

**For information
6 December 2010**

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

**Progress Report on the Kwun Tong Line Extension and
Funding Application for Essential Public Infrastructure Works**

Introduction

This paper briefs Members on the latest progress of the proposed Kwun Tong Line Extension (KTE) and seeks Members' support in providing funding for carrying out the essential public infrastructure works (EPIW) associated with KTE.

Background

2. The proposed KTE will be about 2.6 kilometers long. It is an extension of the existing 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.

Annex 1

3. We briefed the Subcommittee on Matters Relating to Railways of the Legislative Council panel on Transport (the Subcommittee) the progress of the planning and design of the KTE project and listened to the views from a number of deputations with the Subcommittee on 6 July and 14 July 2010 respectively. We noted the major concerns and requests raised by the Subcommittee and representatives of deputations and have responded to parties concerned.

Latest Progress

4. The original scheme of KTE was gazetted on 27 November 2009. To accommodate the detailed design development and address some of the concerns expressed

Annex 2

in the objections received, amendments to the KTE scheme were gazetted on 25 June 2010. We have reported to the Subcommittee on 6 July 2010 about the amendments made in response to the suggestions and requests of the public. Major concerns of the public and the responses of the Administration are summarized at Annex 2. We have also briefed Kowloon City District Council and stakeholders on the amendments to the scheme and handled objections to the amended scheme raised by the public according to the statutory process in the past few months.

5. At the meeting of the Executive Council 30 November 2010, the Council advised and the Chief Executive ordered, under section 11(4) of Railways Ordinance, to authorize the KTE scheme, including the associated essential public infrastructure works. A notice of authorization will be gazetted on 10 December 2010 to complete the statutory consultation process of this railway project.

6. The KTE will be an extension of the existing MTR network. It will be implemented as a MTR Corporation Limited (MTRCL) project under the ownership approach. In March 2008, we briefed the Subcommittee that the cost estimate of the KTE was about \$4.2B (in 2007 prices) and the project was considered as not financially viable. Construction prices have escalated by about 30 per cent from 2007 to 2009 due to the surge in construction material prices. Apart from that, refinement of the project details and amendments in the detailed design also account for the cost increase. According to the MTRCL's latest assessment, the construction cost estimate of KTE ranges from \$5.3B to \$5.6B (in 2009 prices). Notwithstanding that the railway scheme has been authorized to implement and the detailed design of which is at the final stage, final refinement of the engineering and technical aspects is envisaged. In this regard, it is likely that the final construction cost will be affected and slightly adjusted. It is anticipated that the construction cost will be finalized in the first quarter of 2011. The Administration will continue close monitoring of the project expenditure and ensure MTRCL will exercise due diligence in budget control. We have also engaged an independent consultant to conduct an assessment of the project cost estimate and the funding gap.

7. We also briefed the Subcommittee in March 2008 that the Chief Executive in Council requested the Administration to investigate whether the site (the ex-Valley Road Estate), of approximate 2.6 hectare, was suitable to serve the rail plus property model at the proposed Ho Man Tin Station. After due consideration and investigation, we consider that the site would be available for the rail plus property development for KTE. At present, the MTRCL is carrying out the planning of the topside development of the station. We will carefully consider and scrutinize the development proposal and have engaged an

independent consultant for assistance. We will comply with the planning requirements of the subject site and ensure that the value of the property development right is comparable with the funding support required. We will give due consideration to ensure that the support is fair and reasonable, without affecting the prudent commercial principle in railway operation.

Essential Public Infrastructure Works

8. To facilitate the operation of the KTE, we need to enhance the pedestrian and transport facilities so that the consequential social and economic benefits of the KTE can be fully realised. We propose to upgrade **60TR** to Category A at an estimated cost of \$826.9 million in money-of-the-day (MOD) prices for the construction of the EPIW for the KTE. Details of the EPIW are as follow-

