolution of the traffic problems in Tsz Wan Shan through all practicable means.	Since the provision of a station in Tsz Wan Shan has been confirmed to be not feasible, the Government and the MTRCL, in response to the demand of the local community, are studying how the pedestrian facilities in Tsz Wan Shan can be improved to facilitate residents' access to Diamond Hill Station. The proposals include provision of additional footbridges and lifts. Upon completion of the preliminary design, the District Council and local organisations will be consulted. With respect to other traffic problems in the area, the Transport Department (TD) will stay in touch with the Wong Tai Sin District

	Council to maintain a smooth traffic flow in Tsz Wan Shan.
Request for proper handling of the conservation of the three heritage structures at Tai Hom Village.	The SCL is in the preliminary design stage. We will discuss with the Development Bureau and the Antiquities and Monuments Office (AMO) and conduct assessments and put forward proposals on how the three heritage structures at the former Tai Hom Village site should be dealt with. The District Council and relevant stakeholders will be consulted.
Request for prudent examination of the depot location as there are concerns over the noise nuisance from the proposed depot at Diamond Hill and the wall effect caused by property development above the depot.	The proposed site of the SCL depot in Diamond Hill is zoned “Comprehensive Development Area” (CDA) on the Draft Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan (OZP) No. S/K11/23. According to the Explanatory Statement of the draft OZP, the site is intended for comprehensive development, including residential developments, commercial facilities, schools and government, institution or community facilities. The Planning Department is now studying the land requirements of government departments and will, at the same time, consider the views and suggestions of public bodies and local communities. The land use of the CDA will be reviewed in the light of the concerns of the public over the environmental impact of the property development above the depot. The Department will consult the Wong Tai Sin District Council and local communities on the proposed land use.
The station entrances in Kowloon City and Ho Man Tin should be user-oriented.	The MTRCL is now working on the preliminary design of the SCL. It is anticipated that concrete arrangements concerning the preliminary design of the alignment, station locations and entrances will be available in the second quarter of this year. The public will be consulted in due course.

2. Designing Hong Kong	Request for early implementation of the SCL.	The SCL is in the preliminary design stage. Upon completion of the preliminary study on the alignment, station locations and supporting transport facilities, the Government and the MTRCL will consult the District Councils concerned and the public in mid-2009. It is hoped that the scheme of the SCL can be gazetted within this year for the public to formally express their views. In view of the time required for the completion of statutory procedures under the Environmental Impact Assessment Ordinance and the Railways Ordinance and the detailed design work, we hope that construction of the SCL can commence in late 2010 with the anticipated completion of the Tai Wai to Hung Hom section in 2015. As for the cross-harbour section from Hung Hom to Admiralty, it is expected to be completed in 2019 due to the complexity of the construction works and interfacing with the reclamation for Wan Chai Development Phase II and the Central-Wan Chai Bypass.
	Concern about the lack of co-ordination among government departments and organisations in implementing major infrastructure projects in the Central and Wan Chai reclamation areas, especially the interfacing with the Central-Wan Chai Bypass, Modification Works of MTR Admiralty Station and Tamar	Given a number of major infrastructural projects will commence in Admiralty and Wan Chai, coordination on the design and planning of the infrastructure projects has been undertaken by the departments and organisations concerned to minimise the impact on the public.

	Development Project.	
3. Citiland Surveyors Limited	Concern about compensation for loss of business arising from the closure of roads, in particular the closure of roads not implemented by gazette notice as no claims can be made.	As regards the closure of roads either permanently or temporarily by the Secretary for Transport and Housing under section 22 of the Railways Ordinance, any person owning a compensatable interest in the land may file a claim for compensation if access to the land is adversely affected as result of the closure. Any claim for compensation will be assessed in accordance with the Ordinance and all the lands, including roads, affected by railway works will be gazetted under the Ordinance.
	The Government is late in the payment of compensation and the associated professional fees, and the interest paid is too low or even without interest.	Claims for compensation will be handled according to the procedures stipulated in the Railways Ordinance, and compensation, interest and associated professional fees (if any) will be assessed in accordance with the Ordinance.
4. Society for Protection of the Harbour	Request for reduction of the scale and duration of temporary reclamation according to the ruling of the Court of Final Appeal on 20 March 2008.	The MTRCL is still studying the alignment and construction method of the cross-harbour section of the SCL. If it is necessary to carry out reclamation in the harbour, the corporation will provide cogent and convincing information to prove the overriding public need.
	Request for modification of the alignment of the cross-harbour section of the SCL so that it can be constructed in tandem with the	The SCL is in the preliminary design stage and the Government has asked the MTRCL to study the design and the construction method in the design stage. Coordination on the design and planning of the infrastructure projects has been undertaken by the departments and

