

立法會
Legislative Council

LC Paper No. CB(1)210/08-09

Ref. : CB1/PL/TP

Panel on Transport

Subcommittee on Matter Relating to Railways

Updated background Brief on Kowloon Southern Link

Purpose

This paper provides background information on the Kowloon Southern Link (KSL) project 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. KSL is one of the six railway projects recommended for implementation in the Government's Railway Development Strategy 2000¹ (RDS-2000). Its strategic function is to link up East Rail (ER) and West Rail (WR) at the southern part of the Kowloon peninsula, running from the existing WR Nam Cheong Station to the existing ER East Tsim Sha Tsui (ETS) Station, with one station in-between at West Kowloon at the site now occupied by Canton Road Government Offices. Upon completion of KSL, both ER and WR will terminate at the Hung Hom Station with cross-platform interchanges provided. KSL will provide passengers along the WR catchment in the Northwest New Territories (NT) with a direct link to urban Kowloon. They can also use KSL to access Northeast NT through the interchange with ER at the Hung Hom Station.

3. In response to the Government's invitation, the then Kowloon-Canton Railway Corporation (KCRC) submitted a Project Proposal for KSL in July 2001. In its proposal, KCRC suggested that an additional station at Canton Road (the CAR Station) should be considered under the schematic design.

¹ The Railway Development Strategy 2000 maps out the preferred railway network expansion plan for Hong Kong up to 2016.

4. In further developing details of the KSL scheme, KCRC considered that using the cut and cover option as originally planned to construct the railway tunnels underneath Canton Road would cause substantial disruption to the area. KCRC subsequently proposed to build the tunnels and station at Canton Road using the bored tunnel option, with the station concourse sited off Canton Road either to the east or to the west. However, this option would require the resumption of several properties to provide the site to enable excavation for and construction of the station concourse. As there would be two railway stations (i.e., the existing MTR Tsim Sha Tsui Station and the ETS Station which was under construction then), within 600 metres walking distance of Canton Road, there was no justifiable transport need to support this option. KCRC subsequently approached Wharf Estates Development Limited (Wharf) to explore the feasibility of providing the CAR Station in the future redevelopment of its property on Canton Road. However, no agreement was reached, as Wharf indicated that they would claim compensation at such a high level that would make the CAR Station financially not viable.

5. KCRC had also examined two alternative proposals from Sino Properties for a station located within or adjacent to China Hong Kong City, but both proposals were found to be infeasible. Considering the urgent need to take forward KSL as planned, KCRC in November 2003 did not take forward any immediate plan to provide a station at Canton Road.

6. The KSL scheme was gazetted under the Railway Ordinance (Cap. 519) (RO) on 26 March 2004 with just one station at West Kowloon. Following the gazettal of the project, Wharf came up with a revised proposal of building the CAR Station within their Harbour City premises. At the Subcommittee meeting on 3 June 2004, members requested the Administration and KCRC to study Wharf's revised proposal. Subsequently, a Steering Group chaired by the then Environment, Transport and Works Bureau and a Working Group chaired by the Highways Department with members from both KCRC and Wharf were set up to further develop the proposal. In order to avoid unduly delaying the KSL project, a deadline of 30 November 2004 had been set for KCRC and Wharf to reach agreement or otherwise.

7. By the deadline of 30 November 2004, KCRC and Wharf had not reached agreement on the provision of the CAR Station. At the Subcommittee meeting on 11 December 2004, a motion was passed urging the Administration to defer gazettal of the KSL scheme for not more than one month until 11 January 2005, and to immediately engage KCRC and Wharf in discussions to resolve issues in relation to the provision of the CAR Station. In response to the motion, the Administration convened further meetings with KCRC and Wharf. However, as Wharf's requirements (as detailed in the Legislative Council (LegCo) Brief File Ref: ETWB(T)CR 12/1016/99 dated January 2005) could not be met and no agreement could be reached, the Administration decided to proceed with planning and implementing KSL

without the CAR Station.

8. On 7 January 2005, the Administration gazetted amendments to the KSL scheme for public consultation under RO, to address the concerns expressed in the objections received when the KSL scheme was gazetted on 26 March 2004. In June 2005, LegCo was informed via a LegCo Brief that the KSL scheme authorized by the Chief Executive in Council under RO would have one intermediate station, to be located at West Kowloon. The alignment of the KSL scheme is shown at **Appendix I**.

9. Works for the KSL project have commenced since September 2005. As informed by KCRC and the Administration at the Subcommittee meeting on 17 February 2006, core construction works were expected to fully commence from the latter half of 2006 for completion in 2009.

