

# 立法會

## *Legislative Council*

LC Paper No. CB(1)216/04-05

Ref : CB1/PS/1/04

### **Panel on Transport**

### **Background brief on Kowloon Southern Link**

#### **Purpose**

This paper seeks to outline the development of Kowloon Southern Link (KSL) project, and summarize the major views and concerns expressed by Members and interested parties at various meetings of the Legislative Council.

#### **Background**

2. KSL is one of the six rail projects recommended by the Railway Development Strategy-2000. KSL will extend the West Rail from its terminal at Nam Cheong Station, through the West Kowloon reclamation to East Tsim Sha Tsui Station. The completion window of KSL is set for 2008–2013. Upon KSL's completion, both West Rail and East Rail will terminate with cross-platform interchange at the Hung Hom Mass Transportation Centre.

3. As KSL is a natural extension of the KCR network, the Government invited Kowloon-Canton Railway Corporation (KCRC) to submit a proposal on KSL. On 13 July 2001, KCRC submitted its proposal to the Government.

4. According to KCRC's KSL proposal, only one single alignment option was considered practicable for the section between Nam Cheong Station and West Kowloon Station. Regarding the section between West Kowloon Station and East Tsim Sha Tsui Station, four options had been considered. They were Canton Road Alignment, Kowloon Park Drive Alignment, Kowloon Point Alignment and Harbour City Alignment. Details of the alignment options are set out in the Legislative Council Brief issued under File Ref. ETWB(T)CR 12/1016/99.

5. Both KCRC and the Administration considered that the Canton Road alignment was the preferred option as it provided an acceptable alignment for

railway operation, better served the main business area, minimized land resumption and disruption to the existing development/facilities, and avoided works in the harbour. Under the Canton Road alignment, KCRC proposed two stations, one at West Kowloon and the other at Canton Road.

6. As the alignment of KSL passes through a very densely developed urban area containing some sensitive locations such as the Culutral Centre, there have all along been concerns about the possible adverse impacts on the public, traffic flows, and sensitive buildings, both during the construction phase and in the longer term when the line comes into operation. During the past two years, the Subcommittee on matters relating to railways formed under the Panel (the Subcommittee) held a series of meetings with KCRC and the Administration to examine, inter alia, the following issues:

- (a) environmental impact of the proposed implementation of KSL, particularly its impact on the continued operation of the Cultural Centre facilities;
- (b) the choice of construction methods for different sections of KSL as construction of the Canton Road alignment by cut-and-cover methods would give rise to major disruption to road users, and owners and occupiers of adjacent buildings;
- (c) business impact of the proposed implementation of KSL, including the arrangement for affected parties to claim compensation for disturbance payment; and
- (d) traffic impact of the proposed implementation of KSL.

7. The Subcommittee also reviewed the financing of the project, including the need for Government equity, and interchange arrangements between KCR and MTR networks and the need for revising the design of KSL if the merger proposal of KCRC and MTR Corporation Limited was to be taken forward.

### **Canton Road Station**

8. At the Subcommittee meeting on 25 November 2003, KCRC briefed members on the latest development of KSL. The Subcommittee noted with grave concern that KCRC had dropped its plan to provide a station at Canton Road at the initial operational stage on account of engineering considerations and the extensive disruption to the public during construction. The major considerations of KCRC for not taking forward the Canton Road Station are summarized below:

- (a) Construction of the Canton Road Station by cut-and-cover methods

will give rise to major disruption, not only to traffic and pedestrians using Canton Road but also to the owners and occupiers of adjacent buildings. It will be impossible to maintain two traffic lanes with two-metre wide pedestrian footpaths on either side of the road during construction. Even after completion of the works, only two lanes of traffic can be maintained at Canton Road with reduction in the width of the pedestrian footpaths there to provide sites for station entrances and facilities.

- (b) As the pile foundations of some of the existing buildings located on the eastern side of Canton Road terminate well above bedrock, the cut-and-cover methods will create instability in the buildings and pose unacceptable risks.
- (c) The alternative of using a bored-tunnel design along Canton Road will require resumption of several properties. This will involve serious disruptions to both owners and occupiers. Since there will be two railway stations, viz. the existing MTR Tsim Sha Tsui Station and the future KCR East Tsim Sha Tsui Station, which are within 600 metres walking distance of Canton Road, there is no justifiable transport need to support resumption.