	Central-Wan Chai Bypass and Wan Chai Development Phase II to reduce the impact on Causeway Bay Typhoon Shelter.	organisations concerned to minimise the impact on the public.
5. Kowloon City Residents Concern Group on Kai Tak Development	Request for provision of a station entrance at the park on Tak Ku Ling Road to facilitate residents to take the MTR and to interchange to other public transport modes.	The MTRCL is studying and planning the alignment and station locations of the SCL and station entrances will also be designed in the process. The suggestion has been referred to the MTRCL for consideration.
	Request for reduction of the distance between Kowloon City and station locations.	In designing the station entrances and related facilities, the MTRCL will ensure that they will be user-oriented. The suggestion has been referred to the MTRCL for consideration.
	Request for the curved flyover under planning to connect to Kowloon City.	The curved flyover under planning is part of the Kai Tak Development project under the Civil Engineering and Development Department and the suggestion has been referred to the Department for consideration. The Department will reply to the deputation direct.
6. Shatin Caucus, Democratic Party	Request for confirmation of the provision of Hin Keng Station.	We have asked the MTRCL to study how Hin Keng Station should be provided and to incorporate the station in the scheme of the SCL to be

	Request for early gazette of Hin Keng Station and consultation on station location and entrances to be conducted later.	gazetted in the future. Upon completion of the preliminary design, which will include the proposed location and orientation of ventilation shafts and station entrances, we will consult the Sha Tin District Council and the local organisations, including attending meetings organised by residents to listen to the views of the stakeholders on the proposed Hin Keng Station.
	Request for early consultation with the Sha Tin District Council.	
7. Urban Planning Concern Group	Request for provision of Exhibition Station at the site currently occupied by the three government buildings on Harbour Road.	<p>The design of Exhibition Station will facilitate the interchange between the SCL and the future North Island Line. Provision of Exhibition Station at the site currently occupied by the three government buildings on Harbour Road will lead to the following problems-</p> <ul style="list-style-type: none"> <li>● If the SCL alignment and the platforms of the Exhibition Station are located in Gloucester Road, it will be difficult to connect with the proposed Admiralty Station. The construction of the station will have to adopt the cut-and-cover method and will affect seriously the traffic in Gloucester Road.</li> <li>● If the SCL alignment and the platforms of the Exhibition Station are located in Harbour Road, the traffic in Harbour Road will be affected seriously because the construction of the station will have to adopt the cut-and-cover method.</li> <li>● Harbour Road is relatively narrow and a number of buildings (such as the basements of Great Eagle Centre and Harbour Centre) along the alignment will be affected by the railway works.</li> <li>● The planning on the relocation of the government buildings will</li> </ul>

		constrain the construction of the station, thereby affecting the date of commissioning of the SCL.
	Request for provision of a pedestrian walkway system to connect Exhibition Station with Wan Chai Station.	Suggestion noted and will be considered in the design stage.
8. The Conservancy Association	Concern about the conservation of three heritage structures and trees in Tai Hom Village.	The SCL is in the preliminary design stage. We will discuss with the Development Bureau and the Antiquities and Monuments Office (AMO) and conduct assessments and put forward proposals on how the three heritage structures at the former Tai Hom Village site should be dealt with. The District Council and relevant stakeholders will be consulted. We will also discuss with the Lands Department and Leisure and Cultural Services Department and conduct assessments to decide on how the trees affected by the SCL project should be conserved and dealt with.
9. Community Alliance on Kai Tak Development	Request for provision of a depot that is entirely underground.	The stabling siding at Diamond Hill, located between Lung Cheung Road and Choi Hung Road, is an important facility of the SCL. Given the approximately five-metre difference between the levels of the two roads, the MTRCL proposes to adopt a “semi-depressed” design in order that the top of the stabling siding will be on the same level as the surface of Lung Cheung Road. There will be an external wall of approximately five metres high facing Choi Hung Road. Its design will keep with the neighbouring landscape to alleviate the visual impact on the surrounding environment. The MTRCL has studied the option of building the

