跨區建設 策略發展
Strategic Infrastructure Development for the Community

沙田至中環線（沙中線）是香港境內跨越多區的策略性鐵路項目，項目包括兩部分，第一部分是把現有馬鞍山線從大圍經東九龍連接西鐵線，第二部分是把現有東鐵線從紅磡延伸過海。沙中線將連接多條現有鐵路線，除了擴展現時鐵路服務範圍，更提供多個轉線站。乘客可以減省車程時間，享受更方便快捷的鐵路服務。

The Shatin to Central Link (SCL) is a strategic railway line that runs through multiple districts in Hong Kong. It comprises two sections. The first section will extend the existing Ma On Shan Line from Tai Wai to the West Rail Line through East Kowloon. The second section will bring East Rail Line across the harbour to Hong Kong Island. The SCL will strengthen the current railway networks by connecting several railway lines through a number of interchange stations. It will save travelling time and provide the community with faster and more convenient railway services.

特區政府於二零零八年三月批准港鐵公司就沙中線進一步展開規劃及設計工作。行政會議也通過以「服務經營權」模式讓港鐵公司進一步推展沙中線項目，由政府出資興建沙中線，並委託港鐵公司進行該鐵路的規劃和設計，而建議興建沙中線列車停放處的前大磡村空置土地，其上蓋的物業發展權屬政府所有，由規劃署負責發展規劃。政府隨即在二零零八年五月向立法會申請撥款，以展開相關的規劃及設計工作，並與港鐵制定項目設計方案及工程時間表，在社區進行諮詢。

In March 2008, the Government approved the further planning and design of the SCL. The Executive Council decided to adopt a concession approach to enable the Corporation to proceed with the SCL project. The project will be funded by the Government, and the Corporation shall be entrusted with its design and construction. Whilst the development rights of the site of the former Tai Hom Village in Diamond Hill rest with the Government, the Planning Department is reviewing the zoning of the site. The Government sought funding approval for the project from the Legislative Council in May 2008. Meanwhile, consultation with the community has been taking place.

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主要資料
Facts

走線長度  
Route Length
全長17公里  
Total length of 17 km
- 大圍至紅磡段：11 公里  
Tai Wai to Hung Hom Section: 11 km
- 紅磡至金鐘段：6 公里  
Hung Hom to Admiralty Section: 6 km

行車班次  
Train Frequency
與現時港鐵列車服務班次相若  
In line with the existing urban lines

車費  
Fares
與現有票價結構相同  
In line with the existing MTR fare structure

車卡數目  
Number of cars
東西走廊：8 卡車  
East West Corridor: 8 cars
南北走廊：9 卡車  
North South Corridor: 9 cars

時間表
Key Dates

展開初步設計及第一輪諮詢  
Commencement of preliminary design and consultation 2008

土地勘探及測量工作  
Ground investigation and survey works
經已展開  
In progress

第二輪公眾諮詢  
Public consultation
2009年第二季  
2nd quarter of 2009

按鐵路條例刊憲*  
Gazette under the Railways Ordinance *
2009年第三季  
3rd quarter of 2009

展開詳細設計及招標  
Commencement of detailed design and call for tender
2009/2010年  
2009 / 2010

開始施工  
Commencement of construction 2010

工程完成  
Project completion:
- 大圍至紅磡段  
Tai Wai to Hung Hom Section 2015
- 紅磡至金鐘段  
Hung Hom to Admiralty Section 2019

* 註：刊憲安排有待當局批核
* Note: Scheme gazetted upon endorsement by the Government

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www.mtr.com.hk
**貫通東西 連接南北**
**Connecting East and West, Linking North to South**

沙中綫落成後，來往九龍東、新界東和港島北的乘客，可大幅節省交通時間。
Upon completion of the SCL, passengers travelling between East Kowloon, East New Territories and Hong Kong Island North will benefit from significant reductions in travelling time.

沙中綫連接多條現有鐵路線，形成策略性鐵路走廊，分別為「東西走廊」及「南北走廊」。
The SCL will form two strategic railway corridors, namely the “East West Corridor” and the “North South Corridor”.

大圍至紅磡段將於二零一五年竣工，紅磡至金鐘段則因建造工程須與灣仔發展計劃第二期及中環灣仔繞道的建造工程互相配合，將於二零一九年竣工。
The Tai Wai to Hung Hom Section will be completed in 2015 while the Hung Hom to Admiralty Section will be completed in 2019, owing to the complicated programme interface with the construction of the Wan Chai Development Phase II and the Central-Wan Chai Bypass.

