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Panel on Transport

**Subcommittee on Matters Relating to Railways
Meeting on 16 April 2010**

Background brief on Kwun Tong Line Extension

Purpose

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

Background

2. The implementation of KTE, which will be an extension of 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 (HMT). KTE will be approximately 3 km in length. Its schematic layout is at **Appendix I**.

3. KTE will serve the 146 000 people living in Whampoa and Ho Man Tin. The estimated daily patronage in 2016 is 180 000. The cost estimates for the construction of KTE and its associated essential public infrastructure works are about \$4.2 billion and \$120 million respectively (in April 2007 prices). At present, travelling by road-based transport between Whampoa and Mong Kok takes more than 25 minutes during rush hours. With the provision of KTE, passengers from Whampoa and Ho Man Tin will be able to reach Mong Kok within 5 minutes. KTE is aimed to serve effectively a wide catchment population in urban Kowloon, in particular Whampoa and Ho Man Tin area.

4. In March 2008, the Executive Council decided to proceed with the implementation of the railway project under the "ownership approach" and has commissioned the MTR Corporation Limited (MTRCL) to take forward the

project. In June 2008, MTRCL commenced the further planning and preliminary design of KTE. The Government and MTRCL presented the project to the Traffic and Transport Committee of the Yau Tsim Mong and the Kowloon City District Councils and conducted two rounds of public consultation in collaboration with the Kowloon City District Council in 2008 and 2009.

5. The KTE railway scheme was gazetted on 27 November 2009 in accordance with the requirements of the Railways Ordinance (Cap 519). Statutory consultative process and detailed design for the project have started. Construction of KTE is expected to commence in 2010 for completion in 2015.

Discussion of Kwun Tong Line Extension by the Subcommittee

6. The Subcommittee discussed KTE at its meetings on 27 March 2008 and 17 September 2009 and received views from deputations on the project at the meeting on 27 March 2008. The views and concerns raised by Subcommittee members at these meetings are summarized in ensuing paragraphs.

Location of Ho Man Tin Station

7. The proposed HMT will be the interchange station for KTE and SCL. To tie in with the alignment of SCL, the station will be located at the former Valley Road Estate. Noting that the residents of Ho Man Tin Estate and Oi Man Estate were dissatisfied with the proposed location of HMT as they considered that it was too remote from these housing estates, some members asked about the possibility of relocation of HMT. MTRCL explained that the scope to relocate HMT was limited by the SCL alignment and the existing Yau Ma Tei Station/proposed Whampoa Station (WHA) that made it necessary for the KTE alignment to go through a double bend with very tight turning radii.

8. To address the concerns of residents of Ho Man Tin Estate and Oi Man Estate, the Subcommittee requested for provision of better pedestrian connections to HMT. In response, MTRCL proposed a pedestrian network to connect the nearby estates to HMT, including the followings –

- (a) *connection between HMT and Ho Man Tin Estate:* a proposed footbridge along Sheung Lok Street (abutting Ho Man Tin Estate) crossing Fat Kwong Street would be connected to the existing walkway along the hillside of the Ho Man Tin Sports Centre heading for Chung Yee Street. The walkway would be upgraded with cover. Chung Yee Street would then be linked up with a proposed subway along Chung Hau Street leading to HMT by a lift system;

- (b) *connection between HMT and Oi Man Estate:* a proposed covered footbridge would be built along Chung Yee Street to connect Oi Man Estate near Hau Man Street with HMT; and
- (c) *connection between HMT and Hung Hom area:* a proposed footbridge across Chatham Road North near its junction with Wuhu Street would be built.

Location of Whampoa Station

9. Tak On Street and Dyer Avenue were initially proposed as options for the location of WHA. Having considered the population served, impact to existing structures and resumption requirements of underground strata of private buildings, MTRCL had, in the second round of public consultation, proposed to locate WHA at Tak On Street.

10. Some members considered that more pedestrian links should be provided to enhance connectivity between the proposed location of WHA with housing estates in the vicinity including Laguna Verde, Harbour Place and Royal Peninsula. Some members suggested the construction of a pedestrian subway to connect WHA to the pedestrian subway at the junction of Hung Hom Road and Tai Wan Road. The Administration explained that there was an existing footpath along Hung Hom Road which would connect directly with WHA to the junction of Tai Wan Road East/Fat Kwong Street. As the proposed subway followed the same alignment as the existing pathway along Hung Hom Road, their functions would be duplicated. Nevertheless, the Administration and MTRCL undertook that they would continue to closely liaise with local residents and review the need for improvement works in the detailed design stage.

Latest developments

11. The Administration has proposed to report on the progress of the implementation of KTE at the meeting of the Subcommittee on 16 April 2010.

Relevant papers

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



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KWUN TONG LINE EXTENSION

Kwun Tong Line Extension

List of relevant papers

Date of meeting of Subcommittee on Matters Relating to Railways	Minutes/Paper	LC Paper No.
27.3.2008	Legislative Council Brief on SCL and MTR Kwun Tong Line Extension	THB(T)CR 10/1016/99 http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp-thbtr10101699-e.pdf
	Administration's paper on funding application for the design of SCL	CB(1)1036/07-08 http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp0327cb1-1036-3-e.pdf
	Administration's supplementary paper on SCL and MTR Kwun Tong Line Extension	CB(1)1377/07-08(01) http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/papers/tp_rdp0327cb1-1377-1-e.pdf
	Minutes of meeting	CB(1)1374/07-08 http://www.legco.gov.hk/yr07-08/english/panels/tp/tp_rdp/minutes/rd080327.pdf
17.9.2009	Administration's paper on progress of the Kwun Tong Line Extension	CB(1)2582/08-09(04) http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/papers/tp_rdp0917cb1-2582-4-e.pdf
	Minutes of meeting	CB(1)920/09-10 http://www.legco.gov.hk/yr08-09/english/panels/tp/tp_rdp/minutes/rdp20090917.pdf