

## **NOTE FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE**

### **Supplementary Information on 51TR – Shatin to Central Link – design and site investigation**

#### **INTRODUCTION**

In considering PWSC(2008-09)1 on **51TR** “Shatin to Central Link – design and site investigation” at the Public Works Subcommittee meeting on 23 April 2008, Members requested the Administration to provide the following supplementary information –

- (a) breakdown of the estimated costs for the project;
- (b) preliminary views on provision of Hin Keng Station for the Shatin to Central Link (SCL);
- (c) preliminary views on provision of additional pedestrian facilities in Tsz Wan Shan for better connection with the Diamond Hill Station;
- (d) preliminary views on provision of Central South Station for SCL as part of the project;
- (e) measures to minimize or cope with the impact of the court ruling regarding the reclamation works of the Central-Wan Chai Bypass on the SCL; and
- (f) arrangement for public consultation.

#### **THE ADMINISTRATION’S RESPONSE**

##### Breakdown of the Project Estimated Costs

2. The cost breakdown in September 2007 prices is given in the following table –

/ \$ million.....

	<b>\$ million</b>	
(a) Consultant's fees for design and impact assessment of railway works, reprovisioning, remedial and improvement Works (RRIW), and essential public infrastructure works (EPIW)		1,470.7
(i) Design for Railway works	1,348.7	
- Civil Engineering Works	1,156.5	
Railway tunnels and ancillary buildings	727.1	
Railway stations and others	429.4	
- Architectural Works	78.5	
- Building Services	113.7	
(ii) Design for EPIW including pedestrian links in Tsz Wan Shan, public transport interchanges and modification to road junctions, etc.	39.0	
(iii) Design for RRIW including reprovisioning of International Mail Centre, Wan Chai Swimming Pool and Wan Chai North Public Transport Interchange, etc.	53.0	
(iv) Impact assessment studies	30.0	
(b) Site investigation and geotechnical studies for tunnelling and foundation works		50.8
(c) Design for railway systems and specialist items		429.6
(i) Electrical and Mechanical works including rolling stock	326.3	
(ii) signalling and control system	103.3	
(d) On-cost payable to the MTRCL for project planning and management, overheads and management expenses of the MTRCL		321.9
Total		<u>2,273.0</u>

/Preliminary .....

Preliminary Views on Provision of Hin Keng Station for the SCL

3. We fully appreciate the request of the Sha Tin District Council and the local community for the Hin Keng Station, which could facilitate the residents in the vicinity to get on the SCL trains without having to go to Tai Wai Station. This could also help alleviate the congestion at Tai Wai Station. Moreover, there are a number of community facilities near Hin Keng Estate, such as soccer pitches and swimming pool, which have attracted a lot of residents to use them. The provision of a station at Hin Keng will facilitate residents outside Hin Keng district to use these facilities. We are also aware of the benefits of providing a Hin Keng Station at the same time with the SCL project, which include avoiding the possible increase in the station construction cost due to inflation and the possible inconvenience caused to passengers during the construction of the station when the SCL is in operation.

4. During the design stage in the next few months, we will quickly examine the impacts of the property developments above Tai Wai Station, Tai Wai Maintenance Centre and Che Kung Temple Station on the operation of Tai Wai Station. If the figures indicate that there will be a continuous increase in passenger flow at the Tai Wai Station in future, we are, in principle, agreeable to the provision of the Hin Keng Station together with the SCL in order to alleviate the congestion at Tai Wai Station and to achieve the greatest effectiveness of the railway system.

Preliminary Views on Provision of Additional Pedestrian Facilities in Tsz Wan Shan for Better Connection with the Diamond Hill Station

5. As there will be great technical difficulties and associated safety issues that cannot be easily resolved, we suggested abandoning the proposal of providing a station in Tsz Wan Shan. Nevertheless, we are aware of the genuine demand of Tsz Wan Shan residents for transport services linking SCL station. We therefore propose, on the basis of using the existing footbridge systems and public transport in the district, to enhance the pedestrian facilities and public transport services to improve the traffic condition in the district and to provide adequate transport connections between Tsz Wan Shan and the SCL Diamond Hill Station.

6. Over the past few months, we have exchanged views with the local communities on this subject. Some of the proposals are as follows –

- (a) installing lifts between Ching Ming House and Ching Hong House of Tsz Ching Estate to connect to Tsz Wan Shan Road;

/(b) .....

