

## **Central and Western District Council**

### **Latest Progress of Shatin to Central Link Project**

#### **Introduction**

1. This paper aims to update members of the Central and Western District Council on the latest development of the Shatin to Central Link project (“SCL”) in the district.

#### **Background**

2. The Finance Committee of the Legislative Council endorsed the funding of the SCL project on 11 May 2012. Construction works then commenced.

3. The 17-kilometre SCL is a territory-wide strategic railway project linked with a number of existing and future railways to form two strategic railway corridors, namely the “East West Corridor” and the “North South Corridor”. The “East West Corridor” will be formed by extending the Ma On Shan Line from Tai Wai Station to Hung Hom Station where it will connect with the West Rail Line. The “North South Corridor” will extend the existing East Rail Line from Hung Hom Station across the Victoria Harbour to Admiralty Station via Exhibition Station. Passengers from Lo Wu (using the East Rail Line) and Huanggang (using the Lok Ma Chau spur line) can reach the heart of Hong Kong Island directly.

4. As the “North South Corridor” interfaces with other infrastructure projects, including Wan Chai Development Phase II and Central-Wan Chai Bypass, major construction works of the Cross Harbour Section and the Hong Kong Island Section commenced in 2015. The “East West Corridor” is expected to commission in 2019 and the “North South Corridor” in 2021.

5. Among which, Admiralty Station will become the transport hub on Hong

Kong Island that serves as an interchange for Island Line, Tsuen Wan Line, the future South Island Line (East) (“SIL(E)”) and the SCL. The existing Admiralty Station will be expanded eastwards below the Harcourt Garden to accommodate the new train platforms and interchange concourses. As part of the facilities are integrated for both the SCL and the SIL(E), part of the major works are being carried out under the SIL(E) project to shorten the overall construction time and minimise disturbance to the environment, road traffic and community.

### **SCL project works in the Central and Western District**

6. The major construction works for the SCL in the Central and Western District include its advance works, Admiralty South Overrun Tunnel and Admiralty SCL Related Works. (Annex I)

#### Advance works for the SCL

7. The advance works for the SCL in Admiralty commenced in July 2011. As part of the new railway facilities at Admiralty Station are integrated for both the SCL and the SIL(E), which are in adjacent locations, part of the major works for the SCL have been entrusted to the SIL(E) project to be carried out simultaneously since 2011. Completion of the relevant works will be aligned with the commissioning of the SIL(E). The MTR Corporation had submitted papers and briefed the Central and Western District Council in April 2010 and September 2012 about these arrangements.

8. Besides, to facilitate the train operations of the SCL, a 900-metre overrun tunnel will be extended southwards from the SCL platform at Admiralty Station for train regulation. Among which, a 200-metre-long section extending south of the Admiralty Station to Hong Kong Park has been entrusted to the SIL(E) project. Excavation works was completed in the second quarter of 2015.

#### Admiralty South Overrun Tunnel

9. The remaining 700-metre-long section of the SCL overrun tunnel extending from Hong Kong Park will be constructed by the SCL project. The contract was

awarded in the fourth quarter of 2015.

10. Drill and blast will be used to construct this section of the SCL overrun tunnel. The works are expected to last from the third quarter of 2016 to third quarter of 2018. It is anticipated one to two blasts will be carried out per day, except Sundays and public holidays. Each blast will last for a few seconds.

11. The drill and blast works are being carried out deep underground in an enclosed area under stringent scrutiny of qualified professionals. Vibration and noise generated from the works are expected to be very slight. Monitoring devices will be installed in the vicinity of the works site to monitor any impact of the blasting works on the nearby buildings. Residents nearby will be notified in advance about the blasting schedule, which will also be displayed outside the Hong Kong Park works site. Temporary traffic arrangements will be in place to facilitate the blasting works if necessary. Stringent control measures will be adopted in accordance with relevant statutory requirements to minimise any impact.

12. To facilitate the construction works for the SCL overrun tunnel, the Refuse Collection Point near the British Council inside Hong Kong Park is being occupied by the SIL(E) project to build the integrated ventilation facilities for both lines. The site also serves as the temporary site access for the SCL overrun tunnel and the SIL(E) tunnel construction works. (Annex II) The site is expected to be occupied by the SIL(E) project until mid-2016. After which, it will be taken over by the SCL project to serve as the works site and temporary site access for the SCL overrun tunnel until project completion.

13. During the works period of the SCL project, temporary traffic management scheme will be implemented on the nearby Supreme Court Road. The U-turn outside the Island Shangri-la Hotel and the emergency vehicular access at the British Council will continue to operate. The pedestrian crossing on Supreme Court Road near the Island Shangri-la Hotel, which was signalised temporarily, will be maintained to enhance pedestrian safety. The above arrangement will be maintained until the opening of the SCL “North South Corridor”. The traffic island on Supreme Court Road will be reinstated after the completion of the SCL works.