(A) *Project Scope*

9. The scope of **60TR** comprises –

- (a) construction of a covered pedestrian link connecting Ho Man Tin Station (HOM) to Ho Man Tin Estate and Oi Man Estate (“the Pedestrian Link”), which includes–
 - i) footbridges of about 425 m in length crossing Sheung Lok Street, Fat Kwong Street, Chung Yee Street and Hau Man Street and connecting Chung Yee Street to Hau Man Street;
 - ii) subway of about 205 m in length crossing Chung Hau Street and Fat Kwong Street;
 - iii) five lift towers with a total of nine lifts at Chung Hau Street, Fat Kwong Street, Sheung Lok Street and Oi Man Estate outside Po Man House; and
 - iv) covered walkways of about 270 m in length at the north-west corner of Ho Man Tin East Service Reservoir Playground and along the eastern boundary of Ho Man Tin Sports Centre.
- (b) construction of a footbridge integrating with the existing footbridge across Chatham Road North and connecting HOM to Wuhu Street, which includes –
 - i) a footbridge of about 100 m in length crossing Chatham Road North linking HOM to Wuhu Street; and
 - ii) three escalators of about 14 m in length at Wuhu Street Temporary Playground.

- (c) construction of public transport facilities (PTF) with floor area of about 1,900 square metres at Chung Hau Street near HOM, which includes –
 - i) a lay-by of about 160 m in length for buses and green minibuses with covered walkway; and
 - ii) a lay-by of about 30 m in length to serve as drop off area for taxis and private vehicles.

Annex 3

Drawings showing the proposed EPIW for the KTE are at Annex 3.

10. We plan to entrust the EPIW to the MTRCL for construction under the KTE contracts. Construction of the EPIW is scheduled to commence in mid-2011 for completion in tandem with the KTE in 2015.

(B) *Justifications*

11. The proposed HOM will be located at the ex-Valley Road Estate Phase I site and hence a convenient pedestrian connection system is necessary between Ho Man Tin Estate, Oi Man Estate, Hung Hom area south of Chatham Road North and HOM. The proposed pedestrian system provides a vital connection between the HOM and the major catchment covering these neighbouring estates and the Hung Hom north area. Currently, the Ho Man Tin Estate and Oi Man Estate are located at fairly steep terrain. Climbing up and down the long and sloping pavement, particularly for the less able pedestrians, is a taxing experience. There have been numerous requests from the local communities for the Government to improve the pedestrian link and provide a barrier free access with greening. The pedestrian link will provide a safe, levelled and barrier-free connection between the HOM and the neighbouring estates and Hung Hom north area. It will help to overcome the topographic condition and enhance the level of comfort of walking environment in the area. Furthermore, it will improve the accessibility between the local communities of Ho Man Tin and Hung Hom area, encourage the use of the environmental friendly railway service and is beneficial to both the local residents and those using the railway service.

12. The old Hung Hom area neighbouring Wuhu Street is separated from Ho Man Tin area by Chatham Road North with a level difference exceeding 30 m. At present, there is an uncovered footbridge to facilitate pedestrian crossing Chatham Road North near Wuhu Street and no other existing pedestrian crossing facilities in the vicinity. The proposed covered footbridge across Chatham Road North connecting Hung Hom area to the station entrance of HOM near Yan Fung Street Rest Garden will be integrated with the existing footbridge, portion of which including lifts and staircases will be retained and integrated with the new footbridge.

13. Better use of railways as the backbone of our passenger transport system and better public transport services and facilities are two among the main objectives of our transport policy. To facilitate optimum inter-modal coordination between the KTE and other modes of public transport, we need to construct the public transport facilities (PTF) works near HOM. The PTF will serve the local as well as neighbouring estates in the Ho Man Tin area. In conjunction with the PTF works, we need to modify a section of Chung Hau Street to suit the design of the PTF.

14. We intend to entrust all the EPIW to MTRCL for implementation in conjunction with the KTE project in order to improve the interface between and coordination of the railway project and the EPIW and to enable their synchronized completion. This will ensure that the transport facilities will be available in time to enhance the accessibility to HOM and hence the whole railway network.

(C) Public Consultation

15. We have been keeping the Kowloon City District Council (KCDC) updated on the major progress of the EPIW along with the KTE project. We have attended a series of public fora organized by the KCDC members and various political parties with participation by the local community.

16. At the Traffic and Transport Committee of the KCDC meeting held in January 2010, a motion was passed urging Government to provide more entrances for HOM to serve neighbouring estates in Hung Hom and Ho Man Tin areas. In response to the public's request, the MTRCL has revised the layout of the station entrances and provided an additional subway leading from Fat Kwong Street near the Ho Man Tin East Service Reservoir Playground to HOM. Passengers from Ho Man Tin Estate can use this additional passage to access the station.

