

For information

6 July 2010

**Legislative Council Panel on Transport
Subcommittee on Matters Relating to Railways**

Progress Report on the Kwun Tong Line Extension

Introduction

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

Background

2. The proposed KTE will be about 2.6 kilometers long. It is an extension of the existing MTR Kwun Tong Line from Yau Ma Tei to the proposed railway stations at Ho Man Tin and Whampoa (a plan showing the alignment is at **Annex 1**). The station at Ho Man Tin will provide an interchange with the future Shatin to Central Link (SCL). The KTE will provide convenient railway service to the residents of Ho Man Tin, Hung Hom and Whampoa areas.

3. We briefed the Subcommittee on the progress of the planning and design of the KTE project on 17 September 2009 and 16 April 2010. We also arranged a site visit with the Subcommittee to the proposed KTE station entrances and the pedestrian links on 17 May 2010. Taking the opportunity, we briefed Members on the details of the proposed station entrances and pedestrian link facilities and listened to Members' views and concerns.

Latest Progress

4. The KTE railway scheme was gazetted in November last year to start the statutory consultation process. Objection and enquiry cases were received during the objection period which ended in January 2010. We are handling these cases. Having carefully reviewed the railway scheme and conducted the detailed design in the past months, a

number of amendments have been made to the scheme and these amendments to the scheme were gazetted on 25 June 2010. Public may raise objection and enquiry to the amended scheme within 60 days from the gazette date. All objection and enquiry cases will be duly addressed under the statutory procedures. We will also brief the relevant District Councils and stakeholders on the amendments to the scheme.

5. The MTR Corporation Limited (MTRCL) has started the detailed design in late 2009 and has commissioned an environmental impact assessment pursuant to the Environmental Impact Assessment Ordinance.

Amendments to Scheme

6. Through the contacts with the Subcommittee, District Councils and the local community, and the responses of the public after the gazettal of the railway scheme, we note that the public views on the KTE project are generally positive and supportive. The public also urge the Government to expedite the project implementation. The major concerns of the public at this juncture are the connectivity between station entrances and the neighbouring housing estates, location of ventilation shafts and the impact on traffic during construction.

7. In response to public views and after conducting the detailed design, the major amendments to the KTE scheme include:

Ho Man Tin Station

- a. We understand the concerns of residents of Ho Man Tin Estate about the proposed pedestrian link, which they consider it as a detour to the station and not able to directly connect Ho Man Tin Estate to the station. The MTRCL has revised the layout of the station entrances and in response to the residents' suggestions, has proposed a new entrance at Fat Kwong Street near the Ho Man Tin East Service Reservoir Playground which connects to Ho Man Tin Station with a subway. Passengers from Ho Man Tin Estate can use this entrance for access to the station.
- b. In response to a suggestion of the local community to connect the proposed pedestrian link to Oi Man Estate, the proposed footbridge along Chung Yee Street will be further extended beyond Hau Man Street and connects with the Oi Man Estate. A lift will be built on the podium near Ka Man House to provide a direct and convenient link

between the station and Oi Man Estate.

- c. To provide a more pleasant walking environment for commuters, the existing footbridge crossing Chatham Road North will be integrated with the proposed new covered footbridge. A portion of the existing footbridge deck will be demolished while the existing lifts and staircases will be retained and modified to fit in the new covered footbridge.

Whampoa Station

- d. The proposed emergency access next to the Grantham College of Education Past Students' Association Whampoa School (the School) at Tak On Street will be relocated to Wan Hoi Street near Harbourfront Landmark and integrated with the originally proposed ventilation shaft at that location. Footprint of the integrated structure is less than that of the original design, which helps to reduce the occupation of road space. The proposed amendment is in response to the requests of the School and its Parent-Teacher Association.
- e. The existing footbridge connecting the podium of Bauhinia Mansions of Whampoa Garden Site 11 to Man Siu Street was proposed to be demolished and reinstated in the original gazette scheme. However, the locals suggested retaining the footbridge to reduce construction waste and impact during construction. Having carefully reviewed the design, we propose to modify the staircase location to cope with the station entrance construction works at Man Siu Street. With this amendment, there is no need to demolish the Bauhinia Mansions footbridge. However, this footbridge will need to be closed temporarily during construction.
- f. In response to the request for keeping the required space to the possible minimum, the proposed railway facilities including the ventilation shaft at Shung King Street near Whampoa Garden Site 8 will be integrated with the lift connecting the station concourse and ground level.
- g. Residents also expressed concerns about the impact on local traffic during construction. MTRCL, after carefully reviewing the design, proposes to use mining method to construct the station between the junctions of Hung Hom Road / Tak On Street and Shung King Street / Tak On Street so as to reduce the open excavation and minimize the traffic impact.

Other Concerns and Suggestions

8. The above amendments to the scheme were made in accordance with feedback collected during public consultation and the handling of objection cases after the gazettal. Meanwhile, the local community had other views and concerns regarding connectivity between the entrances and the neighbouring housing estates. Our responses are as follows

- a. Some residents suggest to construct a subway along Hung Hom Road to connect Whampoa Station to Hok Yuen area and Laguna Verde. We have carefully examined a number of objective factors including conditions of existing pedestrian network and facilities, road safety, pedestrian flow forecast, topographic conditions, technical viability and cost-effectiveness. After reviewing, we consider that the existing footpath along Hung Hom Road can directly connect the Hung Hom Hok Yuen district, the neighbouring housing estates and industrial / commercial district to Whampoa Station. We have explained to the residents that the section of footpath is on level ground and the width of which can adequately cope with the growth of pedestrian flow in future. With the road side planting, it provides a pleasant walking environment. Given that the alignment of the suggested subway is very similar to that of the existing footpath, the functions of both facilities will be duplicated.
- b. Some other residents suggest to construct a subway along Hung Hom Road to connect Whampoa Station to residential areas in Hung Hom Bay, such as Harbour Place, Royal Peninsula, etc. However, these properties are well served by the existing barrier-free footbridge crossing Hung Hom South Road. Public can use this footbridge and the footpath along Hung Hom Road to access the Whampoa Station. The footpath is on level ground and provides a direct and convenient access to Whampoa Station. Apart from using the above pedestrian link, residents of the Royal Peninsula and Polytechnic University Student Hostel can use the existing passage to access Hung Hom Station.

Project Programme

9. The detailed design, statutory consultation works and environmental impact assessment for the KTE are ongoing. The Government, together with MTRCL, will continue to maintain close communication and liaison with the District Councils and the local community with a view to delivering the KTE to serve the community in 2015.

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

Transport and Housing Bureau
June 2010



圖例:
LEGEND:

- 車站
STATION
- 隧道
TUNNEL

0 250 500 750 m
比例尺 1 : 15 000 SCALE BAR

觀塘線延線 KWUN TONG LINE EXTENSION