

Hong Kong, April 19, 2013

Railway Development Office  
Highways Department  
1/F, Ho Man Tin Government Offices  
88 Chung Hau Street  
Ho Man Tin, Kowloon  
Hong Kong  
[enquiry@ourfuture railway.hk](mailto:enquiry@ourfuture railway.hk)

**Re: "Our Future Railway"**

Dear Sirs,

Below we respond to the stage 2 public engagement study on "Our Future Railway":

**1. Need for more information**

As rail is the backbone of our transport system, the benefits of reducing demand for road capacity and of offering alternative modes of transport to existing and future residents, we support all seven local enhancement schemes as potential improvements to the present network. We urge for an evaluation of all costs and benefits for each scheme based on local circumstances. To facilitate the public discussion, sufficient information, such as detailed options for alternative alignments and their transport, financial, environmental and social costs, should be provided.

**2. North Island Line**

We strongly support the North Island Line. The "Swap" Scheme is preferable to the "Interchange" Scheme as this option will maximise the number of stations which the Tung Chung Line and Tseung Kwan O line access directly. This will increase the efficiency of rail use and operations. Although this option requires changing passengers' engrained behavior and perceptions, the long term community benefits are obvious.

**3. Siu Sai Wan Line**

We support the extension of the Chai Wan line to Siu Sai Wan to relieve traffic pressure and to allow bus route rationalisation. It is the local community's decision how the extension is best provided in view of the social costs involved, such as demolition or resumption of buildings in the district. There is not enough information to judge the options presented.

**4. South Island Line (West)**

We support a railway linking Hong Kong University and Wong Chuk Hang taking traffic off the road and supporting the redevelopment of Wah Fu. When making the decisions on where the stops should be, more information is required showing where potential development is planned. Whether it should be built in one go or in two phases will depend on details yet to be provided including engineering feasibility and costs.

### ***Cyberport and Queen Mary Stations Underground***

In 2003, an above-ground Cyberport Station was proposed below Baguio Villa along Cyberport Road (**Annex 1**). Based on that old plan, the consultation asks “Do you think it is worthwhile to include a Queen Mary Station ... if as a result, the section near Cyberport could hardly be constructed in tunnel, and might create visual impact along the alignment..”. New detailed alignment studies are needed before a meaningful discussion can be held.

In general, elevated or exposed rail should be avoided to minimize impacts on local communities. Most people in Pokfulam would prefer to have an MTR station at Cyberport as long as all rail is underground, and the tranquil community atmosphere is maintained.

We believe that both the stations at Queen Mary and Cyberport can be fully underground. We worked with railway engineers to develop schemes for alternative alignments whereby the Cyberport Station is built in the mountain and connected with Cyberport Arcade through a tunnel. (**Annex 2**).

### **5. Tuen Mun South Extension and Hung Shui Kiu Station**

We support these projects as there will be housing developments coming on stream. It is important to provide the railway projects early. The Tuen Mun South Extension and Hung Shui Kiu Station will provide better transport for their catchment areas and should be decided earlier and should not depend on the schedule of the East West Corridor. While the light rail is not inefficient and its capacity can be expanded, the housing developments in Hung Shui Kiu will need the service of a heavy railway, linking it to Yuen Long and Tuen Mun.

The impact on local environment is to be considered, and the local communities have to make their decision based on full information, such as detailed options for alternative alignments and their transport, financial, environmental and social costs.

### **6. Tung Chung West Extension**

Cost-effectiveness is not an issue here. Railways should be built to serve new towns, i.e., they should be built at an earlier stage so that when residents move in, the railways are already there to serve.

### **7. Kwu Tung Station**

This line is important for the development of the KTN area and should be built and the costs of putting in intermediate stations are affordable.