**六個轉綫站 路路皆暢通**
**Integrated Network with Convenient Interchange**

沙中綫和現時的鐵路系統間將會有完善的轉綫安排，包括六個轉綫站，為乘客提供更方便快捷的鐵路服務。
The SCL serves the purpose of linking up the railway lines through the provision of six interchange stations, providing a more convenient and faster interchange arrangement for passengers.

**大圍站**
**Tai Wai Station**

大圍站將成為新界區內東西走廊及南北走廊的轉綫站，乘搭馬鞍山綫的乘客可以在此站轉乘東鐵綫，而由新界北出發的乘客亦可在大圍站轉綫前往東九龍。
Tai Wai Station will become the interchange station in New Territories for the East West Corridor and the North South Corridor. Passengers riding on the Ma On Shan Line will be able to change here for the East Rail Line, and passengers from North New Territories will be able to change trains here directly heading to East Kowloon.

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**預計行車時間**
**Estimated Journey Time**

<table>
<thead>
<tr>
<th>路程</th>
<th>時間</th>
</tr>
</thead>
<tbody>
<tr>
<td>來往烏溪沙至金鐘（於大圍站轉綫）</td>
<td>36 分鐘</td>
</tr>
<tr>
<td>Between Wu Kai Sha and Admiralty (interchange at Tai Wai)</td>
<td>36 mins</td>
</tr>
<tr>
<td>來往大圍至鑽石山</td>
<td>5 分鐘</td>
</tr>
<tr>
<td>Between Tai Wai and Diamond Hill</td>
<td>5 mins</td>
</tr>
<tr>
<td>來往大圍至啟德</td>
<td>8 分鐘</td>
</tr>
<tr>
<td>Between Tai Wai and Kai Tak</td>
<td>8 mins</td>
</tr>
<tr>
<td>來往大圍至何文田</td>
<td>13 分鐘</td>
</tr>
<tr>
<td>Between Tai Wai and Ho Man Tin</td>
<td>13 mins</td>
</tr>
<tr>
<td>來往土瓜灣至油塘（於鑽石山站轉綫）</td>
<td>17 分鐘</td>
</tr>
<tr>
<td>Between To Kwa Wan and Yau Tong (interchange at Diamond Hill)</td>
<td>17 mins</td>
</tr>
<tr>
<td>來往紅磡至金鐘</td>
<td>5 分鐘</td>
</tr>
<tr>
<td>Between Hung Hom and Admiralty</td>
<td>5 mins</td>
</tr>
<tr>
<td>來往大圍至金鐘</td>
<td>17 分鐘</td>
</tr>
<tr>
<td>Between Tai Wai and Admiralty</td>
<td>17 mins</td>
</tr>
<tr>
<td>來往羅湖至金鐘</td>
<td>50 分鐘</td>
</tr>
<tr>
<td>Between Lo Wu and Admiralty</td>
<td>50 mins</td>
</tr>
</tbody>
</table>
鑽石山站
Diamond Hill Station
作為日後觀塘綫及沙中綫的轉綫站，鑽石山站將成為東九龍的鐵路樞紐。沙中綫通車後，由馬鞍山出發的乘客，毋須於九龍塘站轉綫，便可經東西走廊直達鑽石山站，再轉乘觀塘綫到達東九龍；而觀塘綫的乘客亦可在鑽石山站轉乘沙中綫北行前往新界，或南行至紅磡站經南北走廊前往港島區。

As an interchange station between the SCL and the Kwun Tong Line, Diamond Hill Station will become the railway hub of East Kowloon. Passengers will be able to take trains on the East West Corridor and go from Ma On Shan directly to Diamond Hill without having to change lines at Kowloon Tong, and continue their journeys by interchanging to the Kwun Tong Line for East Kowloon. Passengers on the Kwun Tong Line will be able to change to the SCL northbound to the East New Territories, or southbound to Hung Hom and change there for trips across the harbour.