Discussion of the Subcommittee on the KSL project

10. The Subcommittee held a series of meetings with the Administration and KCRC from 2002 to early 2006 to monitor the progress of the KSL project. The major concerns expressed by members are summarized below.

Provision of CAR Station

11. The Subcommittee noted with grave concern about KCRC's decision to drop its plan to provide a station at Canton Road under KSL, and invited deputations including Yau Tsim Mong District Council (YTMDC) and Canton Road Association to give views on the matter at its meetings. Sharing the view expressed by these deputations that there was a strong call in the community for the provision of the CAR Station, members requested the Administration to take a more active role in co-ordinating the discussions between KCRC and Wharf in the development of a viable proposal for taking forward the CAR Station.

12. Members stressed that the CAR Station would bring about substantial economic benefits and enhance tourism development in the Tsim Sha Tsui area. They called on the Administration and KCRC to consider various options to take forward the provision of the CAR Station, such as locating the station at other sites and it was suggested that the technical feasibility of constructing the CAR Station in Kowloon Park should be explored. KCRC subsequently provided an information note explaining why this was not practicable based on a risk analysis of various factors that had been examined by the Corporation.

13. Some members criticized the Administration for committing a planning blunder for RDS-2000 in not including the CAR Station under the KSL project. They also considered it unacceptable that, in the absence of the

CAR Station, passengers would have to walk for more than 10 minutes from ETS Station to Canton Road for daily commuting. On the other hand, some members considered that, notwithstanding the desirability of having the CAR Station, the KSL scheme should not be deferred for an unduly long period, as its early completion could bring substantial transport benefits to the residents in Northwest NT, and help increase the patronage of WR and improve its financial position. These members considered that there should be no more delay caused to the KSL project.

Impact of construction works

14. Members were keen to ensure smooth progress of the construction works for the KSL project and that appropriate measures would be taken to minimize their impact on business operations and traffic in the affected areas. They highlighted to the Administration the concerns expressed by local shop owners and business operators, as relayed by YTMDC, that the bored tunnelling construction method instead of the conventional excavation method should be used for the section of KSL along Salisbury Road so as to minimize disturbance caused to their business.

15. In response to members' concerns, the Administration decided that the section of the rail tunnel between the station at West Kowloon and the Canton Road/Salisbury Road junction to be constructed by bored tunnelling method would be extended to the Salisbury Road/Nathan Road junction. As a result, the disruption to road traffic, pedestrians, commercial premises, Hong Kong Cultural Centre and Space Museum would be significantly reduced. This would also allow at least three eastbound and three westbound lanes of Salisbury Road to remain open to traffic throughout the 36-month construction period.

16. Some members expressed concern about the impact on the traffic flow arising from the closure of two traffic lanes at the road junction near Sheraton Hotel. The Administration pointed out that the impact would be minimal as traffic in the area had been eased with the opening of the new Salisbury Road underpass.

17. With a view to minimizing impact of the construction works on the local environment, some members suggested that an aesthetic design should be adopted for the hoardings for the construction site along Salisbury Road during the construction of KSL. The Administration assured members that the business operators had been fully consulted over the choice of painting on the hoardings for the Salisbury Road construction site.

