

**File Ref : ETWB(T)CR 10/1016/99**

**Legislative Council Panel on Transport**

**Subcommittee on matters relating to railways**

**Update on the Shatin to Central Link**

**INTRODUCTION**

On 16 February 2004, KCRC presented to Members the Preferred Scheme for the Shatin to Central Link (SCL). This paper serves to update Members on the progress of the project.

**GENERAL PROGRESS**

2. Since the last presentation to Members on the Preferred Scheme, KCRC conducted a series of consultation with the relevant bodies, including the District Councils along the SCL and Transport Advisory Committee. Members of these bodies are in general supportive of the SCL project, although some expressed concerns over the possible traffic disruptions arising from the SCL works. A summary of the outcome of the public consultation exercise (which Appendix I is prepared by KCRC) is attached in **Appendix I**. KCRC is now studying the comments received and will determine if and how the Preferred Scheme can be further enhanced to address the comments from the various District Councils. KCRC plans to submit the Final Proposal of the SCL to the Government in mid 2004. In the meantime, MTRCL and KCRC are working together under the context of a merger, to see how the SCL can be improved, in particular with regard to the provision of interchange arrangements.

**WHAMPOA RAIL LINK**

3. Some Members are concerned about the provision of railway service to Whampoa. Details on the railway proposals put forward by KCRC and Appendix II MTRCL are set out in **Appendix II**. A decision will be made in conjunction with the Final Proposal for the SCL.

## CONCLUSION

4. Members are requested to note the latest development regarding the implementation of the SCL.

Environment, Transport and Works Bureau  
April 2004

**Legislative Council Panel on Transport**  
**Subcommittee on matters relating to railways**

**Public Consultation**

**Introduction**

The purpose of this paper is to update the Subcommittee on the views gathered during the latest round of public consultation on the Shatin to Central Link (SCL) project.

**Background**

2. A round of consultation with related District Councils (DCs) and community groups was conducted from mid-February to mid-April following the presentation on the preferred scheme of SCL at the Subcommittee Meeting on 16 February 2004.

Annex 3. The list of consultation meetings conducted is shown in the **Annex**.

**Major Concerns**

4. In general, the DCs are in support of the preferred scheme of SCL. The main areas of concern are listed as follows:

**Programme**

4.1 All District Councils asked that the SCL project be expedited and completed in stages before 2011. In particular, they urged that the Tai Wai to East Kowloon section should be opened for service as soon as possible to alleviate the possible congestion at Tai Wai. We pointed out that, once the Final Scheme for the SCL is agreed, the construction works of the project would take seven years to complete.

**Alignment**

4.2 Both the DC members and local community groups requested for stations at Hin Keng and Tsz Wan Shan and that the To Kwa Wan station be preserved.

4.3 There were concerns about the proposed location of Causeway Bay North, Exhibition and Central South Stations. It was suggested that Causeway Bay North and Exhibition Stations be relocated to less busy locations such as Victoria Park and the Wanchai Sports Ground. Also the Central South Station be moved further west to near Hollywood Road. We explained that the suggested location for the first two stations would adversely affect the overall station accessibility and passenger convenience. As for the Central South Station, the ground conditions in Hollywood Road was not suitable for construction of the station.

#### Automated People Mover (APM)

4.4 The local community requested extending the Tsz Wan Shan APM northward and eastward to improve the accessibility of the system.

4.5 There were concerns about potential noise and visual impact from both Tsz Wan Shan and Whampoa APMs during the construction and operational phases. We explained that the use of rubber-tyred trains would reduce the noise nuisance to the surrounding. The technical details for the APM proposal would be further investigated.

#### East Rail Capacity

4.6 Concerns over the perceived reduction of the capacity of the East Rail arising from the proposal to change from 12-car to 9-car trains were raised. We pointed out that trains running at more frequent intervals but with less cars are the current world-wide trends to deal with passenger demand in urban areas. Furthermore, the use of trains with fewer cars will also improve passenger distribution, as currently, for the 12-car trains, people tend to concentrate in the middle part of the train.