		<p>stabling siding underground, but the construction period will be lengthened for about a year. A large number of ventilation shafts and emergency exits will also protrude from the surface, affecting the landscape and land use planning. Regarding the planning of the stabling siding, the MTRCL will conduct an environmental impact assessment (EIA) study and seek the views of the District Council and the public.</p>
	<p>Request for development of the site of the depot into a water theme park and a creative movie park.</p>	<p>The proposed site of the SCL depot in Diamond Hill is zoned “Comprehensive Development Area” (CDA) on the Draft Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan (OZP) No. S/K11/23. According to the Explanatory Statement of the draft OZP, the site is intended for comprehensive development, including residential developments, commercial facilities, schools and government, institution or community facilities. The Planning Department is now studying the land requirements of government departments and will, at the same time, consider the views and suggestions of public bodies and local communities. The land use of the CDA will be reviewed in the light of the concerns of the public over the environmental impact of the property development above the depot. The Department will consult the Wong Tai Sin District Council and local communities on the proposed land use.</p>
<p>10. Ir WONG Kwok-keung, Chairman of the</p>	<p>Request for early implementation of the SCL and compression of the consultation timetable.</p>	<p>The SCL is in the preliminary design stage. Upon completion of the preliminary study on the alignment, station locations and supporting transport facilities, the Government and the MTRCL will consult the</p>



Kowloon District Council and Ms LI Lin, Chairman of the Traffic and Transport Committee		District Councils concerned and the public in mid-2009. It is hoped that the scheme of the SCL can be gazetted within this year for the public to formally express their views. In view of the time required for the completion of statutory procedures under the Environmental Impact Assessment Ordinance and the Railways Ordinance and the detailed design work, we hope that construction of the SCL can commence in late 2010 with the anticipated completion of the Tai Wai to Hung Hom section in 2015. As for the cross-harbour section from Hung Hom to Admiralty, it is expected to be completed in 2019 due to the complexity of the construction works and interfacing with the reclamation for Wan Chai Development Phase II and the Central-Wan Chai Bypass.
	Request for provision of entrances to Ho Man Tin Station close to Oi Man Estate, Chun Man Court and Ho Man Tin Estate.	The MTRCL is now working on the preliminary design of the SCL. It is anticipated that concrete arrangements concerning the preliminary design of the alignment, station locations and entrances will be available in the second quarter of this year. The public will be consulted in due course.
	Request for provision of the To Kwa Wan Station in the vicinity of Sung Wong Toi Garden.	The MTRCL is studying and planning the alignment and station locations of the SCL. The suggestion has been referred to the MTRCL for consideration.
	Request for provision of automatic people movers and shuttle buses to connect to To Kwa Wan Station.	
	Concern about the impact on the environment and traffic during	The MTRCL is now working on the preliminary design and EIA study of the project, which includes a study on the flow of construction vehicles

	<p>construction period and request for the beautification of community environment in the implementation of the SCL project.</p>	<p>and consideration of the feasibility of transporting materials for the tunnel works by sea with a view to reducing the number of construction vehicles required and the impact on the environment. Upon completion of the traffic assessment report, the Highways Department and the MTRCL will further consult the District Council on the traffic impact and mitigation measures proposed. The suggestion has also been referred to the MTRCL for consideration.</p>
	<p>Request for provision of stations with barrier free access.</p>	<p>The Government attaches great importance to the concept of “Transport for All”. The newly completed railway lines, like the West Rail Line and Ma On Shan Line, are fully accessible and with facilities, such as lifts, wide ticket gates, Octopus reader with audible signals, tactile guide paths and Braille plates, allowing people with disabilities to use the service with ease and convenience. Consideration will be given to these facilities in the design of the SCL rail system to facilitate the use of railway services by people with special needs.</p>
	<p>Request for cross-platform interchanges and more fare concessions.</p>	<p>The MTRCL is now working on the preliminary design of the SCL. Interchange arrangements with other MTR lines will also be studied.</p>
<p>11.Ms Christine FONG Kwok-shan, Councillor of the Sai Kung District Council</p>	<p>Request for early implementation of the SCL.</p>	<p>The SCL is in the preliminary design stage. Upon completion of the preliminary design of the alignment, station locations and supporting transport facilities, the Government and the MTRCL will consult the District Councils concerned and the public in mid-2009. It is hoped that the scheme of the SCL can be gazetted within this year for the public to formally express their views. We will strive for commencement of</p>