17. We consulted the Advisory Committee on the Appearance of Bridges and Associated Structures (ACABAS) in September and November 2010. The ACABAS accepted the proposed design of the structures.

Financial Implication

18. We estimate the cost of the project to be \$826.9 million in MOD prices, made up as follows –

		\$ million
(a)	Pedestrian Link connecting HOM to Ho Man Tin and Oi Man Estate	432.1
(b)	Footbridge connecting HOM to Wuhu Street	68.2
(c)	PTF near HOM	69.4
(d)	On-cost payable to MTRCL ¹	94.0
		66.4
	Sub-total	730.1
		(in September 2010 prices)
(f)	Provision for price adjustment	96.8
	Total	826.9
		(in MOD prices)

Way Forward

19. Upon consultation with the Subcommittee, we plan to consult the Public Works Sub-committee at its meeting in January 2011 and will seek the approval of the Finance Committee in February 2011.

Advice Sought

20. 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.

21. Members are invited to note the contents of this paper and support providing funding for the EPIW.

Transport and Housing Bureau November 2010

¹ An on-cost at 16.5% of the project base cost (i.e. items (a), (b) and (c) of paragraph 18 above) will be payable to MTRCL for undertaking the technical studies, design and construction supervision of the EPIW.

附件一
Annex 1



Concerns and Responses

Following the gazette of the original scheme of KTE in November 2009, the major concerns of the public and our responses are as follows:-

(a) Entrance location of Ho Man Tin Station and connectivity to the station

We understand the concern of residents regarding the connectivity between the station entrances and the neighbouring estates. In the amendments to the scheme gazetted on 25 June 2010, the proposed footbridge along Chung Yee Street is extended across Hau Man Street to Oi Man Estate to facilitate residents of Oi Man Estate to access the station. Furthermore, in response to the views of the residents, a subway is added leading from Fat Kwong Street near the Ho Man Tin East Service Reservoir Playground to the Ho Man Tin Station to facilitate residents of Ho Man Tin Estate to access the station.

(b) Entrance location of Whampoa Station and connectivity to the station

Some residents request for additional station entrance and enhancement of the connectivity between Whampoa Station and Laguna Verde and Hung Hom Estate etc. Having further reviewed the request, we consider that the existing footpath along Hung Hom Road could directly connect the neighbouring housing estates including Laguna Verde and Hung Hom Estate to Whampoa Station. We have explained to the residents that the width of this level footpath could adequately cope with the growth of pedestrian flow in future. With roadside planting, the existing footpath can provide a pleasant walking environment to road users.

(c) Location and design of ventilation shafts

As the Whampoa area is densely populated, it is difficult to find alternative locations for ventilation shafts. The MTRCL has studied all alternative locations suggested by the residents and has considered the distance between the alternative locations and the station, engineering feasibility, nuisance to the nearby residents, impact to public facilities and traffic during the construction period, etc. The proposed locations of the ventilation shafts are considered to be most suitable. Regarding the suggestion to construct underground ventilation shaft, MTRCL have examined in detail and explained to the residents that if the ventilation openings were to be installed at road level, the railway line would be vulnerable to flooding and the likely vehicle emissions and road dusts ingested into the railway system would pollute and affect the normal operation of the railway line.