9. KCRC stated that although it had dropped any immediate plan to provide a station at Canton Road under the revised One-station Proposal, it would continue to explore possible options for providing a station, if not immediately, at least when circumstances made this possible, for example, through cooperation with private sector developers undertaking future redevelopment of suitable sites along Canton Road.

### **Gazettal of the railway scheme**

10. On 26 March 2004, the Government gazetted the KSL railway scheme under the Railways Ordinance (Cap. 519). The gazetted rail alignment and station arrangements are based on the One-station Proposal. During the gazettal period ending on 25 May 2004, a total of 64 objections/enquiries had been received.

### **Latest development**

11. In view of the concerns received by members over KCRC's plan to drop the Canton Road Station under KSL, the Subcommittee held two meetings in June 2004 with the Administration and KCRC to review the planning and implementation of KSL. The Subcommittee also invited representatives of Yau Tsim Mong District Council (YTMDC), Canton Road Association and

Wharf Estates Development Limited (Wharf) to give views on the matter.

12. The Subcommittee noted that YTMDC and Canton Road Association were generally in support of the construction of Canton Road Station under KSL, taking into account the associated public transport and economic benefits. YTMDC also relayed the concerns of the local shop owners and business operators that the bored tunnel construction method should be used for the section of KSL along Salisbury Road so as to minimize disturbance on the shop operators nearby.

13. The Subcommittee also noted from Wharf that prior to gazettal of the railway scheme for KSL, KCRC had conducted some discussions with Wharf on the provision of Canton Road Station with the resumption of two properties owned by Wharf. The proposal however fell through due to various reasons. Subsequently, Wharf had made a counter-proposal to build three mini concourses in the car park of the World Finance Centre at Canton Road. Further discussions had been conducted until shortly before the railway scheme was gazetted.

14. According to KCRC, it had thoroughly examined the proposals put forward by Wharf and other interested parties and considered that there would be major problems in these proposals in terms of construction and operation. KCRC held the view that Canton Road Station should best be constructed in conjunction with the redevelopment of the adjacent lots in future. However, KCRC would be prepared to explore other options for provision of the station provided that the relevant operational and safety requirements could be met and it would be commercially viable to do so.

#### Revised proposal from Wharf

15. At the Subcommittee meeting on 3 June 2004, Wharf came up with a revised proposal on Canton Road Station (**Annexes A and B**), which, according to Wharf, should have addressed the concerns raised by KCRC on Wharf's previous proposal.

16. The Subcommittee saw the merits of providing a station at Canton Road. It therefore urged the Administration and KCRC to conduct further studies on Wharf's revised proposal.

17. At the Subcommittee meeting on 24 June 2004, members noted that a team jointly formed by KCRC and Wharf was working to further develop the proposal. The deliberations would be conducted in three stages. The first stage was the development of a concept plan which would be able to meet the station operation and safety requirements. This would take about three weeks. In the second stage lasting for a few weeks, they would examine the constructability of the station design and establish costing implications. The

commercial viability and land issues would be addressed at the final stage. The Administration has set up a steering committee to oversee the progress of the matter and aims at reporting the outcome of the study in October 2004.

### **Views expressed by members**

18. The preliminary views of members on Wharf's revised proposal are summarized below:

- (a) As public expenditure was involved, KCRC and Wharf should maintain a high degree of transparency of the discussions, particularly those related to the financial aspects of the proposal. In this regard, members requested the Administration and KCRC to provide more financial information and expected incremental patronage arising from the Canton Road Station to facilitate their assessment of the cost-effectiveness and hence, desirability of providing the Canton Road Station.
- (b) The Administration should play a more pro-active co-ordinating role in the course of the study.

19. Separately, individual members also raised the following concerns at the meetings in June 2004:

- (a) KCRC should ensure that better compensation arrangements, particularly in respect of business loss, were made so that the interests of small businesses would be safeguarded.
- (b) KCRC should consider providing a subway network linking KCRC East Tsim Sha Tsui Station and Canton Road so as to improve the connectivity in the Tsim Sha Tsui area.
- (c) KCRC should re-visit the use of cut-and-cover construction methods along Salisbury Road which would cause significant disturbance to the nearby users.