		the works in 2010 for completion of the Sha Tin to Hung Hom section in 2015.
	Request for provision of Ho Man Tin Station close to Oi Man Estate, Ho Man Tin Estate and Chun Man Court and an increase in the number of escalators.	The MTRCL is now working on the preliminary design of the SCL. It is anticipated that concrete arrangements concerning the preliminary design of the alignment, station locations, entrances and pedestrian facilities will be available in the second quarter of this year. The public will be consulted in due course.
	Request for provision of To Kwa Wan Station at the junction of Ma Tau Kok Road and Kowloon City Road near the 13 Streets.	
12. Sai Kung and Tseung Kwan O Caucus, Liberal Party	Request for provision of parallel platforms at Exhibition Station for interchange to the future North Island Line.	Suggestion noted and will be considered in the preliminary design stage.
	Request for implementation of the North Island Line to absorb the new passengers brought by the SCL to the Hong Kong Island.	Upon Commissioning of cross-harbour section of the SCL, passengers can change for the Island Line at Admiralty Station. According to forecast, the capacity of the Island Line can meet the demand of the new passengers brought by the SCL, regardless of whether they are interchanging to the eastern or western part of the Hong Kong Island. The Government and MTRCL will closely monitor the passenger flow of the railway lines and consider the need to provide the North Island Line at a suitable time to alleviate the loading of the Island Line.

	Request for provision of parallel platforms at Diamond Hill Station to allow multi-directional interchange between the SCL and the Kwun Tong Line.	The MTRCL is now working on the preliminary design of the SCL and will study its interchanging arrangements with other MTR lines in the process.
13. Wong Tai Sin Branch, Democratic Alliance for Betterment and Progress of Hong Kong	Request for provision of two axial pedestrian links in Tsz Wan Shan to connect to Diamond Hill Station.	Since the provision of a station in Tsz Wan Shan has been confirmed to be not feasible, the Government and the MTRCL, in response to the demand of the local community, are studying how the pedestrian facilities in Tsz Wan Shan can be improved to facilitate residents' access to Diamond Hill Station. The proposals include provision of additional footbridges and lifts. Upon completion of the preliminary design, the District Council and local organisations will be consulted.
	Concern about the conservation of the three heritage structures at Tai Hom Village and request for provision of an underground depot.	The SCL is in the preliminary design stage. We will discuss with the Development Bureau and the AMO and conduct assessments and put forward proposals on how the three heritage structures at the former Tai Hom Village site should be dealt with. The District Council and relevant stakeholders will be consulted. The stabling siding at Diamond Hill, located between Lung Cheung Road and Choi Hung Road, is an important facility of the SCL. Given the approximately five-metre difference between the levels of the two roads, the MTRCL proposes to adopt a "semi-depressed" design in order that the top of the stabling siding will be on the same level as the surface of Lung Cheung Road. There will be an external wall of approximately five metres high

		<p>facing Choi Hung Road. Its design will keep with the neighbouring landscape to alleviate the visual impact on the surrounding environment. The MTRCL has studied the option of building the stabling siding underground, but the construction period will be lengthened for about a year. A large number of ventilation shafts and emergency exits will also protrude from the road surface, affecting the landscape and land use planning. Regarding the planning of the stabling siding, the MTRCL will conduct an EIA study and seek the views of the District Council and the public.</p>
	<p>Request for provision of information on the property development above the depot as soon as possible.</p>	<p>The proposed site of the SCL depot in Diamond Hill is zoned “Comprehensive Development Area” (CDA) on the Draft Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan (OZP) No. S/K11/23. According to the Explanatory Statement of the draft OZP, the site is intended for comprehensive development, including residential developments, commercial facilities, schools and government, institution or community facilities. The Planning Department is now studying the land requirements of government departments and will, at the same time, consider the views and suggestions of public bodies and local communities. The land use of the CDA will be reviewed in the light of the concerns of the public over the environmental impact of the property development above the depot. The Department will consult the Wong Tai Sin District Council and local communities on the proposed land use.</p>
14. Tsz Wan Shan	Request for provision of two axial	Since the provision of a station in Tsz Wan Shan has been confirmed to