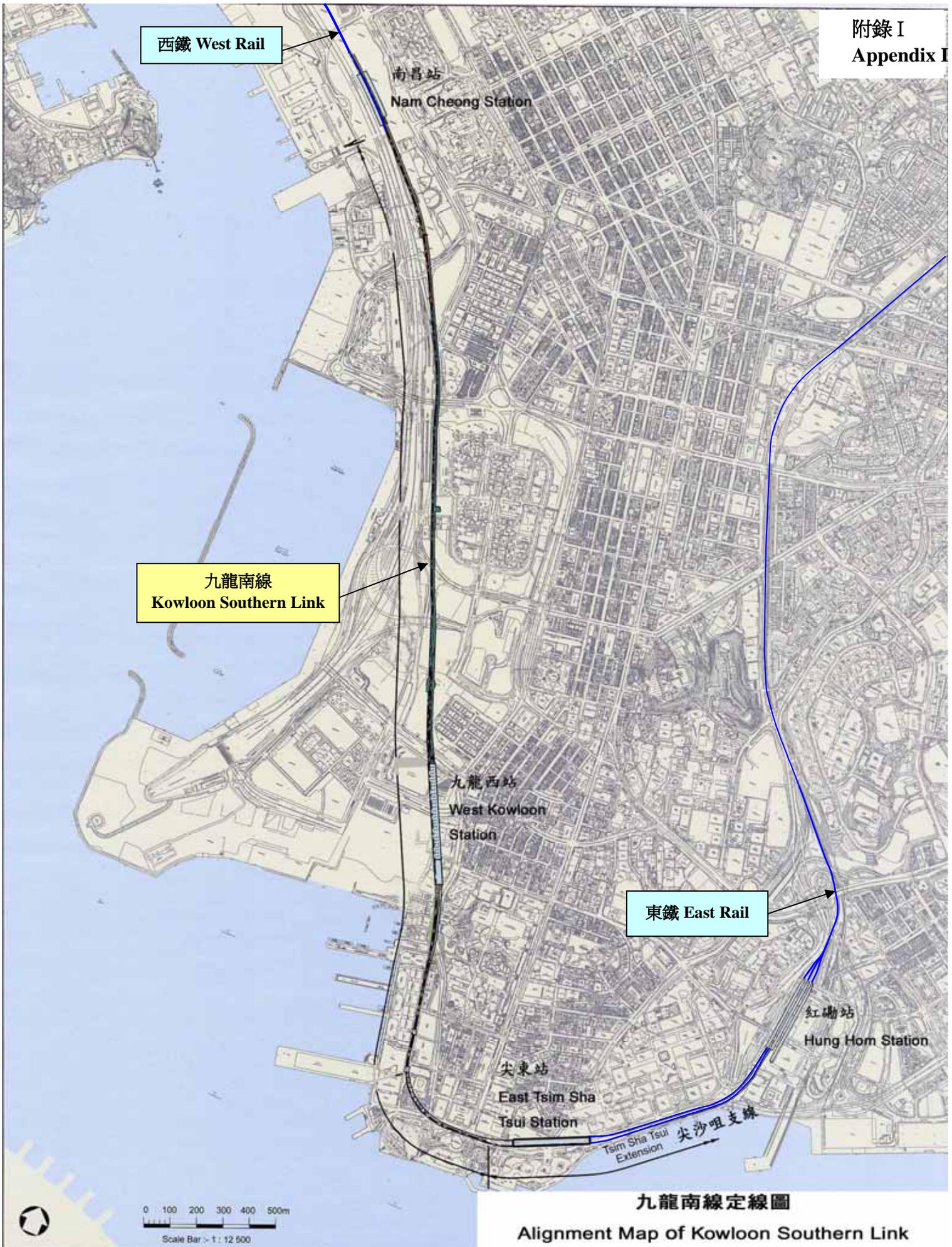
18. In response to members' requests for the provision of effective channels to collect and address concerns of local communities about the construction impacts, the Administration indicated that KCRC had been in

close consultation with the relevant DCs and Community Liaison Groups (comprising representatives of nearby residential and commercial premises, District Councillors and government departments concerned) in planning for temporary traffic management schemes that would be required to be implemented at various construction stages. The Administration also undertook that the government departments concerned would continue to work closely with KCRC in addressing the concerns of DCs, residents and business operations in the area.

Latest development

19. The Administration has proposed to brief members on the progress of the KSL project and the Administration's plan to consult DCs about proposed arrangements on public transport service to tie in with the commissioning of KSL at the Subcommittee meeting on 21 November 2008.