20. A list of relevant papers is in **Annex C**.

MARCO POLO PRINCE

WORLD FINANCE CENTRE (NORTH)

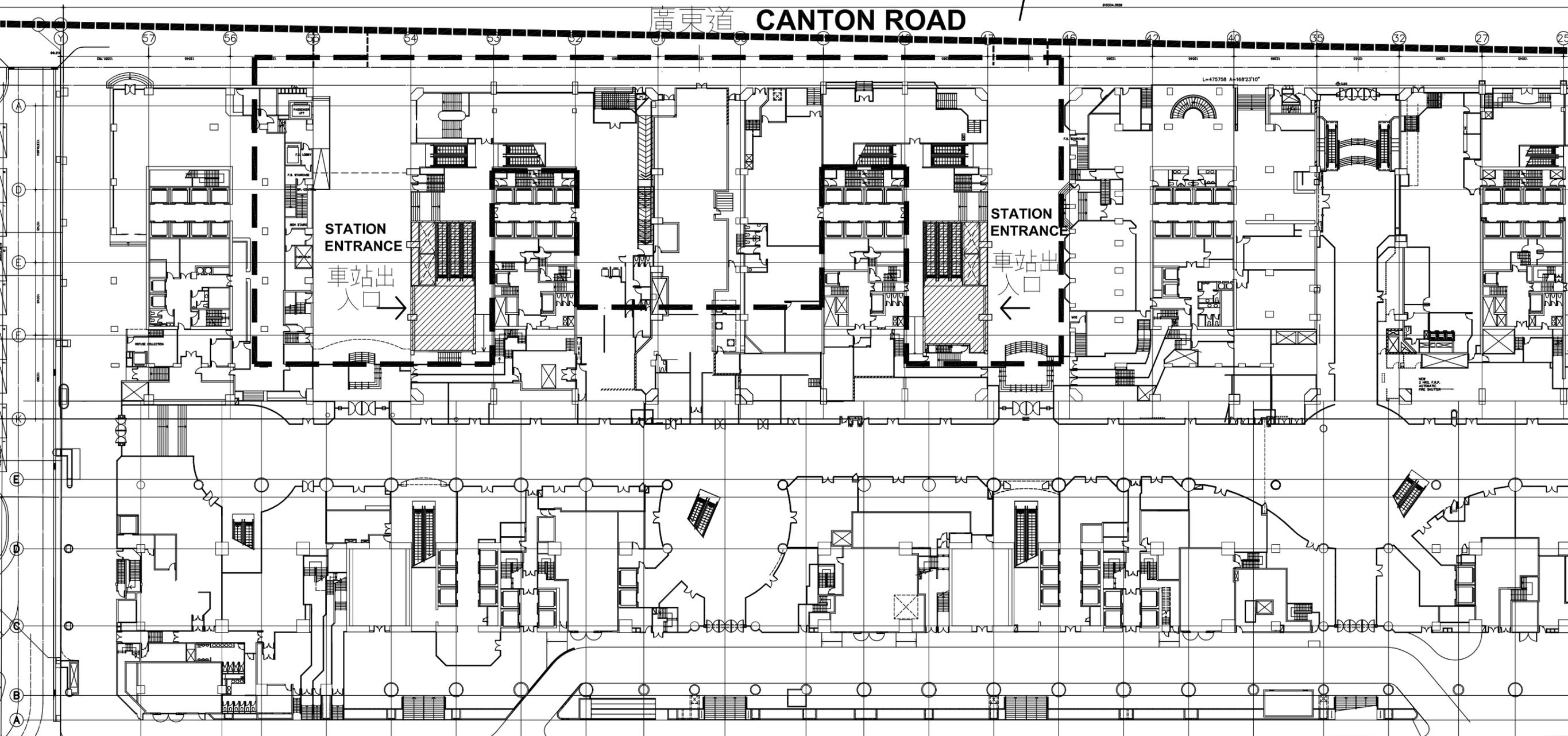
WORLD FINANCE CENTRE (SOUTH)