Residents Organisation	pedestrian links in Tsz Wan Shan to connect to Diamond Hill Station.	be not feasible, the Government and the MTRCL, in response to the demand of the local community, are studying how the pedestrian facilities in Tsz Wan Shan can be improved to facilitate residents' access to Diamond Hill Station. The proposals include provision of additional footbridges and lifts. Upon completion of the preliminary design, the District Council and local organisations will be consulted.
	Request for resumption of land by the Transport and Housing Bureau from the Housing Authority (HA) and The Link for provision of a footbridge system.	Since part of the lift tower of the footbridge system will be built in the common area of the housing estate jointly owned by the HA and The Link Real Estate Investment Trust (The Link REIT), the HA will discuss the arrangements for the land with The Link REIT in order to provide a footbridge system in the housing estate.
	Concern about the conservation of the three heritage structures at Tai Hom Village and request for provision of an underground depot.	The SCL is in the preliminary design stage. We will discuss and conduct assessments with the Development Bureau and the AMO and put forward proposals on how the three heritage structures at the former Tai Hom Village site should be dealt with. The District Council and relevant stakeholders will be consulted. The stabling siding at Diamond Hill, located between Lung Cheung Road and Choi Hung Road, is an important facility of the SCL. Given the approximately five-metre difference between the levels of the two roads, the MTRCL proposes to adopt a "semi-depressed" design in order that the top of the stabling siding will be on the same level as the surface of Lung Cheung Road. There will be an external wall of approximately five metres high facing Choi Hung Road. Its design will be in keeping with the neighbouring landscape to alleviate the visual impact on the surrounding environment.

		<p>The MTRCL has studied the option of building the stabling siding underground, but the construction period will be lengthened for about a year. A large number of ventilation shafts and emergency exits will also protrude from the road surface, affecting the landscape and land use planning. Regarding the planning of the stabling siding, the MTRCL will conduct an EIA study and seek the views of the District Council and the public.</p>
	<p>Request for provision of information on the property development above the depot as soon as possible.</p>	<p>The proposed site of the SCL depot in Diamond Hill is zoned “Comprehensive Development Area” (CDA) on the Draft Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan (OZP) No. S/K11/23. According to the Explanatory Statement of the draft OZP, the site is intended for comprehensive development, including residential developments, commercial facilities, schools and government, institution or community facilities. The Planning Department is now studying the land requirements of government departments and will, at the same time, consider the views and suggestions of public bodies and local communities. The land use of the CDA will be reviewed in the light of the concerns of the public over the environmental impact of the property development above the depot. The Department will consult the Wong Tai Sin District Council and local communities on the proposed land use.</p>
15. Tsz Lok Community Residents’ Association	<p>Request for improvement to the traffic condition in Tsz Wan Shan.</p>	<p>The TD will stay in touch with the Wong Tai Sin District Council to maintain smooth traffic flow in Tsz Wan Shan.</p>

16. Tsz Ching Residents Organisation	Request for barrier free access in the public housing estates in Tsz Wan Shan.	Under the proposed improvement works for the pedestrian facilities in Tsz Wan Shan, additional pedestrian facilities will be provided for connection with the existing footbridge and lift network in the area. Improved barrier free access will then be available in the existing housing estates.
	Request for provision of escalators, lifts and covered footbridges to connect Tsz Wan Shan to Diamond Hill Station.	The Government and the MTRCL, in response to the demand of the local community, are studying how the pedestrian facilities in Tsz Wan Shan can be improved to facilitate residents' access to Diamond Hill Station. The proposals include provision of footbridges and lifts. Upon completion of the preliminary design, the District Council and local organisations will be consulted.
	Request for provision of a pedestrian access in the cycling park under construction to facilitate connection with Diamond Hill Station.	The Government is studying how the pedestrian facilities in Tsz Wan Shan can be improved to facilitate residents' access to the Po Kong Village Road District Open Space (DOS) and connection to Diamond Hill Station. Connecting the DOS under construction to Diamond Hill Station will have a bearing on the completion date and project costs of the DOS, the departments concerned will assess the situation and we will seek the views of the District Council on the proposed pedestrian facilities.
	Request for resumption of the ownership or management authority of the escalators in Tsz Oi Court for the use of the residents of nearby housing estates and students.	The escalators concerned are located in Tsz Oi Court Phase 1 and 2. According to the deed of mutual covenant (DMC), the escalators are considered communal facilities. Since April 1999, the Owners' Corporation has been managing and maintaining on its own all the communal facilities, including the escalators concerned. The HD has