何文田站
Ho Man Tin Station
何文田站是未來觀塘綫延綫與沙中綫的轉綫站，乘客可乘搭東西走廊的列車由馬鞍山出發，經何文田站轉乘觀塘綫前往黃埔或九龍市中心；而由黃埔站出發的乘客，可於何文田站轉乘東西走廊的列車，前往新界區，或再於紅磡站轉乘南北走廊的列車直達港島區。

Ho Man Tin Station will be an interchange station between the future Kwun Tong Line Extension and the SCL. Passengers will be able to take trains on the East West Corridor from Ma On Shan via Ho Man Tin and change to Kwun Tong Line for Whampoa and the town centre of Kowloon. Passengers departing from Whampoa will be able to change to the East West Corridor at Ho Man Tin for a direct link to the New Territories, or further change trains on the North South Corridor at Hung Hom Station to Hong Kong Island.

沙中綫運來往九龍東、新界東和港島區的乘客，可大幅節省交通時間。以往往觀塘至紅磡為例，現時經觀塘綫九龍塘站轉綫，需時27分鐘；將來經沙中綫鑽石山站轉綫，約需19分鐘。

The journey time between East Kowloon, East New Territories and Hong Kong Island will be significantly reduced. For example, travelling between Kwun Tong and Hung Hom with Interchange at Kowloon Tong takes 27 minutes while the future travelling time with Interchange to the SCL at Diamond Hill will take about 19 minutes.
紅磡站
Hung Hom Station

沙中綫落成後，紅磡站將成為連接香港東西和南北鐵路網絡的一個重要樞紐站，屆時可經東西走廊及南北走廊的乘客均可在紅磡站轉綫，便捷地來往港九新界。當紅磡至金鐘段落成後，乘客由羅湖或落馬洲出發，經南北走廊可直達金鐘，中途毋須轉綫；乘搭西鐵綫或馬鞍山綫的乘客可於紅磡站經南北走廊的列車前往港島區。

Upon completion of the SCL project, Hung Hom Station will be transformed into an important railway hub for Hong Kong as an interchange station between the East West Corridor and North South Corridor, benefiting passengers to all destinations in Hong Kong. When the Hung Hom to Admiralty Section is completed, passengers from the boundary at Lo Wu or Lok Ma Chau will be able to take trains on North South Corridor to Hong Kong Island directly. Passengers on the West Rail Line and Ma On Shan Line may also change here for trains on the North South Corridor for destinations on Hong Kong Island.

金鐘站
Admiralty Station

南港島綫（東段）及沙中綫落成後，金鐘站將成為港島區的鐵路樞紐站。屆時港島綫、荃灣綫、南港島綫（東段）與南北走廊的乘客，均可在金鐘站轉乘，來往港九新界各區。

When the South Island Line (East) and SCL are completed, Admiralty Station will become the railway hub for Hong Kong Island. Passengers on the Island Line, Tsuen Wan Line, South Island Line (East) and North South Corridor may change here for all destinations.
1. 顯徑站及馬鞍山線
Hin Keng Station and Ma On Shan Line

Following the public consultation in 2008, the Government has confirmed that Hin Keng Station will be included in the gazettal of the SCL project. The provision of this station will relieve congestion at Tai Wai Station and provide convenient access to the recreational facilities in the vicinity.

東西走廊的列車服務班次頻密，在市區必須設置列車停放處供列車在晚上停泊，以配合早上繁忙時間的班次安排及進行例行的列車清潔和檢修。建議列車停放處設置於前大磡村舊址。

Given the frequency of train service on the East West Corridor of the SCL, overnight train stabling facilities are necessary in the urban area to optimize train scheduling, meet additional demand during morning peak hours, and enable regular cleaning and maintenance. The proposed site for the stabling sidings is at the former site of the Tai Hom Village.

2. 鑽石山站及列車停放處
Diamond Hill Station and Stabling Sidings

鑽石山站將全面擴建，配合觀塘綫和東西走廊的轉線安排，並方便區內居民往返新界及九龍各區。

The existing Diamond Hill Station will be expanded to accommodate interchange facilities between the Kwan Tong Line and the East West Corridor of the SCL, providing convenient access for local residents to destinations in the New Territories and Kowloon.

3. 啟德站
Kai Tak Station

啟德新發展區內會設置一個車站，方便公眾使用新發展區、多用途體育館及其他設施。

A new station will serve the Kai Tak New Development Area, including the Multi-Purpose Stadium Complex and other facilities.

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4. 土瓜灣及馬頭圍站
To Kwa Wan Station and Ma Tau Wai Station
土瓜灣區將設兩個車站，主要服務九龍城、土瓜灣和馬頭圍一帶社區。

Two stations will be provided in the To Kwa Wan area to serve the communities in Kowloon City, To Kwa Wan and Ma Tau Wai.