九龍南線 KSL

MARCO POLO GATEWAY

ANNEX A 附件 A

廣東道 CANTON ROAD

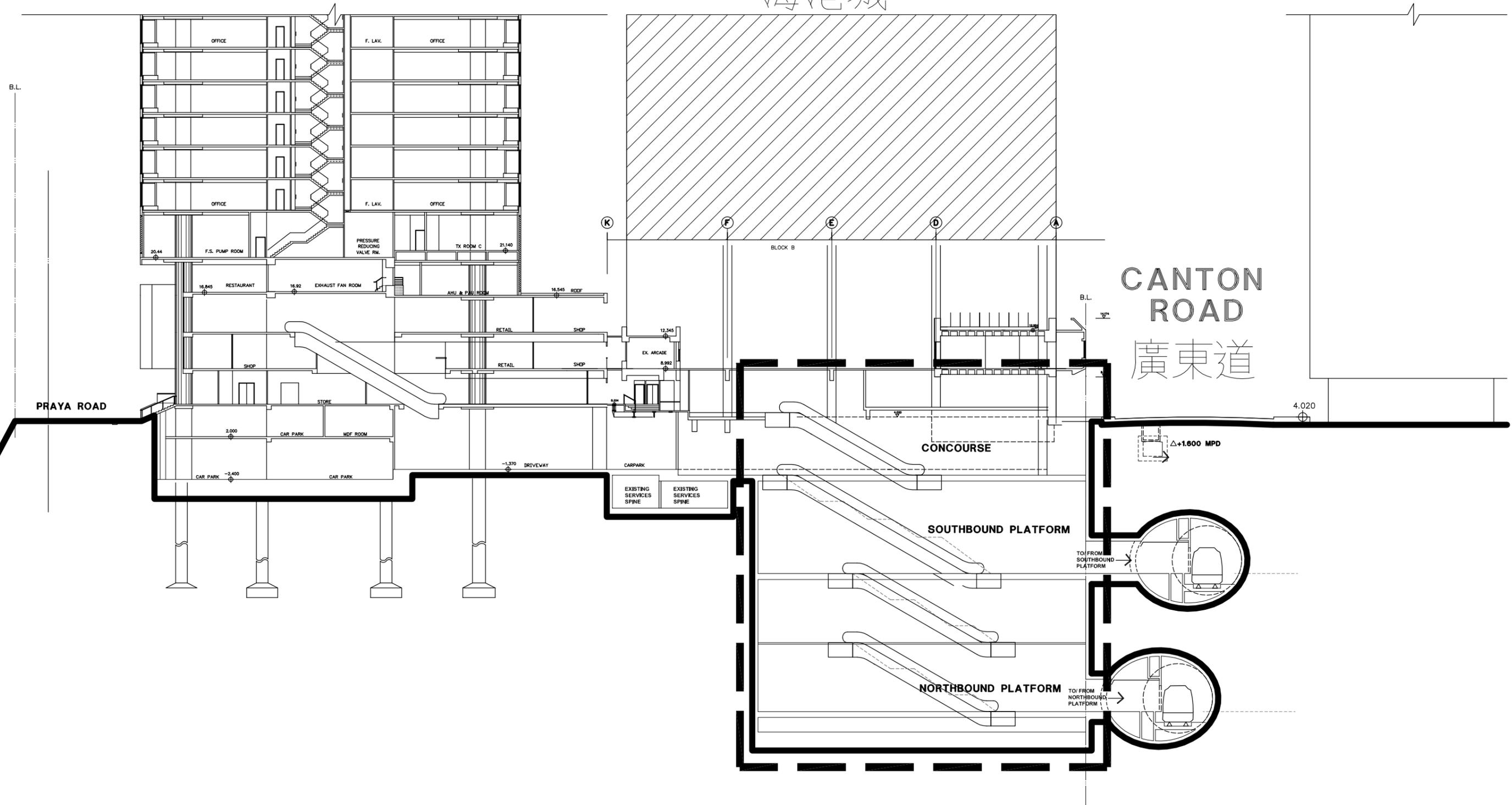


PROPOSED CANTON ROAD STATION CONCOURSE UNDER EXISTING BUILDINGS - PLAN

在現有建築物內的建議廣東道車站 — 平面圖

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EXISTING HARBOUR CITY  
海港城



PROPOSED CANTON ROAD STATION CONCOURSE  
UNDER EXISTING BUILDINGS - SECTION  
在現有建築物內的建議廣東道車站 — 剖面圖