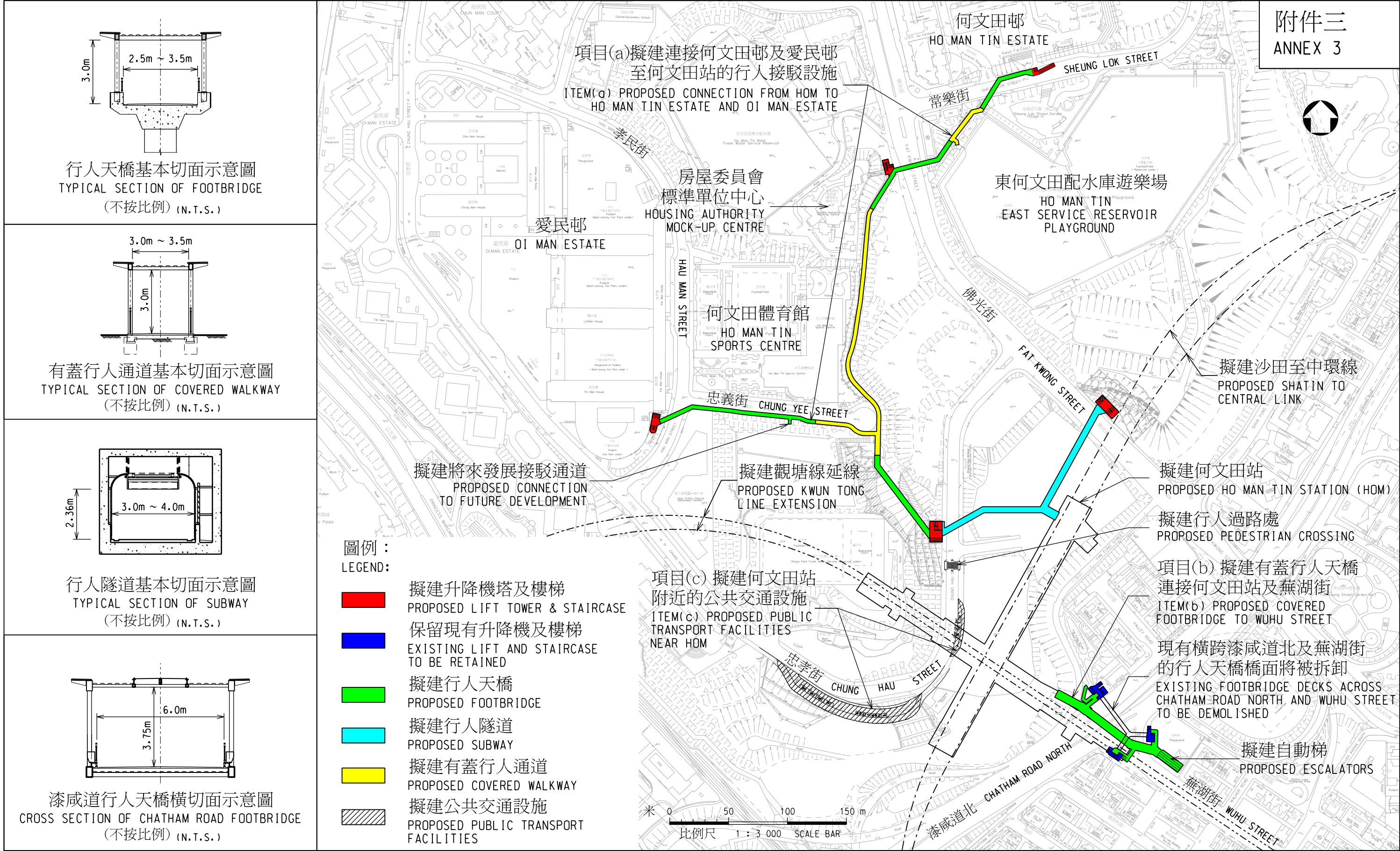
(d) Traffic impact

Some residents worried about the proposed station entrances located at Tak On Street and Shung King Street would occupy road space and aggravate the traffic congestion in the local area. The MTRCL has studied the design of the road realignment and traffic movement at the locations and explained to the residents that the design of the realigned road sections would comply with the relevant requirements and design codes. During construction stage, temporary traffic arrangement would be implemented to minimize disruption.

(e) Construction of railway station on private road

Some residents of the Whampoa Garden have concerns about the maintenance responsibility and legal liabilities arising from the railway station being constructed on the private roads. We have explained that the extension of the railway network from Yau Ma Tei to Whampoa will, apart from enhance the existing railway service and provide safe and efficient railway service to the residents, will help reduce the road traffic and improve the traffic condition in the area. Based on the experience in the existing MTR railway lines, the property management companies / owners of the lots will be responsible for maintenance of the area outside the railway station. The station will not pose additional responsibilities and costs for the private lot owners. MTRCL would reinstate the roads temporarily occupied to the existing condition and return to the owner upon completion of the project.

附件三
ANNEX 3



圖則名稱 drawing title

工務計劃項目第60TR號 — 觀塘線延線 — 主要基建工程

PWP ITEM NO. 60TR - KWUN TONG LINE EXTENSION - ESSENTIAL PUBLIC INFRASTRUCTURE WORKS

圖號 drawing no.

HRWKTE001-SK0055

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路政署
HIGHWAYS DEPARTMENT

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