

For Information
17 September 2009

Legislative Council Panel on Transport
Subcommittee on Matters Relating to Railways

Progress of the Kwun Tong Line Extension

Introduction

This paper briefs Members on the progress of the proposed Kwun Tong Line Extension (KTE) project.

Background

2. The proposed Kwun Tong Line Extension (KTE) is an approximately three-kilometre long railway extending from Yau Ma Tei Station of the existing MTR Kwun Tong Line with two new stations in Ho Man Tin and Whampoa (a plan showing the alignment is at **Annex 1**). Passengers can interchange at the proposed Ho Man Tin Station for the future Shatin to Central Link (SCL). The extension will provide convenient railway services to the residents of Ho Man Tin, Hung Hom and Whampoa area.

Current Position

3. On 11 March 2008, the Executive Council decided that the MTR Corporation Limited (MTRCL) should be asked to proceed with the further planning and preliminary design of the KTE. The MTRCL commenced in June 2008 the preliminary planning and design study for the KTE, which was completed in April 2009.

4. The Government and the MTRCL presented the project to the Traffic and Transport Committee of the Yau Tsim Mong and the Kowloon City District Councils and conducted two rounds of extensive public consultation in collaboration with the Kowloon City District Council in 2008 and 2009. In the first round of public consultation conducted from April to August 2008, the District Councils and the local community were briefed on the initial proposal of the railway scheme. Roving exhibitions and three public forums were held to collect views and suggestions from the local community.

5. Since the first round of public consultation, the Government and the MTRCL have maintained close contact with the local community to address their concerns about the KTE project, such as station locations, pedestrian connectivity, ventilation shaft locations and temporary facilities, etc. The MTRCL subsequently reviewed the collected views and suggestions from the community in the preliminary design.

6. The second round of public consultation commenced in June 2009 following completion of the preliminary design of the KTE. We presented the revised railway scheme to the Traffic and Transport Committee of the Kowloon City and the Yau Tsim Mong District Councils in July and September 2009 respectively and briefed the District Councils and local community on the proposed amendments. In addition to the roving exhibitions held in August 2009, we also conducted two public forums, two meetings with the locals and one site visit with the residents in August and September 2009 to exchange views on issues related to the project.

7. We plan to gazette the railway scheme before the end of 2009 to commence the statutory consultative process and detailed design. Construction of the KTE is expected to complete in 2015.

Residents' Concerns and our Responses

8. During the public consultation process, we noted the views and concerns of the public and have made responses as follows:

(A) Station and Entrance Locations

i) Ho Man Tin Station (HMT)

- a) Residents of Ho Man Tin Estate and Oi Man Estate have requested for relocation of HMT as they consider that the proposed station location is too remote from them. The MTRCL has explained to the residents that the scope to relocate HMT is limited by the Shatin to Central Link (SCL) alignment and the existing Yau Ma Tei Station / proposed Whampoa Station that make it necessary for the KTE alignment to go through a double bend with very tight turning radii. Most of the residents have had a better understanding of the design constraints and requested for better pedestrian connections to HMT.
- b) In response to the views and demands of the local community for better connectivity between HMT and the nearby estates, the MTRCL has proposed in the second round of public consultation a pedestrian network to connect the nearby estates to HMT, including:-

- connection between HMT and Ho Man Tin Estate – a proposed footbridge along Sheung Lok Street (abutting Ho Man Tin Estate) crossing Fat Kwong Street will be connected to the existing walkway along the hillside of the Ho Man Tin Sports Centre heading for Chung Yee Street. This walkway will be upgraded to a covered walkway. Chung Yee Street will then be linked up with a proposed subway along Chung Hau Street leading to HMT by a lift system.
- connection between HMT and Oi Man Estate – a proposed covered footbridge along Chung Yee Street to connect Oi Man Estate near Hau Man Street.
- connection between HMT and Hung Hom area – a proposed footbridge across Chatham Road North near its junction with Wuhu Street.

In the consultation, the local community and some District Councillors requested more direct connections with travelators. The Government and the MTRCL will continue to exchange views with the locals and improve the proposed pedestrian links to facilitate commuters using the system.

(ii) *Whampoa Station (WHA)*

- a) In the first round of public consultation, the MTRCL proposed two options for the location of WHA, namely Tak On Street and Dyer Avenue, to the public. Having considered the population served, impact to existing structures and resumption requirements of underground strata of private buildings, the MTRCL has, in the second round of public consultation, proposed to locate Whampoa station at Tak On Street. The Government and the MTRCL have explained to the local community the rationale and considerations for adopting the Tak On Street option.
- b) Residents of Laguna Verde, Harbour Place, Royal Peninsula and some District Councillors have requested for providing more pedestrian links to enhance connectivity between the respective properties and WHA. However, these properties are well served by existing pedestrian links to the proposed WHA. The Government and the MTRCL will continue to closely liaise with the residents and review the need of improvement works in the detailed design stage.

(B) Location of Ventilation Shafts

In the public forums, some residents of Whampoa Garden have expressed concern about the visual and environmental impacts of the proposed ventilation shafts. The MTRCL has explained to the residents that ventilation shafts are essential facilities for underground railway system to provide air circulation for station. The air emitted from ventilation shafts is of quality similar to the air taken into the ventilation shafts and would not pollute the environment. The appearance and exact position of these ventilation shafts will be further reviewed in the subsequent detailed design stage. The Government and the MTRCL will continue to exchange views with the residents and explore opportunities for refining the location of the ventilation shafts to address residents' concerns.

(C) Traffic Impact during Construction

Residents in Whampoa have concern about the traffic impact on the already heavily loaded road network in the area during construction of the WHA. In this regard, the MTRCL has appointed an independent consultant to conduct a traffic impact assessment study to assess the traffic implication due to the construction activities and to identify mitigation measures to minimize the traffic impact to the community. The Government and the MTRCL will closely liaise with the local community and relevant government departments in formulating adequate temporary traffic measures during construction.

9. The general public views on the KTE project are positive and supportive. The majority of the consulted parties and residents have urged the Government and the MTRCL to expedite the project implementation.

10. The Government and the MTRCL will continue to liaise with the District Councils and the local community in the subsequent detailed design stage and exchange views on issues related to the project.

11. Members are invited to note the contents of this paper.

**Transport and Housing Bureau
September 2009**



圖例:
LEGEND:

車站
STATION

隧道
TUNNEL

觀塘線延線
KWUN TONG LINE EXTENSION