- (b) installing escalators or lifts at Tsz Hong Estate to connect to Yuk Wah Street;
- (c) installing a traveller/escalator system along Wan Wah Street from the junction of Wan Wah Street/Tsz Wan Shan Road to Tsz Wan Shan Shopping Centre;
- (d) constructing a footbridge along Po Kong Village Road from the footbridge outside Chu Fung House to link up with the footbridge system at Fung Tak Road;
- (e) constructing a lift tower and footbridge to connect Fung Tak Road to Po Kong Village Road District Open Space;
- (f) constructing a footbridge across Fung Tak Road to connect Fung Mei Path and Bel Air Heights; and
- (g) constructing a footbridge along Lung Poon Street to connect the footbridge system at Fung Tak Road to Diamond Hill Station.

7. We will consolidate and analyze these proposals during the design stage of the SCL so as to finalize concrete proposals for consulting the District Council and the local communities in detail and for subsequent implementation.

#### Preliminary Views on Provision of Central South Station as Part of the SCL

8. The geotechnical condition of the area west of Wyndham Street is so poor that construction of a station there will pose high risks to the existing buildings that were not built on deep foundations. Therefore, it is not advisable to build a station there. To the east of Wyndham Street, a site with suitable geotechnical condition and environment for the provision of a station can only be found in Upper Albert Road near the Hong Kong Zoological and Botanical Gardens. Nevertheless, this location is undesirable, as the station cannot effectively serve the business centre in Central.

9. In the long run, we will review, at appropriate time, the need for providing the Central South Station to enhance the railway services for Central and we will consider its location and implementation programme so that its provision can tie in with future developments in the area and facilitate the use of the railway by the public.

10. The Central Government Offices (CGO) will be relocated to Tamar and the vacated site is closer to the business centre in Central. Consideration can be given to the suitability of using this site for the provision of a station. However, there is yet a decision on the future planning of the site. At present, there are two MTR stations in the Central and Western District. Upon the commissioning of the SCL, passengers can conveniently interchange at Admiralty Station for the Island Line to Central, Sheung Wan and Kennedy Town. The West Island Line should have come into operation before 2019. Therefore, the provision of Central South Station should be revisited after a decision has been made on the future use of the CGO site so as to better cater for future development in the area.

#### Measures to Minimize Impact or Cope with the Court Ruling regarding the Reclamation Works of the Central-Wan Chai Bypass on the SCL

11. The cross-harbour tunnel of the SCL will cross over the tunnel of the Central-Wan Chai Bypass at Causeway Bay Typhoon Shelter. The design of one project should be made compatible with the other in order not to affect the viability of either one of them. The current plan is to proceed with the works for the SCL in the Causeway Bay Typhoon Shelter after completion of the works for the Central-Wan Chai Bypass in the area. Owing to the Judicial Review on the temporary reclamation, works for the Central-Wan Chai Bypass will be delayed, thus affecting the progress of the SCL.

12. At the design stage of the SCL, we will explore whether it will be feasible to carry out the works for the SCL first. We will also examine carefully whether the revised arrangement will involve temporary reclamation and hence the need to satisfy the overriding public need test. At the same time, we will explore whether there are other construction methods or schemes that do not involve temporary reclamation.

#### Arrangement for Public Consultation

13. We have been in close dialogue with the concerned District Councils and local communities on the SCL. When the funding for the design of the SCL is available, the railway corporation will proceed with further planning and design, including the locations of station entrances/exits and ventilation shafts, the above-mentioned review on Hin Keng Station, the transport connectivity schemes for Tsz Wan Shan and the construction methods for the cross-harbour tunnel, etc. During the planning process, we will continue to consult and collect the views of the concerned District Councils and local communities so as to finalize an effective and suitable scheme for implementation.

14. Our initial plan is to conduct the public consultation of the SCL in two stages. The first stage will be conducted in tandem with the preliminary design of the SCL and is expected to commence in the third quarter of this year for about four months. The second stage will be conducted after the amended scheme has been determined and will commence in around the first quarter of 2009 for about three months. The scope of the consultation exercise will include introducing the design of the SCL project to the public and seeking their initial comments through meetings with the District Councils and local communities, as well as conducting roving exhibitions and public forums in the districts concerned. Through the roving exhibitions and public forums, the public can learn about the design of the railway and express their views. Latest information about the SCL will also be uploaded by the MTRCL onto its website for the comment of the public at any time.

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Transport and Housing Bureau  
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