

Wong Tai Sin District Council  
Latest Development on Shatin to Central Link Wong Tai Sin Section

Purpose

Since the commencement of the Shatin to Central Link (SCL) project in 2012, representatives of the MTR Corporation Limited (The Corporation) and the Highways Department have been providing regular reports to the Task Force on Shatin to Central Link, as well as the Working Group on Government and Public Utilities Works Projects under the Wong Tai Sin District Council regarding the progress of SCL works in the district. This paper aims to update members on the related latest development.

Overview of the SCL Project

2. Major works of the SCL Wong Tai Sin Section are listed below:
  - (a) Diamond Hill Station expansion and modification works;
  - (b) Construction of tunnels between Kai Tak Station and Diamond Hill Station;
  - (c) Construction of Hin Keng to Diamond Hill tunnels, associated ventilation facilities, emergency access point, and Wong Tai Sin Public Transport Terminus; and
  - (d) Improvement works on pedestrian facilities in Tsz Wan Shan.

Temporary Traffic Management Scheme

3. The civil works for the expansion and modification of the Diamond Hill Station are 52% completed. The jack arch wall strengthening works at the Southern concourse of the existing Diamond Hill Station are expected to be completed in the 2<sup>nd</sup> quarter of this year, followed by the construction of pedestrian subways linking to the expansion of Diamond Hill Station. To facilitate the construction of abovementioned pedestrian subways, a temporary traffic management scheme will be

implemented at Lung Cheung Road in the 3<sup>rd</sup> quarter of this year. The carriageway will be slightly shifted towards the Diamond Hill Station works site, while the number of traffic lanes will remain unchanged. The excavation works for the station expansion is ongoing and the related temporary traffic management scheme will continue to be implemented at part of the staircase near Entrance A2, and the walkway connecting Lung Cheung Road and Choi Hung Road (Attachment 1).

4. During the construction of pedestrian facilities including lifts, footbridges and covered walkway in Tsz Wan Shan, congested underground utilities were located by the contractor. This has increased the difficulties of the works. As a result, the works progress, which is 43% completed at the moment, is slower than planned. Temporary traffic management scheme will continue to be implemented in phases in various roads including Tsz Wan Shan Road, Wan Wah Street, Wai Wah Street, Sheung Fung Street, Yuk Wah Street, Yuk Wah Crescent, Po Kong Village Road, Shung Wah Street, Fung Tak Road and Lung Poon Street. Temporary narrowing or diversion of footpaths and carriageways, and relocation of some of the bus stops are required until the works in the concerned area have been completed. The staircase of the footbridge at the junction of Fung Tak Road and Po Kong Village Road near Fung Tak Shopping Mall will be temporarily closed in the 2<sup>nd</sup> quarter of 2015 to facilitate the lift foundation works. Pedestrians can access the footbridge via the existing ramp (Attachment 2).

#### Adjustment on Works Procedure

5. The railway tunnels between Hin Keng and Ma Chai Hang has been under construction using the drill and blast method since July 2014. The works are lagging behind the planned programme because of the complicated geological condition under the Hin Keng portal area of the Lion Rock. Additional temporary supports and high-pressure grouting are needed to stabilise the strata and to prevent the loss of ground water and soil, thereby imposing a certain degree of impact on the works programme. The construction team has applied for the necessary permits from the Government for using heavy rock crushing machine to accelerate the spoil delivery process. To speed up the tunnel excavation process, the team has also increased the blasting charge weight to enhance works efficiency. With the blasting goes farther inside the Lion Rock, fault zones (mixed ground) may be encountered which might further hinder the programme. The Corporation is also considering other recovery measures. For example, tunnel lining works could be carried out in parallel with the blasting works. In addition, the team will consider adding blasting work fronts to catch up with the progress if so affected by the fault zone.

6. Other than the works site at Hin Keng, it is proposed that an additional blasting work front could be introduced at Ma Chai Hang works site to allow blasting into the Lion Rock. As such, blasting could be carried out at both ends of the tunnel. Explosive could be delivered from the shaft at the junction of Wong Tai Sin Road and Shatin Pass Road to Ma Chai Hang works site via the newly constructed 30-metre deep railway tunnel. Under this proposed scheme, the construction progress of ventilation facilities and emergency access point at Ma Chai Hang would not be affected. The Corporation and the contractor will assess the impacts on public safety and traffic, and formulate reports for the consideration and approval of related Government Departments.