## Admiralty SCL Related Works

14. Aforementioned in paragraph 3, Admiralty Station will become an interchange station for four railway lines. The contract for the facilities on the SCL platforms and those connecting the platforms and the concourse is expected to be awarded in the first half of 2016. After which, works will commence. To this end, the SCL project will maintain a small section of the works site at Harcourt Garden currently occupied by the SIL(E) Project. The site accesses will be located at Rodney Street and Harcourt Road. (Annex III) As such, temporary traffic arrangements will be in place at these two streets until project completion. Completion of the works will be aligned with the commissioning of the SCL “North South Corridor”.

15. In addition, prior to the commissioning of the SCL “North South Corridor”, the SCL project will occupy part of the area near the future Entrance/Exit E of Admiralty Station, adjacent to Harcourt Road inside Harcourt Garden, to demolish the temporary ventilation shaft. The facilities there will be reinstated afterwards.

### **Community liaison**

16. The Government and the MTR Corporation will continue to provide updates on the latest progress of the SCL project to the community through different channels including the District Council and Community Liaison Group in relation to the project works and relevant temporary traffic arrangements in the Central and Western District.

### **Conclusion**

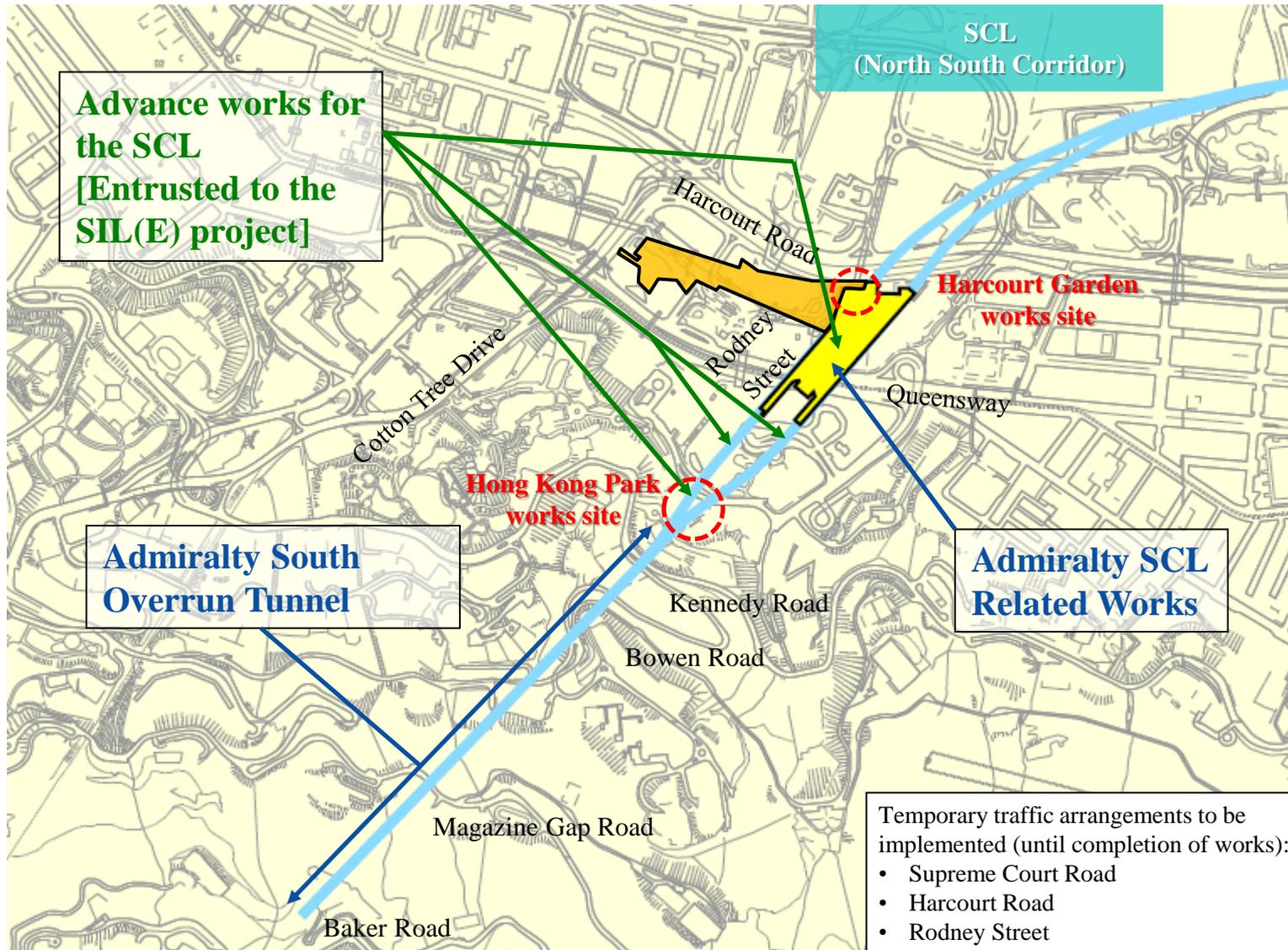
17. Members are invited to note the content of the paper.

