

立法會
Legislative Council

LC Paper No. CB(1)2582/08-09(05)

Ref. : CB1/PL/TP

Panel on Transport

Subcommittee on Matters Relating to Railways
Meeting on 17 September 2009

Background Brief on Kwun Tong Line Extension

Purpose

This paper provides background information on the Kwun Tong Line Extension and summarizes the major views and concerns expressed by Members about the project at previous meetings of the Subcommittee on Matters Relating to Railways (the Subcommittee).

Background

2. The implementation of the Kwun Tong Line Extension, which will be an extension of the MTR Kwun Tong Line, runs from Yau Ma Tei Station to a new station in Whampoa Garden and with an interchange with the Shatin to Central Link (SCL) at the proposed Ho Man Tin Station. The whole Extension will be underground. Its schematic layout is at **Appendix I**.

3. The Kwun Tong Line Extension will serve the 146 000 people living in Whampoa and Ho Man Tin. The estimated daily patronage in 2016 is 180 000. The estimated costs of the Extension and its associated Essential Public Infrastructure Works are about \$4.2 billion and \$120 million respectively (in April 2007 prices). The 2016 annual transport benefit is about \$0.4 billion. At present, travelling by road-based transport between Whampoa and Mong Kok takes more than 25 minutes during rush hours. With the Extension, passengers from Whampoa and Ho Man Tin will be able to reach Mong Kok within 5 minutes. The Kwun Tong Line Extension will serve effectively a wide catchment population in urban Kowloon, in particular Whampoa and Ho Man Tin area.

4. The Executive Council decided in March 2008 to proceed with the implementation of the railway project under the “ownership approach” and has

commissioned the Mass Transit Railway Corporation Limited (MTRCL) to take forward the project. MTRCL has commenced the further planning and preliminary design of the Kwun Tong Line Extension and conducted the first stage consultation programme in collaboration with the Kowloon City District Council from June to August 2008.

5. MTRCL is working on the preliminary design of the Kwun Tong Line Extension. The Administration and MTRCL will continue to consult the District Councils and local communities concerned on the design for the project. The Administration plans to gazette the scheme and commence construction as soon as possible. Construction is expected to commence in 2010 for completion in 2015.

Discussion of the Kwun Tong Line Extension by the Subcommittee

6. The Subcommittee discussed SCL and the Kwun Tong Line Extension at its meeting on 27 March 2008. When discussing the SCL at the meeting on 31 March 2009, some members and deputations also expressed views on the proposed Ho Man Tin Station of the Kwun Tong Line Extension as it will be the interchange station for the Extension and SCL. The views and concerns raised at these meetings concerning the Extension are summarized below -

Location of Ho Man Tin Station

7. The proposed Ho Man Tin Station will be the interchange station for the Kwun Tong Line Extension and SCL and, to tie in with the alignment of SCL, the station will be located at the former Valley Road Estate. Residents were of the view that this site was far away from the more densely populated Ho Man Tin Estate and Oi Man Estate. The Kowloon City District Council, which was among the deputations at the meeting on 31 March 2009, requested for provision of entrances to Ho Man Tin Station close to Oi Man Estate, Chun Man Court and Ho Man Tin Estate.

8. MTRCL advised that concrete arrangements concerning the preliminary design of the station locations and entrances would be available in the second half of 2009. The public would be consulted in due course.

Location of Whampoa Station

9. The Administration informed the Subcommittee that another major concern raised by residents was about the location of the proposed Whampoa Station. MTRCL had proposed two feasible sites, one located at Tak On Street and one at Dyer Avenue, for the Whampoa Station. Tak On Street was a private street in Whampoa Garden and the proposal would involve land resumption. In view of the heavier pedestrian and vehicular traffic along Tak

On Street, it was expected that the construction will have greater impact on the environment and traffic. The Dyer Avenue option would not involve land resumption and would have less impact on the environment and traffic. Though the Dyer Avenue site was farther from Whampoa Garden and the old urban area of Hung Hom, it was close to Laguna Verde. As the residents were divided over the station location, MTRCL agreed to consult the public again after it had examined the views collected.

Latest developments

10. The Administration has proposed to report on the progress of the implementation of the Kwun Tong Line Extension at the next meeting of the Subcommittee on 17 September 2009.

Relevant papers

11. A list of relevant papers is attached at **Appendix II**.

Council Business Division 1
Legislative Council Secretariat
14 September 2009

圖例
LEGEND

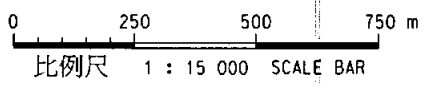
- 現有鐵路路線
EXISTING RAIL LINE
- 擬建觀塘線延線
PROPOSED KWUN TONG
LINE EXTENSION (KTE)



現有油麻地站
EXISTING
YAU MA TEI
STATION

何文田站
HO MAN TIN
STATION

黃埔站
WHAMPOA
STATION



觀塘線延線

KWUN TONG LINE EXTENSION (KTE)

Kwun Tong Line Extension

List of relevant papers

Date of meeting	Committee	Minutes/Paper	LC Paper No.
27.3.2008	SC on Railways	<p>Legislative Council Brief on SCL and MTR Kwun Tong Line Extension</p> <p>Administration's paper on funding application for the design of SCL</p> <p>Administration's supplementary paper on SCL and MTR Kwun Tong Line Extension</p> <p>Minutes of meeting</p>	<p>THB(T)CR 10/1016/99</p> <p>http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp-thbtr10101699-e.pdf</p> <p>CB(1)1036/07-08</p> <p>http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp0327cb1-1036-3-e.pdf</p> <p>CB(1)1377/07-08(01)</p> <p>http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp0327cb1-1377-1-e.pdf</p> <p>CB(1)1374/07-08</p> <p>http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/minutes/rd080327.pdf</p>
31.3.2009	SC on Railways	Administration's paper on Shatin to Central Link	<p>CB(1)1137/08-09(05)</p> <p>http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0331cb1-1137-5-e.pdf</p>
		Minutes of meeting	<p>CB(1)1544/08-09</p> <p>http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090331.pdf</p>