### Conclusion

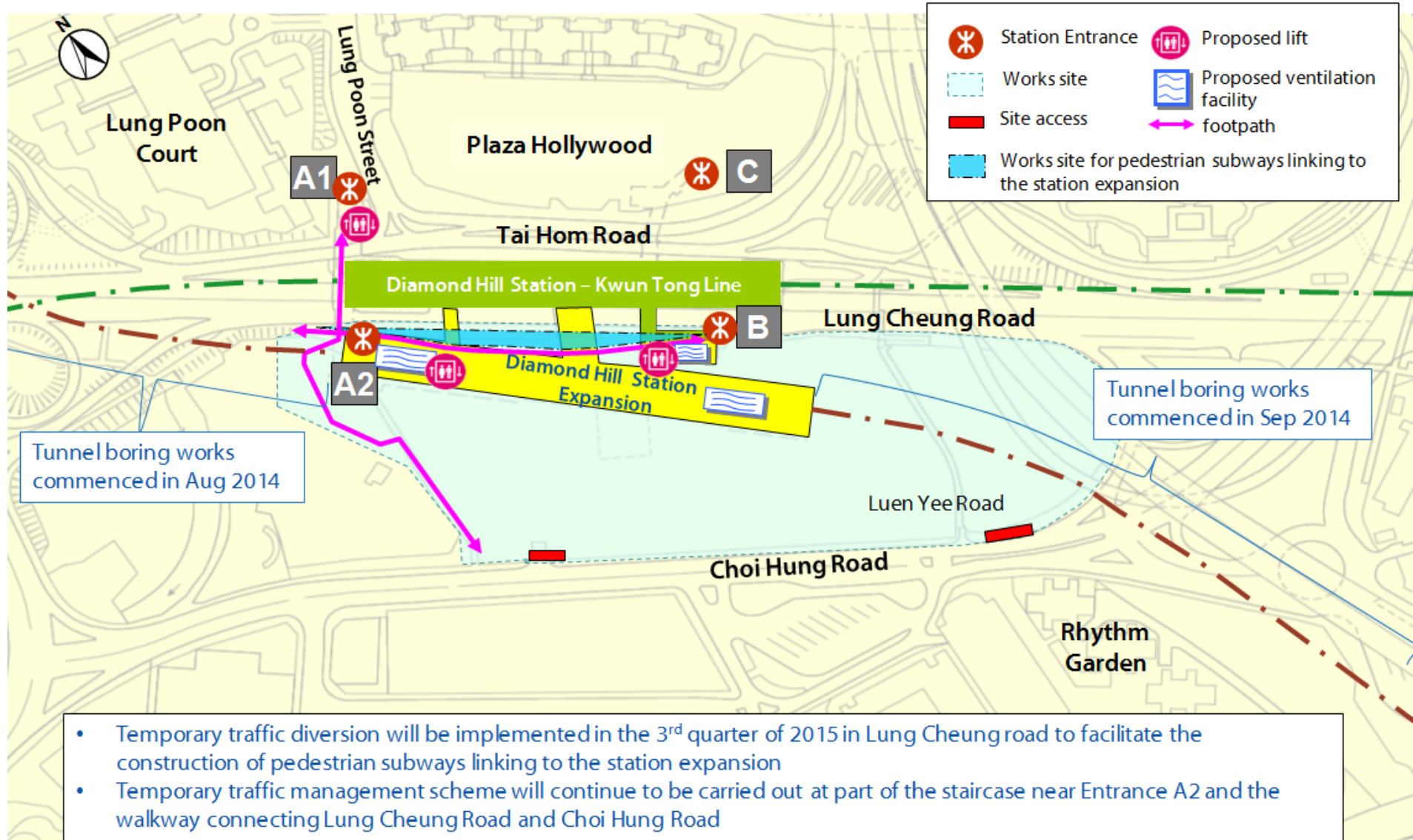
7. Members are invited to note the above information.

Highways Department  
MTR Corporation Limited

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## Temporary Traffic Management Scheme for Diamond Hill Station Expansion Works



## Temporary Traffic Diversion at the junction of Po Kong Village Road and Fung Tak Road

(Estimated to be implemented in 2<sup>nd</sup> quarter of 2015)