### Consultation Meetings conducted between mid February and mid April

Meeting	Date
LegCo Panel on Transport Subcommittee on Matters relating to Railways Meeting	16 Feb 2004
Wong Tai Sin District Council Full Board Meeting	17 Feb 2004
Meeting with the Chairman and Vice-chairman of 18 District Councils	19 Feb 2004
Shatin District Council Traffic & Transport Committee Meeting	19 Feb 2004
Kowloon City District Council Traffic & Transport Committee Meeting	19 Feb 2004
Transport Advisory Committee Meeting	24 Feb 2004
Briefing to residents of Tsz Lok Estate	25 Feb 2004
Briefing to residents of Tsz Ching Estate	25 Feb 2004
Central & Western District Council Traffic & Transport Committee Meeting	26 Feb 2004
Briefing to residents of Tsz Hong Estate and Tsz Man Estate	8 Mar 2004
Briefing to residents of Tsz Ching Estate and Tsz Oi Court	8 Mar 2004
Wong Tai Sin District Council Traffic & Transport Committee Meeting	9 Mar 2004
Yau Tsim Mong District Council Traffic & Transport Committee Meeting	18 Mar 2004
Tsz Wan Shan Area Committee Meeting	18 Mar 2004
Wan Chai District Council Full Board Meeting	19 Mar 2004
Northern District Full Board Meeting	8 Apr 2004
Eastern District Traffic & Transport Committee Meeting	22 Apr 2004

## Legislative Council Panel on Transport

### Subcommittee on matters relating to railways

#### Rail Link for Whampoa

#### BACKGROUND

The Shatin to Central Link (SCL) is one of the priority rail projects recommended in the Railway Development Strategy 2000 (RDS-2000) promulgated in May 2000. Both the MTR Corporation Limited, (MTRCL) and Kowloon Canton Railway Corporation (KCRC) were invited to submit project proposals in January 2001, as the SCL could be implemented and operated by either railway operator. After a deliberated tender assessment, we awarded the SCL to the KCRC on 25 June 2002.

2. In order for the SCL to bring more transport benefits to the travelling public, we invited the KCRC to study various improvement options so that the SCL would be able to serve more population centres, including the Whampoa area. Consequently, the KCRC proposed in August 2002, as an additional part of the SCL, to build an Automated People Mover system (APM) to serve the Whampoa areas.

3. In December 2002, MTRCL submitted a preliminary project proposal to the Government for extending the Kwun Tong Line (KTE) to the Whampoa areas.

4. In order for the Government to make an equitable assessment on both proposals, based on transport, environment and economic benefits, we asked both railway operators to provide us with more detailed proposals. We invited the KCRC to further demonstrate the technical feasibility and commercial viability of the proposal as a standalone project, as the APM proposal cannot be considered as a natural extension of the SCL. KCRC submitted a revised proposal to Government in December 2003.

5. We also invited MTRCL to review their proposal with updated project parameters and planning assumptions to see if the viability of the proposal could be improved. A revised project proposal was submitted to Government in late February 2004.

## KCRC's PROPOSAL

6. The KCRC's Automated People Mover system, which will be a separate rail line from the SCL, will run from its Hung Hom Station through an additional station at Tak Man Street to the Whampoa terminal at Man Yue Street. A light rail system was proposed taking into account the expected level of demand and the need to negotiate sharp bends in the congested urban areas.

Annex A The proposed APM scheme is shown in **Annex A**.

7. The APM will start from the north east corner of the Hung Hom Station, run on a viaduct parallel to the existing elevated walkway above Cheong Tung Road and along Hung Hom South Road, enter into a tunnel under Hung Hom Road and emerge to an at-grade section before terminating at an existing vacant site to the west of Hung Hom Road, which is to be used as the APM depot.

8. The estimated project cost for the APM would be in the order of \$1.1B (MOD). KCRC indicated that the APM would not be financially viable, but was prepared to fund the APM as part of the SCL project without the need of any financial support from the Government. KCRC plans to complete the APM at the same time as the SCL.

## MTRCL's PROPOSAL

9. MTRCL proposes an underground extension of the Kwun Tong Line from Yau Ma Tei to Whampoa (KTE). The proposed scheme includes two stations, one at Homantin and the other at Whampoa. Interchange facilities will be provided at the Homantin Station (HMT) with the KCRC's SCL. The rail link will start at Yau Ma Tei Station, run underneath Gascoigne Road and Princess Margaret Road, pass through a station below Chatham Road North and the proposed Valley Road Redevelopment and terminate at Tak Man Street at

Annex B Whampoa. The proposed layout is shown in **Annex B**.