Railway Development Office

MTR Corporation

January 2016

# SCL project works in the Central and Western District

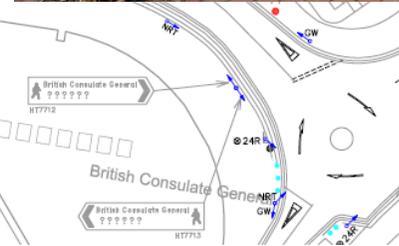
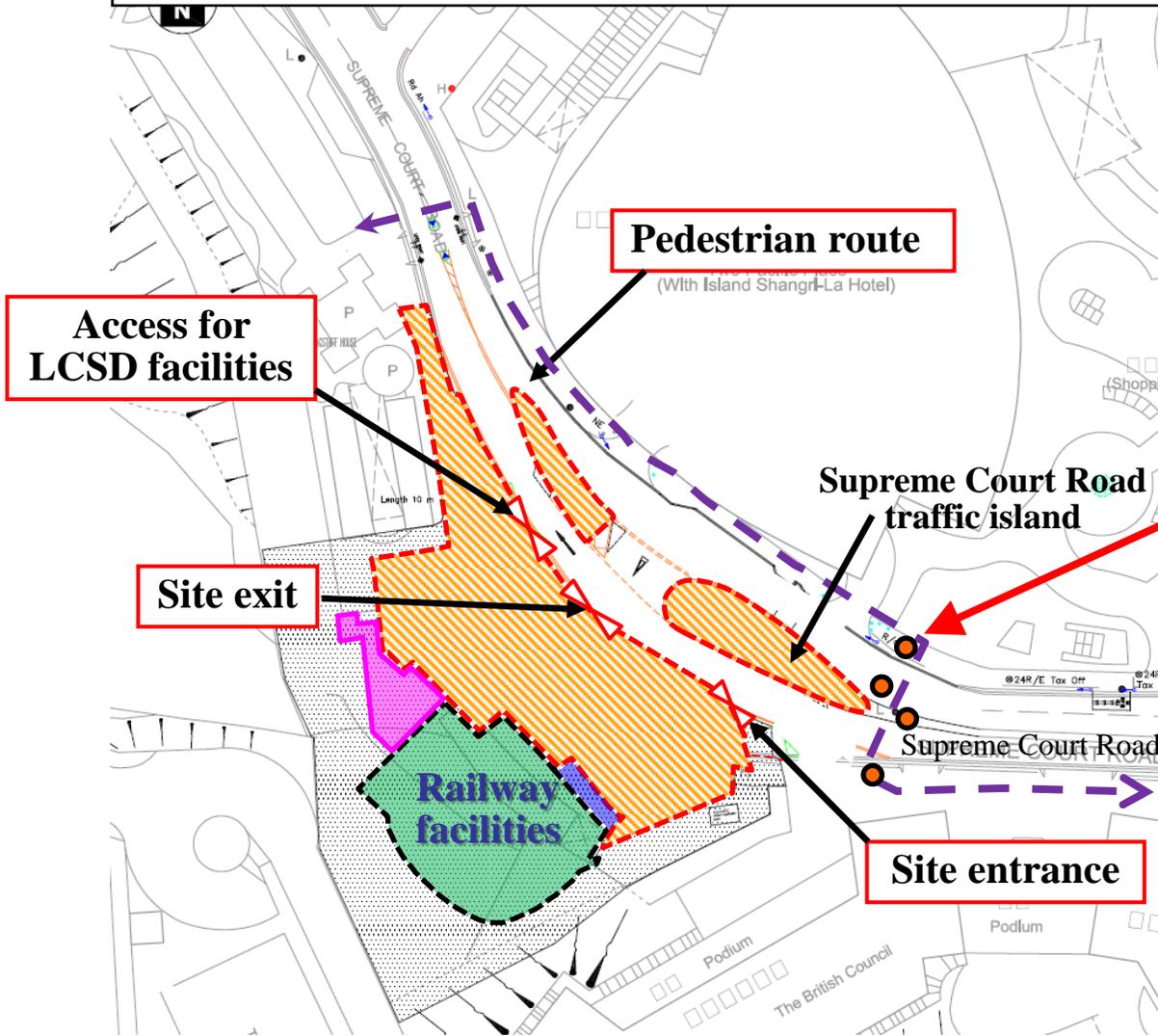


# SCL Hong Kong Park works site – Supreme Court Road temporary traffic arrangement

Implementation period: From mid-2016 to SCL works completion

**Legend**

- Pedestrian route
- Site access
- Temporary works area
- Traffic lights
- Railway facilities built under SIL(E)
- Railway facilities to be built under SCL (LCSD area to be permanently occupied)
- LCSD facilities



# SCL Harcourt Garden works site