5. 何文田站
Ho Man Tin Station
何文田站是觀塘綫延綫與沙中綫的轉綫站，建議設於前山谷道邨的現時空置土地地底，為何文田及紅磡舊區的居民提供便捷的鐵路服務。

Ho Man Tin Station will be an underground interchange station between the Kwun Tong Line Extension and the SCL. The station is proposed to be located at the vacant site of the former Valley Road Estate, bringing railway service to residents in Ho Man Tin and Hung Hom.

6. 紅磡站
Hung Hom Station
現時東鐵綫紅磡站將會擴建，配合沙中綫大圍至紅磡段及紅磡至金鐘段分別在二零一五及二零一九年竣工，為乘客提供便捷的轉乘安排。

The existing Hung Hom Station of the East Rail Line will be extended to provide convenient interchange arrangements for passengers. The modification works will be completed in two stages in 2015 and 2019 respectively in accordance with the construction programme of the Tai Wai to Hung Hom Section and the Hung Hom to Admiralty Section.
7. 第四條鐵路過海隧道

The Fourth Railway Harbour Crossing Tunnel

在興建沙中線紅磡至金鐘段的海底隧道期間，或會涉及臨時填海，而臨時填海必須滿足《保護海港條例》的要求方可進行。工程會與中環灣仔繞道工程協調和配合，港鐵公司亦會進行相關的公眾諮詢，務求減低工程對海港的影響。

Temporary reclamation might be required during the construction of the cross-harbour tunnel of the Hung Hom to Admiralty Section. The temporary reclamation will comply with the “Protection of the Harbour Ordinance”. The works will be carried out in close coordination with the Central-Wan Chai Bypass Project. The Corporation will conduct public consultation with a view to minimizing impact on the harbour.

8. 會展及金鐘站

Exhibition Station and Admiralty Station

沙中線於港島區設有會展站及金鐘站，位於灣仔北的會展站是沙中線及未來北港島線的轉接站，現時的金鐘站則會擴建，並納入南港島線（東段）項目一併興建，減少對公眾的影響。沙中線紅磡至金鐘段可延伸至將來的中環南站，實行時間表將視乎中環未來的土地規劃情況而定。

On Hong Kong Island, the SCL consists of Exhibition Station and Admiralty Station. Exhibition Station in Wan Chai North will be an interchange station for the future North Island Line and the North South Corridor. Expansion works at the existing Admiralty Station will be carried out under the South Island Line (East) project to minimize disturbance to the community. The Hung Hom to Admiralty Section of the SCL may be extended to the future Central South Station, whose implementation programme will be subject to the land use planning of Central district in the future.
沙田至中環線
Shatin to Central Link

效益
Benefits

沙中線將把現有的鐵路網絡拓展至現時未有鐵路服務的地區。方便、直接的轉線安排，令鐵路系統環環相扣，四通八達，提高社會和經濟效益。

The SCL will expand railway services to areas not yet served by railway. It will provide more convenient interchange points for respective lines, allowing more great value to the community through:

- 快捷、舒適及可靠的鐵路服務，節省交通時間
  Savings in traveling time generated by fast and reliable railway service

- 有效緩解道路交通擠塞情況，改善環境質素
  Environmental benefits brought about by a reduction in road traffic congestion

- 促進舊區更新及發展
  Acting as a catalyst for redevelopment of older districts

- 旅遊發展及商業活動均可創造大量就業機會
  New employment opportunities from potential tourism and development

- 提升鐵路沿線物業的價值
  Increase in the value of properties along the railway corridor

環境及文物保育
Environment

港鐵公司將確保沙中線的設計、建造及營運，均符合所有相關環境保護條例的要求。

The Corporation will ensure the design, construction and operation of SCL will comply with all relevant statutory requirements on environmental protection.

此外，港鐵公司亦會採取各種可行的措施，減低工程對公眾及環境的影響。公司同時已委託獨立的環保顧問，詳細評估建造工程及鐵路營運對環境所帶來的潛在影響，並將提出相應的緩解措施。

Every possible measure will be taken to minimize the impact of the works on the public. Independent consultants have been appointed to carefully assess the possible impacts of the construction and operation of the new railway line on the environment and suggest mitigation measures.