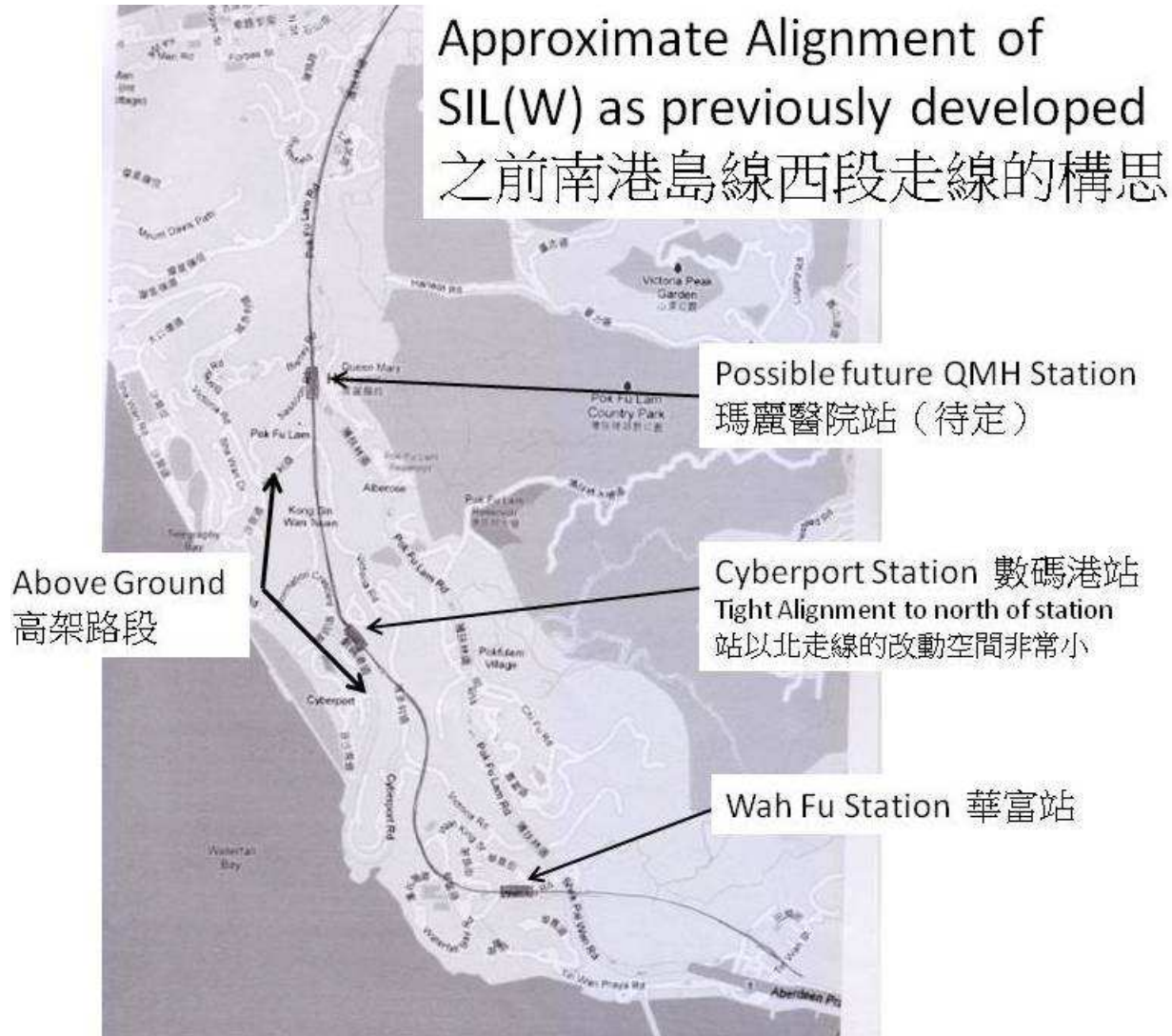
Yours sincerely



Paul Zimmerman  
CEO

# 創建 Designing HongKong 香港 .com

## Annex 1



# 創建 Designing Hong Kong 香港 .com

## Annex 2