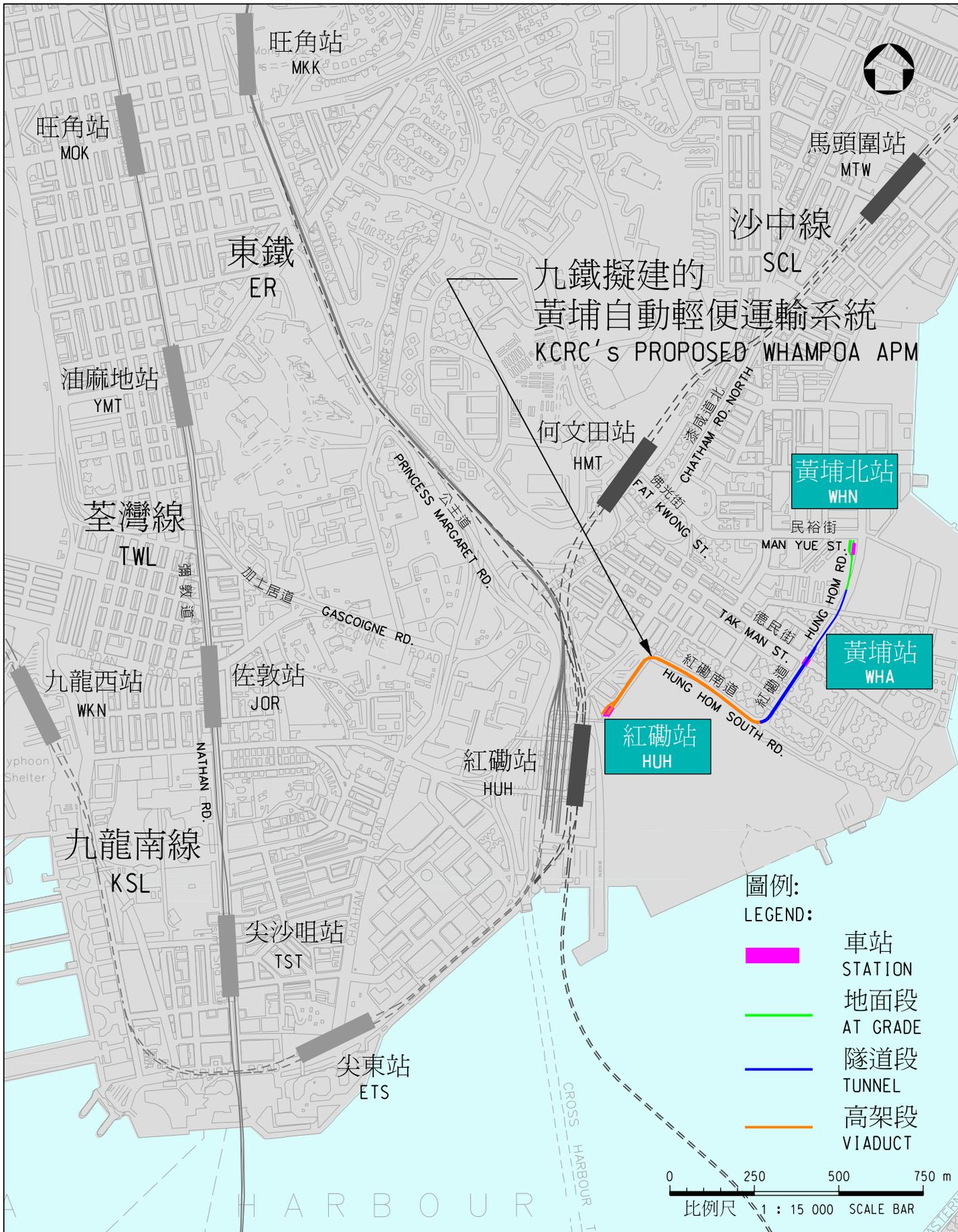
10. The estimated project cost would be around \$3.1B (MOD). MTRCL considered that the KTE would not be financially viable and funding support from the Government would be required. However, MTRCL did not include in its preliminary project proposal the amount of funding gap on the basis that the various project parameters and planning assumptions for KTE could not be fully ascertained at this point in time.

## **THE WAY FORWARD**

11. We will further examine and compare the proposals on the basis of their relative transport and economic performance, impact on the environment, and commercial viability. The amount of funding gap will also be one of the important considerations.

