

Harbourfront Commission

For discussion
on 25 October 2010

HC/12/2010

Briefing on Development of Shatin to Central Link (SCL)

PURPOSE

This paper aims to update the Harbourfront Commission on the development of the SCL.

BACKGROUND

2. The SCL comprises two railway lines with a total length of 17 kilometres: the Tai Wai to Hung Hom section which, together with the Ma On Shan Line and West Rail Line, form an east-west strategic railway corridor; and the cross harbour section from Hung Hom to Central which extends the East Rail Line to Central to form a north-south strategic railway corridor. Along the SCL, there will be six interchange stations, allowing passengers to interchange between platforms to the existing and future railway lines (**Annex A**).

3. The Legislative Council approved the funding for the design and site investigation works of the SCL in July 2008. The preliminary design for the whole project, including the alignment options appraisal, location selection for station entrances and ventilation shafts, has been completed. Detailed design is underway. The design of the permanent facilities is still being refined and the schedule of land use within the harbour-front area is to be finalized.

BENEFITS OF SCL

4. As a strategic railway expanding the catchment of the railway network of Hong Kong, the SCL will serve a wide catchment of 300 000 residential and 283 000 employment population. The SCL will -

- (a) help redistribute railway passenger flows to relieve the existing railway lines in urban Kowloon and on Hong Kong Island;
- (b) be an important component of the Kai Tak Development providing public transport interchange service not only to the proposed new commercial and residential developments in the area, but also the Multi-Purpose Stadium Complex and other leisure facilities planned at Kai Tak;
- (c) help relieve the reliance on road-based public transport in the

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existing developed areas, and alleviate the traffic congestion and environmental nuisance on existing road networks, including the demand on the Hung Hom Cross Harbour Tunnel; and

- (d) stimulate the redevelopment of the To Kwa Wan and Kowloon City areas.

5. The SCL will carry about one million railway passengers per day and generate annual transport benefits of \$4.1 billion in terms of time saving to travellers in 2021. The new railway will also help improve the local employment situation by providing 11 000 employment opportunities during construction and another 9 600 opportunities during its operation.

SCL FACILITIES IN THE HARBOURFRONT AREA

6. Some parts of the new railway line run through or are in proximity to the harbour-front areas, in which some temporary facilities or permanent facilities for railway operation will be constructed. These include :-

- Permanent railway facilities in Kai Tak, Hung Hom and Wan Chai North; and
- Temporary barging facilities and works areas in Kai Tak, Hung Hom and Wan Chai North.

7. **Annex B** illustrates the location of those proposed new railway works in the harbour-front area. Design of the permanent facilities, such as station entrances and re-provision of affected facilities are in progress. In designing these facilities, the MTR Corporation Limited will take into account the harbour enhancing guidelines and the surrounding harbour-front setting. As for the temporary facilities / works areas, while the construction of the new railway works will occupy some of the harbour-front areas, these areas will be reinstated and returned to Government after completion of construction. To alleviate the impact on the harbour-front area and the neighbourhood, the MTR Corporation Limited will work out the construction timetable carefully so that the use of such facilities will not be unduly long.

8. The MTR Corporation Limited sees the opportunity to expedite the implementation of harbour-front enhancement proposals in constructing the new railway works by working together with Government and the Commission to construct those enhancement proposals directly by the Corporation during the reinstatement works areas thus saving the time and resources of all parties. In considering the harbour-front enhancement proposals, the Corporation will consult the relevant districts and will also take into consideration the harbour planning guidelines and principles. It will explore means to facilitate the use of public space which suits the

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harbour-front surrounding environment.

CONCLUSION

9. Members are requested to note the content of this paper.

MTR Corporation Limited
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North South Corridor

- Extension of East Rail Line across the harbour to Admiralty
- Provide direct cross-boundary train service to Hong Kong Island



East West Corridor

- Extension of Ma On Shan Line
- Through running to Wu Kai Sha by connecting to West Rail Line
- Serve Hin Keng, Kai Tak, Kowloon City, Ma Tau Wai, To Kwa Wan & Ho Man Tin areas

Annex A
East West Corridor and North South Corridor

Annex B

SCL and the Harbourfront Area