沙中線沿線途經的一些古舊建築，包括前大磡村空置土地上的三座古舊建築物。港鐵公司都會按文物專家所作的研究結果，包括考慮將這些建築物按照其歷史背景，在相關的地方重置，並於工程期間對古舊建築小心處理。

There are some historic buildings along the proposed alignment of the SCL, including three at the site of the former Tai Hom Village. Based on the results of the study conducted by heritage conservation professionals, the Corporation will consider relocating the three historic buildings to other areas in accordance with their historical backgrounds. Particular attention will be paid to ensure these structures will not be affected by the railway works.

港鐵公司會在建造新線期間，致力推行環境保護文物及自然保育工作，包括對樹木及維多利亞港的保護。

In addition to environmental protection, the Corporation will strive to preserve the heritage and natural features, including old and valuable trees and the Victoria Harbour shorelines.

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工地产、臨時施工設施  
*Works Areas and Temporary Construction Facilities*

除車站及列車停放處等用地外，在沙中線沿線附近亦須暫時徵用區內部分休憩和公共設施設立工地，供放置所需機械及物料等。鐵路建造工程中大量從地底掘出之泥石，會採用陸路最短途徑運往沿海之轉運站，再經海路運往指定之卸泥區，以減低對區內外路面交通的負荷。初步建議於九龍城海心公園附近的臨時停車場及啟德的舊機場跑道興建兩個臨時轉運站。

In addition to the locations of stations and stabling sidings, works areas will be required at different locations for temporary storage of construction plants and materials, preparation of construction plant and equipment. Removal of excavated spoil by sea will be adopted as far as possible to minimize any possible traffic Impact. The initial proposal is to set up two barging facilities at the temporary parking area near Hoi Sham Park and the runway of the former Kai Tak Airport.

此外，亦建議在將軍澳137區及沙田水泉澳設置沙中線項目的臨時爆炸品儲存庫。港鐵公司會按相關法例，嚴格處理工程所需的爆炸品。

*Magazine sites are proposed to be set up at Tseung Kwan O Area 137 and Shui Chuen O in Sha Tin. The Corporation will adhere to the stringent statutory requirements in the handling and operation of explosives.*

臨時交通措施  
*Temporary Traffic Management*

工程期間多個地區將實施臨時交通改道措施，路面交通可能會因而受到影響。港鐵公司會諮詢受影響團體及人士，務求令工程對社區的影響減至最低。

*Temporary traffic diversions and other arrangements will be required at different locations during the construction period. Prior consultation will be conducted with concerned parties and every effort will be made to keep adverse impacts to the minimum possible level.*

公眾諮詢  
*Public Consultation*

港鐵公司現正就沙中線的走線及初步設計作進一步研究，並同時展開公眾諮詢活動，包括公眾諮詢大會及巡迴展覽，收集公眾對沙中線的意見，以確保新鐵路能切合社會大眾的需要。

*Further study on the SCL alignment and preliminary design has been carried out. Public consultation will be conducted to collect views from the community to ensure the new railway meet public needs. Roving exhibitions and public forums are being organized to inform the public and collect feedback. For more information, please refer to our corporate website and the publicity materials in respective districts.*

港鐵熱線  
*2881 8888*  
www.mtr.com.hk
Shatin to Central Link

Hung Hom Station

Hung Hom Station will be the interchange station for the East West Corridor (EWC) and the North South Corridor (NSC). The EWC runs through the alignment in Yau Tsim Mong District while Ho Man Tin Station is located at the site of the former Valley Road Estate, with tunnel extending to Chatham Road North then links up with the existing West Rail Line at the modified Hung Hom Station.

The existing East Rail Line will be extended to Hong Kong Island via the fourth rail harbour crossing to form the NSC. The level of an existing section, about 800-metre in length, of the East Rail Line will have to be lowered to meet the level of the extension. The new tracks start from the south of the petrol station at Princess Margaret Road, gradually go downwards below ground and also the existing East Rail Line, pass through the interchange at Chatham Road and the existing East Rail Line to reach the modified Hung Hom Station, and further extend to Hong Kong Island.

Existing Concourse of Hung Hom Station

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轉線安排
Interchange Arrangement

第一階段
Phase One

沙田至中環段（大圍至紅磡段）與西鐵綫及馬鞍山綫結合組成東西走廊。列車將途經新紅磡站來來龍門及東富道，屆時馬鞍山綫的列車亦會由四卡增至八卡。由羅湖/落馬洲開出的東鐵綫列車則以紅磡站為終站，屆時紅磡站將成為東西走廊的另一轉錨站。

Tai Wo to Hung Hom Section of the SCL will connect the West Rail Line and the Ma On Shan Line to form the East West Corridor with 8-car trains running between Tuen Mun and Wu Kai Sha via Hung Hom Station. Hung Hom Station will also be the terminus of the East Rail Line where passengers can interchange with the East West Corridor.