		<p>been contributing 70% of the escalator maintenance fee according to the DMC, and the above arrangement has been working well. Moreover, the escalators concerned involve the interests of all the owners, it is not advisable for the Government to resort to resumption of the ownership or management authority at will.</p>
<p>17. Mr. YEUNG Cheung-li, Chairman of Traffic and Transport Committee, and Ms LAM Chung-yan, Councillor, Sha Tin District Council</p>	<p>Request for early implementation of the SCL.</p>	<p>The SCL is in the preliminary design stage. Upon completion of the preliminary study on the alignment, station locations and supporting transport facilities, the Government and the MTRCL will consult the District Councils concerned and the public in mid-2009. It is hoped that the scheme of the SCL can be gazetted within this year for the public to formally express their views. In view of the time required for the completion of statutory procedures under the Environmental Impact Assessment Ordinance and the Railways Ordinance and the detailed design work, we hope that construction of the SCL can commence in late 2010 with the anticipated completion of the Tai Wai to Hung Hom section in 2015. As for the cross-harbour section from Hung Hom to Admiralty, it is expected to be completed in 2019 due to the complexity of the construction works and interfacing with the reclamation for Wan Chai Development Phase II and the Central-Wan Chai Bypass.</p>
	<p>Request for clarification whether Hin Keng Station will be provided.</p>	<p>The Government understands that there is railway transport need for the residents in Hin Keng area. The provision of Hin Keng Station will help alleviate congestion at Tai Wai Station and provide access to the leisure facilities in the area. We have asked the MTRCL to study how</p>

		Hin Keng Station should be provided and to incorporate the station into the scheme of the SCL to be gazetted in the future.
	Request for the Government to brief the Sha Tin District Council on the matter.	Upon completion of the preliminary design by the MTRCL, which will include the proposed location and orientation of the ventilation shafts and station entrances, we will consult the Sha Tin District Council to listen to the views of stakeholders on the proposed Hin Keng Station.
18. Kowloon City Branch, Democratic Alliance for Betterment and Progress of Hong Kong	Request for provision of To Kwa Wan Station at the junction of Sung Wong Toi Park and Tam Kung Road.	The MTRCL is studying and planning the alignment and station locations of the SCL. The suggestion has been referred to the MTRCL for consideration.
	Request for provision of a station entrance on Prince Edward Road West in the old Kowloon City district as well as automatic people movers and escalators to connect to To Kwa Wan Station.	
	Request for provision of a station entrance at Laguna Verde.	The MTRCL is now working on the preliminary design of the Kwun Tong Line Extension (KTE). The second round of public consultation will be held in due course on the concrete arrangements concerning the preliminary design of the alignment, station locations, station entrances and associated facilities to collect the views of the public on the KTE.
	Request for provision of a pedestrian walkway system at Ho Man Tin	The MTRCL is now working on the preliminary design of the SCL. Public consultation will be held in due course on the concrete

	<p>Station for access to neighbouring housing estates.</p> <p>Request for provision of the maximum number of station entrances to facilitate more members of the public.</p>	<p>arrangements concerning the preliminary design of the alignment, station locations, station entrances and associated facilities.</p>
19. Kowloon City Branch, Association for Democracy and People's Livelihood	<p>Request for completion of the cross-harbour section and the Tai Wai to Hung Hom section at the same time, otherwise traffic in Hung Hom will be paralysed.</p>	<p>We hope that construction of the Tai Wai to Hung Hom Link and the cross-harbour section from Hung Hom to Admiralty of the SCL could commence at the same time in late 2010 with the anticipated completion of the Tai Wai to Hung Hom section in 2015. As for the cross-harbour section from Hung Hom to Admiralty, it is expected to be completed in 2019 due to the complexity of the construction works and interfacing with the reclamation for Wan Chai Development Phase II and the Central-Wan Chai Bypass. Upon completion of the Tai Wai to Hung Hom section, passengers can interchange at Tsim Sha Tsui Station for the Tsuen Wan Line and continue their journey to the Hong Kong Island. The Tsuen Wan Line has capacity to meet the transport demand up to 2020.</p>
20. Oi Man Estate Residents Association	<p>Entrances to Ho Man Tin Station should be close to the housing estates.</p>	<p>The MTRCL is now working on the preliminary design of the SCL. It is anticipated that concrete arrangements concerning the preliminary design of the alignment, station locations and entrances will be available in the second quarter of this year. The public will be consulted in due</p>

