

**Yau Tsim Mong District Council
Kowloon-Canton Railway Corporation
Kowloon Southern Link**

PURPOSE

1. The purpose of this paper is to inform Yau Tsim Mong District Council Members of the latest position in respect of the Kowloon Southern Link (KSL), which the KCRC proposes should be gazetted under the Railway Ordinance.
2. The Corporation and the relevant government departments last met the Council Members on 26 June 2003. Members were briefed about the railway scheme.

THE PROJECT

3. The proposed alignment for the KSL has not changed since Members were last briefed in 17 July 2003. The only major change has been that the KCRC has decided to provide only one station along the alignment instead of two. The West Kowloon Station will be retained. The station originally planned to be located in Canton Road will not now be taken forward, as explained in the following paragraphs. The latest layout plan for the KSL is at **Annex A**.
4. Based on the preliminary design and site investigation work, the KCRC previously proposed to construct a station in Canton Road using cut and cover methods. Further detailed work on the design of this station has shown that using cut-and-cover methods would give rise to major disruption, not only

to traffic and pedestrians using Canton Road but also to the owners and occupiers of adjacent buildings.

5. It would be impossible to maintain two traffic lanes with two-metre wide footpaths on either side while the works are in progress. Major parts of the footpath on the eastern side of Canton Road would have to be closed from time to time, with only one metre of clearance from the site hoardings to the shop frontages. Even after completion of the works, Canton Road would have to remain permanently narrowed to two lanes, with the footpaths likewise reduced in places because of the need to provide sites for station entrances and station ventilation shafts, etc.

6. Of more concern from the construction aspect is that the KCRC has found that the pile foundations of some of the existing buildings located on the eastern side of Canton Road terminate well above bedrock. This method of construction could create instability in the buildings and poses unacceptable risks.

7. The only practical alternative to using cut and cover methods of construction for the station would be to adopt a bored-tunnel design along Canton Road, with the station concourse sited off Canton Road either to the east or to the west. However, this option would require resumption of several properties to provide the site to enable excavation for and construction of the station concourse. Resumption would involve serious disruption to both owners and occupiers. Since there will be two railway stations -- the existing MTR Tsim Sha Tsui Station and the future KCR Tsim Sha Tsui East Station-- within 600 metres walking distance of Canton Road, there is no justifiable transport need to support resumption. The KCRC has thus dropped any immediate plans to provide a station at Canton Road.

8. Instead, the KCRC is endeavouring to ensure that passengers travelling to or from the Canton Road area have convenient access to other stations. The KCRC is examining the provision of an underground pedestrian

subways, possibly incorporating travellers if space permits, to link these stations to the Canton Road area.

9. The two railway tunnels along Canton Road will now be constructed using bored-tunnel methods. This will minimise disturbance to traffic and pedestrians, and avoid permanently narrowing Canton Road to two traffic lanes. However, there will be a need for three shafts to be excavated using cut and cover methods in Canton Road near 1 Peking Road to enable the tunnel boring machine shields to be recovered, outside Silvercord to provide a ventilation shaft, and outside the Gateway Towers to provide a tunnel ventilation shaft.

10. Moreover, given the close proximity of the two railway tunnels to one another, the ground between them must be grouted to ensure their stability. This can only be done from ground level, and will require short sections of Canton Road to be progressively narrowed to two traffic lanes for a limited time (and then the road reopened) as the grouting progresses in sequence with the tunnel-boring works.

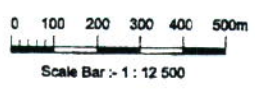
11. The KCRC are exploring possible options to see how to reduce to the absolute minimum any disturbance created by these works. This will also be the subject of further detailed design by the contractor as part of the design-build contracts which the KCRC will use to construct the civil works for KSL.

12. Having finalised the design for the KSL, the KCRC hopes to see the project gazetted under the Railway Ordinance in the first quarter of 2004. It is expected that the project would be completed by end 2008/early 2009.

KSL

KCRC

16 January 2004



九龍南線定線圖

Alignment Map of Kowloon Southern Link