

Kowloon City District Urban Renewal Forum

For information
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Future Railway Development in Kowloon City District

Purpose

This paper aims to brief Members of the Kowloon City District Urban Renewal Forum (“DURF”) on the future railway development in Kowloon City District to facilitate their understanding of the possible opportunities for local development and urban renewal brought about by the railway development, with a view to formulating the Urban Renewal Plan for Kowloon City.

Future Railway Development in Kowloon City District

2. The future railway projects recently earmarked for Kowloon City District include the Shatin to Central Link (“SCL”) and Kwun Tong Line Extension (“KTE”). Five new railway stations, namely Kai Tak Station, To Kwa Wan Station, Ma Tau Wai Station, Ho Man Tin Station and Whampoa Station, will be built in the District (**Plan 1**). These proposed facilities will serve areas in Kowloon City District currently not covered by railway service, thus enhancing connection of the District with other parts of the territory on one hand and facilitating urban renewal in the District on the other hand. Details of the aforesaid railway development are set out in paragraphs 3 and 4 below.

Shatin to Central Link

3. The SCL, with a total length of about 17 km, will consist of two sections, namely the Tai Wai to Hung Hom Section (about 11 km) and the Hung Hom to Admiralty Section (about 6 km). The Tai Wai to Hung Hom Section will be an extension of the Ma On Shan Line from Tai Wai to Hung Hom via Hin Keng,

Diamond Hill and Kowloon City, while the Hung Hom to Admiralty Section will be an extension of the East Rail Line from Hung Hom Station to Admiralty Station in Hong Kong Island via the fourth cross-harbour rail tunnel and Exhibition Station. Construction of the SCL has commenced in May 2012 with the Tai Wai to Hung Hom Section to be completed in 2018 and the Hung Hom to Admiralty Section to be completed in 2020 at the earliest. The SCL consists of 10 stations and the following four stations will be located in Kowloon City District.

- **Kai Tak Station**

Kai Tak Station will be located in the northern part of the Kai Tai Development Area with 3 entrances, providing convenient public access to Kai Tak City Centre and the multi-purpose stadium and other facilities in the development area. Kai Tak Station will also be connected with the proposed underground shopping street, leading to Nga Tsin Wai Road and To Kwa Wan Station.

- **To Kwa Wan Station**

To Kwa Wan Station will be located to the east of Ma Tau Chung Road. This station will have a total of 7 entrances/passageways connecting to the street level. Apart from the station entrances at Pak Tai Street, Nam Kok Road and near the future Sung Wong Toi Road Park and Dakota Drive, two existing pedestrian subways near Argyle Street Playground and Katherine Building (家歡樓) will connect with the pedestrian subway leading from the To Kwa Wan Station to Nam Kok Road at the Olympic Garden, thus providing 3 additional station connections to serve the public. The subway at Nam Kok Road will provide access to locations on Prince Edward Road West and Nga Tsin Wai

Road (i.e. the Rehabilitation and Revitalisation Priority Areas under the Preliminary Urban Renewal Proposals (“PURP”)).

- **Ma Tau Wai Station**

Ma Tau Wai Station will be located underneath Ma Tau Wai Road, between Chi Kiang Street and Lok Shan Road. It is also adjacent to the Redevelopment Priority Area proposed along Kowloon City Road/Lok Shan Road under the PURP. There will be 4 entrances, locating at Kiang Su Street, Lok Shan Road near Maidstone Road, Lok Shan Road Playground and Ma Tau Wai Road/To Kwa Wan Road Garden respectively.

- **Ho Man Tin Station**

Ho Man Tin Station will be located underneath the former Valley Road Estate site which is currently vacant, adjacent to Yan Fung Street and Chatham Road North and in close proximity to the Rehabilitation and Revitalisation Priority Area proposed along Winslow Street/Gillies Avenue South under the PURP. There will be five entrances, locating at Fat Kwong Street, Chung Hau Street (one near the former kerosene storage area while the other opposite the existing refuse collection point) and Yan Fung Street (one near the junction of Fat Kwong Street while the other near the Yan Fung Street Rest Garden). The entrance near the Yan Fung Street Rest Garden will be connected to Ho Man Tin Station and Wuhu Street via a covered footbridge over Chatham Road North to enhance the connectivity between Ho Man Tin and Hung Hom sub-districts. Besides, Ho Man Tin Station will be an interchange station for the SCL and KTE, providing convenient public access between Central Kowloon and Whampoa, Hung Hom.

Kwun Tong Line Extension

4. The KTE, with a total length of about 2.6 km, will be an extension of the existing Kwun Tong Line from Yau Ma Tei Station to the newly-built Ho Man Tin Station and Whampoa Station. Ho Man Tin Station will also serve as an interchange station for the future SCL. Construction of the KTE has commenced in 2011 and is scheduled for completion in 2015. By then, Kowloon City District will be served by Ho Man Tin Station and Whampoa Station.

● **Whampoa Station**

Whampoa Station will be located at Tak On Street, centre of Hung Hom Whampoa Garden with heavy pedestrian flow. There will be four entrances locating at Hung Hom Road, Man Siu Street (near the dining area proposed along Man Tai Street under the PURP), Shung King Street and Tak On Street. As the future terminus of the Kwun Tong Line, Whampoa Station will help facilitate residents' access to the area, and enhance pedestrian flow and commercial development.

5. Given that the stations and the entrance facilities (**Plan 1**) of the SCL and KTE in Kowloon City District will cover an extensive area, both the accessibility and connectivity of the District will be greatly improved, thus facilitating pedestrian flow and development in the area. The new rail service is expected to speed up renewal of old areas and offer opportunities for various developments in the District.

Views Sought

6. Members are invited to note the content of this paper and express their views on the future railway development in Kowloon City District with respect to promoting

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urban renewal, which will help facilitate the formulation of an Urban Renewal Plan for Kowloon City.

Secretariat

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