## Kowloon Southern Link

### List of relevant papers

Council/Committee	Date of meeting	Papers
Subcommittee on matters relating to railways (SC on Railways)	27 Sep 2002	LegCo Brief on the proposed implementation of Kowloon Southern Link (KSL) (ETWB(T)CR 10/1016/99) <a href="http://www.legco.gov.hk/yr01-02/english/panels/tp/tp_rdp/papers/etwb_t_cr_12_1016_99_e.pdf">http://www.legco.gov.hk/yr01-02/english/panels/tp/tp_rdp/papers/etwb_t_cr_12_1016_99_e.pdf</a>
SC on Railways	6 Jun 2003	Progress update on KSL (LC Paper No. CB(1)1836/02-03(02)) <a href="http://www.legco.gov.hk/yr02-03/english/panels/tp/tp_rdp/papers/tp_rdp0606cb1-1836-2e.pdf">http://www.legco.gov.hk/yr02-03/english/panels/tp/tp_rdp/papers/tp_rdp0606cb1-1836-2e.pdf</a>
Council	2 Jul 2003	Hon Cyd Ho raised a question on impact of KSL on Hong Kong Cultural Centre <a href="http://www.legco.gov.hk/yr02-03/english/counmtg/hansard/cm0702ti-translate-e.pdf">http://www.legco.gov.hk/yr02-03/english/counmtg/hansard/cm0702ti-translate-e.pdf</a>
Council	8 Oct 2003	Hon James To raised a question on proposal for constructing a station in Mong Kok West under KSL <a href="http://www.legco.gov.hk/yr03-04/english/counmtg/hansard/cm1008ti-translate-e.pdf">http://www.legco.gov.hk/yr03-04/english/counmtg/hansard/cm1008ti-translate-e.pdf</a>
SC on Railways	25 Nov 2003	Progress update on KSL (LC Paper No. CB(1)348/03-04(03)) <a href="http://www.legco.gov.hk/yr03-04/english/panels/tp/tp_rdp/papers/tp_rdp1125cb1-348-3e.pdf">http://www.legco.gov.hk/yr03-04/english/panels/tp/tp_rdp/papers/tp_rdp1125cb1-348-3e.pdf</a>  Supplementary information on Middle Road subway network proposal (LC Paper No. CB(1)657/03-04(01)) <a href="http://www.legco.gov.hk/yr03-04/english/panels/tp/tp_rdp/papers/tp_rdp1125cb1-657-1e.pdf">http://www.legco.gov.hk/yr03-04/english/panels/tp/tp_rdp/papers/tp_rdp1125cb1-657-1e.pdf</a>

<b>Council/Committee</b>	<b>Date of meeting</b>	<b>Papers</b>
SC on Railways	3 Jun 2004	Progress update on KSL (LC Paper No. CB(1)2007/03-04(02)) <a href="http://www.legco.gov.hk/yr03-04/english/panels/tp/tp_rdp/papers/tp_rdp0603cb1-2007-2e.pdf">http://www.legco.gov.hk/yr03-04/english/panels/tp/tp_rdp/papers/tp_rdp0603cb1-2007-2e.pdf</a>
SC on Railways	24 Jun 2004	Progress update on KSL (LC Paper No. CB(1)2179/03-04(02)) <a href="http://www.legco.gov.hk/yr03-04/english/panels/tp/tp_rdp/papers/tp_rdp0624cb1-2179-2e.pdf">http://www.legco.gov.hk/yr03-04/english/panels/tp/tp_rdp/papers/tp_rdp0624cb1-2179-2e.pdf</a>  Canton Road Station Proposal - Progress Report on First Stage Deliberations (LC Paper No. CB(1)2261/03-04(01)) <a href="http://www.legco.gov.hk/yr03-04/chinese/panels/tp/tp_rdp/papers/tp_rdp0624cb1-2261-1c-scan.pdf">http://www.legco.gov.hk/yr03-04/chinese/panels/tp/tp_rdp/papers/tp_rdp0624cb1-2261-1c-scan.pdf</a>
Council Question	27 Oct 2004	Hon Howard YOUNG raised a question on impact of construction work of the proposed KSL on businesses of shops in Tsim Sha Tsui [Question] (Hansard not yet available)