工程期間，東西鐵及城際客運服務必須保持正常運作。新建的東西走廊月台將設於紅磡站東面。第一階段工程完成後，現有東西鐵月台會維持不變。乘客轉乘東西鐵，須步行約一百米路程。

In order to maintain the normal operation of the East Rail Line and the Intercity Passenger Services during the modification of Hung Hom Station, new platforms for the East West Corridor will be provided at the east of the existing Hung Hom Station. Upon the completion of the first phase of construction, location of the existing platform for the East Rail Line will remain unchanged. Passengers will then have to walk for about 100 metres for interchange to the East Rail Line.

第二階段
Phase Two

沙田至中環段（紅磡至金鐘段）將東鐵綫伸延至香港島成為南北走廊，由羅湖/落馬洲開出的列車將經紅磡站前往金鐘，屆時南北走廊列車將以九卡車接載乘客，列車班次會相應地增加，而南北走廊與東西走廊的轉錨月台均設於紅磡站的新建部分。

The Hung Hom to Admiralty Section of the SCL will extend the East Rail Line to Hong Kong Island to form the North South Corridor. Passengers from Lo Wu or Lok Ma Chau Stations will be able to take the 9-car trains on the North South Corridor to Hong Kong Island directly with enhanced train service frequency. The interchange platform for the North South Corridor will be located at the newly constructed part of Hung Hom Station.

南北走廊的月台將設於地底，位於東西走廊月台之下，乘客可使用自動扶手電梯或升降機轉錨。

Platforms for the North South Corridor will be located underneath the platforms of the East West Corridor. Passengers could interchange between these platforms of the two lines either by escalators or lifts.
沙田至中環綫

何文田站
Ho Man Tin Station

何文田站是觀塘綫和觀塘至中環的轉車站，車站上蓋有開河路及車站的走線，並須考慮多個外在因素，例如房屋及車站的發展。車站的設計和車站的機場亦有很多變數。

Ho Man Tin Station will be an interchange station between the Kwun Tong Line Extension and the Shatin to Central Link (SCL). The location of the Ho Man Tin Station must not only adjust the SCL alignment, but there are other factors which restrict the number of possible sites for the station.

- 必須考慮地形問題
  It has to be an interchange point of the SCL and the Kwun Tong Line Extension.

- 切合車站設計的例子
  It has to comply with the design standard for the alignment radius.

- 裝設全自動的出入口安排
  The line must be in the right position and oriented to connect with Whampoa area.

Given the above constraints, the design of the Ho Man Tin Station has been slightly adjusted and the station will be built at the ex-Valley Road East site.

觀塘綫延長的月台採用無柱式月台，而中環綫的月台則會以中央島式設計。

The Kwun Tong Line Extension will adopt a side platform design while the SCL will adopt an island platform design.

行人口通道接駁設施
Pedestrian Link Facilities

在疊翠台區間，江邊不少商業設施為觀塘綫行人接駁設施及接駁何文田站及紅磡段屬房商。為方便何文田站、觀塘綫及觀塘的延長至觀塘及觀塘的居民進往何文田站，港鐵公司建議興建下行行人通道接駁設施，方便貨車在何文田站及銅鑼灣一帶的居民，優化銅鑼灣及何文田綫區內的行人通道網絡。

Requests from the locals for pedestrian links connecting nearby estates to the Ho Man Tin Station were received in the public consultation. The following pedestrian link facilities are proposed to improve the connectivity between Ho Man Tin Station and Ho Man Tin Estate, Oil Man Estate and Kowloon Station. The proposed facilities will also enhance the existing pedestrian linkages between Ho Man Tin Station and Hung Hom Station.

- 建議沿忠義街興建一條有蓋行人天橋，連接愛民邨及何文田站
  A covered footbridge along Kowloon Street is proposed to connect Oil Man Estate and Oil Man Estate to Ho Man Tin Station.

- 建議沿忠義街興建一條有蓋行人天橋，連接愛民邨及何文田站
  A covered footbridge along Chung Yee Street is proposed to connect Oil Man Estate and Oil Man Estate to Ho Man Tin Station.