20. A list of relevant papers is at **Appendix II**.



九龍南線定線圖

Alignment Map of Kowloon Southern Link

Kowloon Southern Link

List of relevant papers

Date of meeting	Committee	Minutes/Paper	LC Paper No.
25.5.2000	Panel on Transport	Legislative Council Brief on Railway Development Strategy	TBCR 16/1016/97 http://www.legco.gov.hk/yr99-00/english/panels/tp/papers/legcobr.pdf
		Administration's paper on Railway Development Strategy 2000	CB(1)1672/99-00(01) http://www.legco.gov.hk/yr99-00/english/panels/tp/papers/a1672e01.pdf
		Minutes of meeting	CB(1)2071/99-00 http://www.legco.gov.hk/yr99-00/english/panels/tp/minutes/tp250500.pdf
27.9.2002	Subcommittee on matters relating to the implementation of railway development projects (This subcommittee has been renamed as the Subcommittee on matters relating to railways with effect from the 2002-2003 legislative session)	Legislative Council Brief on Kowloon Southern Link	ETWB(T)CR12/1016/99 http://www.legco.gov.hk/yr01-02/english/panels/tp/tp_rdp/papers/etwb_t_cr_12_1016_99_e.pdf
		A set of presentation materials provided by the Kowloon Canton Railway Corporation on Kowloon Southern Link	CB(1)2614/01-02(02) http://www.legco.gov.hk/yr01-02/chinese/panels/tp/tp_rdp/papers/tp_rdp09_27-2614-2ce-scan.pdf
		Minutes of meeting	CB(1)809/02-03 http://www.legco.gov.hk/yr01-02/english/panels/tp/tp_rdp/minutes/rd02092_7.pdf
6.6.2003	Subcommittee on matters relating to railways (Formerly known as the Subcommittee on matters relating to the	Administration's information paper on Kowloon Southern Link	CB(1)1836/02-03(02) http://www.legco.gov.hk/yr02-03/english/panels/tp/tp_rdp/papers/tp_rdp06_06cb1-1836-2e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
	implementation of railway development projects)	Minutes of meeting	CB(1)2202/02-03 http://www.legco.gov.hk/yr02-03/english/panels/tp/tp_rdp/minutes/rd030606.pdf
25.11.2003	Subcommittee on matters relating to railways	Administration's paper on Kowloon Southern Link Progress Report	CB(1)348/03-04(03) http://www.legco.gov.hk/yr03-04/english/panels/tp/tp_rdp/papers/tp_rdp1125cb1-348-3e.pdf
Middle Road Subway Network Proposal		CB(1)657/03-04(01) http://www.legco.gov.hk/yr03-04/english/panels/tp/tp_rdp/papers/tp_rdp1125cb1-657-1e.pdf	
Minutes of meeting		CB(1)701/03-04 http://www.legco.gov.hk/yr03-04/english/panels/tp/tp_rdp/minutes/rd031125.pdf	
3.6.2004	Subcommittee on matters relating to railways	Submission from Canton Road Association (English version only)	CB(1)2018/03-04(01) http://www.legco.gov.hk/yr03-04/english/panels/tp/tp_rdp/papers/tp_rdp0603cb1-2018-1e-scan.pdf
Supplementary information provided by the Kowloon-Canton Railway Corporation (KCRC) on "Kowloon Southern Link"		CB(1)2440/03-04(01) http://www.legco.gov.hk/yr03-04/english/panels/tp/tp_rdp/papers/tp_rdp0603cb1-2440-1e.pdf	
Administration's information paper on Kowloon Southern Link		CB(1)2007/03-04(02) http://www.legco.gov.hk/yr03-04/english/panels/tp/tp_rdp/papers/tp_rdp0603cb1-2007-2e.pdf	

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Administration's information paper on Kowloon Southern Link Progress Report	CB(1)348/03-04(03) http://www.legco.gov.hk/yr03-04/english/panels/tp/tp_rdp/papers/tp_rdp1125cb1-348-3e.pdf
		Minutes of meeting	CB(1)2442/03-04 http://www.legco.gov.hk/yr03-04/english/panels/tp/tp_rdp/minutes/rd040603.pdf
24.6.2004	Subcommittee on matters relating to railways	Administration's paper on Kowloon Southern Link Canton Road Station	CB(1)2179/03-04(02) http://www.legco.gov.hk/yr03-04/english/panels/tp/tp_rdp/papers/tp_rdp0624cb1-2179-2e.pdf
		Letter from Canton Road Association to the Secretary for the Environment, Transport and Works stating its objection to the gazetted railway scheme for Kowloon Southern Link (in English version only)	CB(1)2044/03-04(04) http://www.legco.gov.hk/yr03-04/english/panels/tp/tp_rdp/papers/tp_rdp0603cb1-2044-4e-scan.pdf
		A set of diagrams provided by Wharf Estates Development Limited on "Kowloon Southern Link"	CB(1)2044/03-04(03) http://www.legco.gov.hk/yr03-04/chinese/panels/tp/tp_rdp/papers/tp_rdp0603cb1-2044-3ce-scan.pdf
		Minutes of meeting	CB(1)2481/03-04 http://www.legco.gov.hk/yr03-04/english/panels/tp/tp_rdp/minutes/rd040624.pdf
19.11.2004	Subcommittee on matters relating to railways	Submission from Wharf Estates Development Limited	CB(1)248/04-05(01) http://www.legco.gov.hk/yr04-05/english/panels/tp/tp_rdp/papers/tp_rdp1119cb1-248-1e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Administration's information paper on Kowloon Southern Link Progress Report	CB(1)227/04-05(05) http://www.legco.gov.hk/yr04-05/english/panels/tp/tp_rdp/papers/tp_rdp1119cb1-227-5e.pdf
		Background brief on Kowloon Southern Link prepared by the Legislative Council Secretariat	CB(1)216/04-05 http://www.legco.gov.hk/yr04-05/english/panels/tp/tp_rdp/papers/tp_rdp1119cb1-216-e.pdf
		Minutes of meeting	CB(1)462/04-05 http://www.legco.gov.hk/yr04-05/english/panels/tp/tp_rdp/minutes/rd041119.pdf
11.12.2004	Subcommittee on matters relating to railways	Administration's information paper on Kowloon Southern Link attaching a paper provided by the KCRC on "Progress of discussions between KCRC and Wharf on a possible Canton Road Station"	CB(1)430/04-05(01) http://www.legco.gov.hk/yr04-05/english/panels/tp/tp_rdp/papers/tp_rdp1211cb1-430-1e.pdf
		Press release on "Canton Road Station excluded from the Kowloon Southern Link" from KCRC	CB(1)430/04-05(02) http://www.legco.gov.hk/yr04-05/english/panels/tp/tp_rdp/papers/tp_rdp1211cb1-430-2e-scan.pdf
		Press release from The Wharf Group	CB(1)430/04-05(03) http://www.legco.gov.hk/yr04-05/english/panels/tp/tp_rdp/papers/tp_rdp1211cb1-430-3e.pdf
		Supplementary information paper on Kowloon Southern Link Canton Road Station	CB(1)457/04-05(01) http://www.legco.gov.hk/yr04-05/english/panels/tp/tp_rdp/papers/tp_rdp12