		course.
	Request for provision of automatic people movers to facilitate the residents.	The MTRCL is now studying the pedestrian facilities to connect Ho Man Tin Station with Oi Man Estate and Ho Man Tin Estate. The public will be consulted in due course.
	Request for early implementation of the SCL and shortening of the consultation period.	The SCL is in the preliminary design stage. Upon completion of the preliminary study on the alignment, station locations and supporting transport facilities, the Government and the MTRCL will consult the District Councils concerned and the public in mid-2009. It is hoped that the scheme of the SCL can be gazetted within this year for the public to formally express their views. In view of the time required for the completion of statutory procedures under the Environmental Impact Assessment Ordinance and the Railways Ordinance and the detailed design work, we hope that construction of the SCL can commence in late 2010 with the anticipated completion of the Tai Wai to Hung Hom section in 2015. As for the cross-harbour section from Hung Hom to Admiralty, it is expected to be completed in 2019 due to the complexity of the construction works and interfacing with the reclamation for Wan Chai Development Phase II and the Central-Wan Chai Bypass.
21. Hon CHEUNG Hok-ming (written submission)	Suggestion to connect the cross-harbour section to Fortress Hill Station or North Point Station.	The cross-harbour section of the SCL, together with the existing East Rail Line (ERL), will form a north-south railway corridor. In the future, passengers can travel directly from Lo Wu and Lok Ma Chau via Kowloon to Admiralty on the Hong Kong Island without having to change trains. If the cross-harbour section is to be connected to

		<p>Fortress Hill/North Point, passengers will have to interchange to the Island Line to travel to and from Admiralty. The number of interchanges will be increased and the journey time lengthened, causing inconvenience to passengers. The public's preference for railway services will be affected and the economic benefit of the railway substantially reduced. The suggestion is considered not desirable.</p>
<p>22. Mr. CHENG Ki-kin and Ms LEE Pik-yee, Councillors of the Wan Chai District Council (written submission)</p>	<p>Request for provision of Exhibition Station at the site currently occupied by the three government buildings on Harbour Road.</p>	<p>The design of Exhibition Station will facilitate the interchange between the SCL and the future North Island Line. Provision of Exhibition Station at the site currently occupied by the three government buildings on Harbour Road will lead to the following problems-</p> <ul style="list-style-type: none"> <li>● If the SCL alignment and the platforms of the Exhibition Station are located in Gloucester Road, it will be difficult to connect with the proposed Admiralty Station. The construction of the station will have to adopt the cut-and-cover method and will affect seriously the traffic in Gloucester Road.</li> <li>● If the SCL alignment and the platforms of the Exhibition Station are located in Harbour Road, the traffic in Harbour Road will be affected seriously because the construction of the station will have to adopt the cut-and-cover method.</li> <li>● Harbour Road is relatively narrow and a number of buildings (such as the basements of Great Eagle Centre and Harbour Centre) along the alignment will be affected by the railway works.</li> <li>● The planning on the relocation of the government buildings will</li> </ul>

		constrain the construction of the station, thereby affecting the date of commissioning of the SCL.
	Request for provision of a pedestrian walkway system to connect Exhibition Station with Wan Chai Station.	Suggestion noted and will be considered in the detailed design stage.
23. Mr. CHOW Tsun-yin (written submission)	Suggestion to provide an ERL platform at Hin Keng Station	The MTRCL is now working on the planning of Hin Keng Station of the SCL. According to studies, the alignment of the ERL is subject to the constraint of a number of existing facilities, such as the location of Tai Wai Station and its alignment level, as well as the location of Beacon Hill Tunnel, which prevent the ERL from passing through Hin Keng Station. It is therefore not feasible to provide an ERL platform at Hin Keng Station.
	Suggestion to provide a pedestrian subway at Exhibition Station to connect to Causeway Bay	The primary function of Exhibition Station is to serve passengers from Wan Chai and as an interchange station for the future North Island Line. Passengers travelling to Causeway Bay can interchange to the Island Line at Admiralty Station.