- 建議沿忠義街興建一條有蓋行人天橋，連接愛民邨及何文田站
  A covered footbridge across Kowloon Street to Whampoa Park Road will be built to provide an easy access for residents in the Hung Hom area and Kowloon Station to Ho Man Tin Station.


心繫生活每一程
www.mtr.com.hk
臨時支援工地
Temporary Works Area

施工期間，須使用區內一些空置地方作臨時支援工地。當沙中綫工程完成後，這些支援工地將會回復原貌。

由於沙中綫的車站及隧道工程主要在地面進行，屆時將有大量的粉砕石堆積石場區。為減緩工程對周圍道路及周邊交通的影響，我們建議將為上述的堆積石場用作現有的紅磡貨運碼頭，並為海路運往指定之貨運區。

During the construction period, certain open space will be used as temporary works area. However, they will be reinstated when the work is complete.

Stations and tunnels of the SCL will be constructed underground, and the construction process will inevitably generate a large amount of spoils that need to be removed. In order to alleviate the impact on traffic in the area, the Corporation suggests the excavated spoil be transported to the existing Hom Freight Pier by the shortest route, and then be delivered to the designated dumping sites by sea.

臨時交通改辧措施
Temporary Traffic Management Scheme

有關的施工方法，預計須在港鐵東鐵線及紅磡站公共運輸交匯處一帶實施臨時交通改辧措施，故對九龍城及油尖旺區的道路系統會造成一定影響。

In light of the construction of tunnels, temporary traffic management scheme will be implemented at the interchange at Chatham Road and area near the public transport interchange of Hung Hom Station. This will impose certain impact to the road system in Kowloon City and Yau Tsim Mong districts.

現有紅磡貨運碼頭的往來貨運船隻設施，須まず拆除現時天橋，並在旁邊興建新天橋作永久使用。

The alignment of this section will have conflict with the foundations of the existing Cheong Wan Road viaduct, which needs to be demolished and a new viaduct be repositioned next to the existing location.

在建議何文田站及黃埔港臨時橋樑設施後，並實施臨時交通改辧措施。

Temporary traffic management scheme and road closures at Yan Fung Street will be implemented during the construction of Ho Man Tin Station.

港鐵公司已僱用獨立顧問公司進行交通影響評估研究，詳情評估項目對附近交通的影響，及提出相應的緩解措施建議，將影響減至最小。有關的評估研究，需交由相關部門及當局審覈批准。

The Corporation has appointed an independent consultant to carefully assess the possible impact of the construction works to the nearby traffic and propose mitigation measures to minimize such impact. The proposed temporary traffic management schemes have to be approved by relevant government departments, including the Hong Kong Police Force and Transport Department.

建造方法
Construction Method

紅磡站擴建工程和車站的月台將在現有車站範圍內進行。

Both modification works of the existing Hung Hom Station and construction of new platforms will be carried out within the existing station premises.

為配合港鐵東鐵路延長至香港島，位於紅磡站以北，連接原平台至隧道約八百米長的東鐵線原及擴建工程，車站將於現有擴建範圍進行。

To allow the existing East Rail Line to be extended to Hong Kong Island to form the NSC, an existing section, about 800-metre in length, of the East Rail Line to the north of the Hung Hom Station has to be constructed underground to meet the level of the extension. This new section will be constructed by cut-and-cover method.

位於紅磡站擴建工程路段，由於約八百米長的東鐵線原及擴建工程，車站將於現有擴建範圍進行。

A tunnel of about 100 metres extending from the sea shore underneath the Hung Hom Bypass to the harbour may need to be constructed by cut-and-cover method. During the construction, a temporary working platform and a temporary cofferdam will be required. The construction of these temporary structures will only proceed if the requirement of the Protection of the Harbour Ordinance is met. Also, some of the existing Hung Hom Bypass fence piles will be removed and reinstated to make way for the construction of the cut-and-cover tunnel. In addition, to make way for the railway tunnel, part of the existing structures of the Hung Hom Freight Pier has to be demolished. If the pier is reinstated, it will not exceed the original footprint and will have no impact on the use of the harbour.

差許東翼地鐵，由何文田至車站東翼的一段屋頂，須

For the EWC, a section of tunnel between Ho Man Tin Station and East 7am Sha Tin Station will also be constructed by cut-and-cover method.

何文田站調整以現有擴建方式擴建。

Ho Man Tin Station will be constructed by cut-and-cover method.