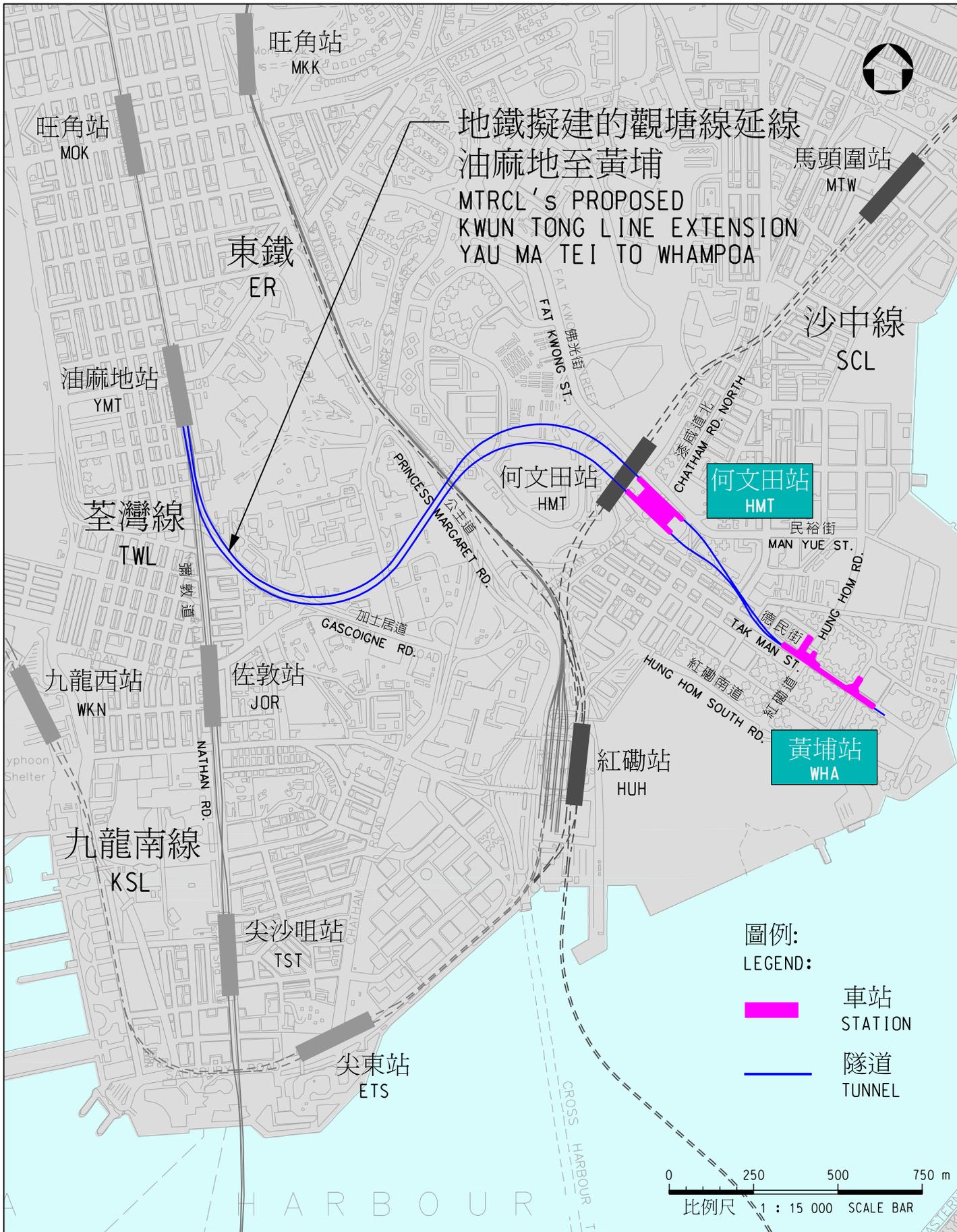
12. In the meantime, we will continue our dialogue with the corporations to seek clarification in their proposals. A decision on the railway services to the Whampoa area will be made in conjunction with the final scheme for the SCL.

**Environment, Transport and Works Bureau**  
**April 2004**



# 九鐵擬建的黃埔自動輕便運輸系統

## KCRC's PROPOSED WHAMPOA APM



# 地鐵擬建的觀塘線延線

## MTRCL'S PROPOSED KWUN TONG LINE EXTENSION