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		provided by the KCRC	11cb1-457-1e.pdf
		A map provided by the KCRC showing the catchment area of existing and proposed railway stations in the Tsim Sha Tsui area	CB(1)480/04-05(01) http://www.legco.gov.hk/yr04-05/chinese/panels/tp/tp_rdp/papers/tp_rdp1211cb1-480-1ce-scan.pdf
		A map provided by the KCRC showing the proposed subway connection from East Tsim Sha Tsui Station to Canton Road	CB(1)480/04-05(02) http://www.legco.gov.hk/yr04-05/chinese/panels/tp/tp_rdp/papers/tp_rdp1211cb1-480-2ce-scan.pdf
		Submission from Wharf Estates Development Limited entitled "Canton Road Station- Recount of Issues"	CB(1)480/04-05(03) http://www.legco.gov.hk/yr04-05/english/panels/tp/tp_rdp/papers/tp_rdp1211cb1-480-3e.pdf
		Minutes of meeting	CB(1)997/04-05 http://www.legco.gov.hk/yr04-05/english/panels/tp/tp_rdp/minutes/rd041211.pdf
7.1.2005	Subcommittee on matters relating to railways	Administration's information paper on Kowloon Southern Link	CB(1)609/04-05(04) http://www.legco.gov.hk/yr04-05/english/panels/tp/tp_rdp/papers/tp_rdp0107cb1-609-4e.pdf
		Submission from Wharf Estates Development Limited on Canton Road Station under Kowloon Southern Link	CB(1)667/04-05(03) http://www.legco.gov.hk/yr04-05/chinese/panels/tp/tp_rdp/papers/tp_rdp0107cb1-667-3ce-scan.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes of meeting	CB(1)1002/04-05 http://www.legco.gov.hk/yr04-05/english/panels/tp/tp_rdp/minutes/rd050107.pdf
21.6.2005	--	Legislative Council Brief on Kowloon Southern Link authorization of scheme following receipt of objections	ETWB(T)CR12/1016/99 http://www.legco.gov.hk/yr04-05/english/panels/tp/tp_rdp/papers/etwb_t_cr_12_1016_99_e.pdf
13.9.2005	--	Legislative Council Brief on Kowloon Southern Link project agreement	ETWB(T)CR12/1016/99 http://www.legco.gov.hk/yr04-05/english/panels/tp/tp_rdp/papers/etwb_t_cr_12_1016_99_a-e.pdf
17.2.2006	Subcommittee on matters relating to railways	Administration's information on Kowloon Southern Link Progress of Works	CB(1)792/05-06(04) http://www.legco.gov.hk/yr05-06/english/panels/tp/tp_rdp/papers/tp_rdp0217cb1-792-4e.pdf
		Minutes of meeting	CB(1)1265/05-06 http://www.legco.gov.hk/yr05-06/english/panels/tp/tp_rdp/minutes/rd060217.pdf