

Public Consultation with Residents, LegCo, District Council and Others and Roving Exhibitions

Year	Number of Resident Meetings	Consultation with LegCo, District Council and Others	Roving Exhibitions.
2003	-	8	-
2004	19	26	35
2005	34	13	7
2006	31	18	5
2007	18	10	1

Summary of Key Comments/Suggestions from the Public

Subject	Key Comments/Suggestions
Phase One: September 2005 – January 2006 / Preliminary Scheme Consultation	
Completion Date	- The public urged MTRC to expedite construction of WIL and put the line into service before 2012
Alignment	- The public generally had no adverse comment on the proposed alignment although some people believed the railway should run along the shoreline to allow stations and entrances to be built on Des Voeux Road West.
Locations of Entrances	- Suggested there should be more entrances for each station. Also suggested that entrances be provided: <ul style="list-style-type: none"> ● at densely populated areas and along main roads ● close to community facilities, such as hospitals, schools, etc. ● close to the station box as this will reduce construction cost, minimize pollution and shorten construction time - avoid flood areas
Station Arrangements	- Concept of using lifts to serve entrances at mid-levels generally accepted. The idea of connecting all entrances by unpaid areas to allow free movement of people up and down the hill also supported. Some were concerned about the waiting time for lifts during peak hours. - To shorten the walking time through long adits, some residents suggested that travellers could be installed.
Station Design	- No strong views on station design. Some residents suggested that both the interior and exterior of the stations should reflect local characteristics instead of simply adopting standard MTR station designs. The area around station entrances should be developed into squares or community open spaces. Sufficient recreational space should be provided to the local community near station entrances.
Station Facilities	- Some suggested that the station facilities should take into account the needs of the elderly and the disabled. Public washrooms and facilities to enable radio reception should be provided inside stations.
Ventilation Shafts	- The public generally requested that ventilation shafts should be

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	located away from residences. Besides, the exterior of ventilation shafts should be designed to blend into the surrounding environment.
Associated public transportation infrastructure at stations	- The public generally felt that pedestrian and public transport facilities in Western District can be improved together with the construction of WIL, such as widening the pavements and pedestrianization of less busy roads. - In addition, footbridges and subways could be built to improve road-crossing arrangements at busy roads and connect the recreational areas along the shoreline. Escalators could be installed on selected roads to improve the connections to MTR stations and ease pedestrian movements up and down the hill. - Some proposed that the Centre Street escalator and the Sands St. escalator / lift should be built as soon as possible. - Some residents also suggested that facilities for interchange with bus, mini bus and taxi should be provided at KET and Pokfulam Road entrance of UNI.
Station Name	- The majority of people consulted had no specific views on names of the stations. Only a few had different views on the choice of UNI and suggested alternatives like "Hong Kong University", "Belcher's" or "Shek Tong Tsui"
Construction Methods	- The public generally supported the proposed tunneling construction methods, instead of open cut method, for the construction of the WIL and removing the excavated spoil from the district by sea. Yet some were concerned that construction may cause settlement to nearby buildings.
Works Areas	- The public generally understood that temporary works areas are required but they would like to see the area occupied to be minimized. - The local community requested re-provisioning of recreational areas which may be temporarily occupied during construction, such as the Forbes St. Playground and King George V Memorial Park. Some residents considered that the proposed works area at the Belcher Bay car park site is in conflict with the Belcher's Park extension plan and suggested to relocate the works area to the Public Cargo Works Area.

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	<ul style="list-style-type: none"> - Residents were concerned about the environmental impact of the proposed works area at Li Shing Playground. They were also concerned about the traffic impact caused by dump trucks during construction period. - Residents were also concerned about the traffic impact of temporarily closing Queen Street for construction. They suggested alternative works areas such as the temporary bus stop at Sheung Wan Praya or the Drainage Services Department works area underneath Route 4. - Although the local community took years to remove the old barging point from Western District, they appreciated the need to set up a dedicated barging point for WIL to allow removal of excavated rocks by sea as much as possible.
Removal of Spoil	<ul style="list-style-type: none"> - Residents were concerned about the traffic impact and safety issues caused by the removal of spoil from works areas at mid-levels. - The local community were concerned about the environmental impact of spoil removal.
Tree Wall Protection	<ul style="list-style-type: none"> - They would like to preserve the tree-walls located at Forbes St. Playground and King George V Memorial Park.
Property Developments	<ul style="list-style-type: none"> - Some residents preferred property developments along WIL to provide a large shopping arcade which is not currently available within Western District.
Acquisition of private buildings or private lots	<ul style="list-style-type: none"> - Some residents supported acquisition of old buildings in Western District to provide space for the construction of station entrances and to provide more recreational areas.
Phase Two: April to May 2006 / Revised Scheme Consultation	
Completion Date	<ul style="list-style-type: none"> - The public generally asked for the soonest completion of the WIL
Alignment	<ul style="list-style-type: none"> - The public generally had no adverse comment on the proposed alignment although some people believed the railway should run along the shoreline to allow stations and entrances to be built on Des Veux Road West.
Locations of Entrances	<p><u>Sai Ying Pun Station</u></p> <ul style="list-style-type: none"> - There are views that the entrance layout of Sai Ying Pun Station fails to serve the needs of the local community while others

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	<p>considered the proposal generally acceptable.</p> <ul style="list-style-type: none"> - Some suggested that entrances should be built at busy locations, such as Sai Ying Pun Jockey Club Polyclinic; and densely populated areas like Western Street near the shoreline, rather than at the proposed site at Sai Woo Lane Playground. - Though the proposed entrance at Centre Street Cooked Food Centre would serve residents of First and Second Streets, there were concerns that the pavement width and road-crossing facilities in the neighborhood may not be able to accommodate future pedestrian flow. The entrance should also have good connection with the proposed Centre Street escalator. - The public generally accepted the proposed entrances at Des Veux Road West and David Trench Rehabilitation Centre but was concerned about how would the service of David Trench Rehabilitation Centre be maintained in the same area after the demolition of the Centre. <p><u>University Station</u></p> <ul style="list-style-type: none"> - The proposed entrance layout was generally supported by the public. - Some people suggested that additional entrances are built Des Veux Road West or Chong Yip Shopping Centre, Shek Tong Tsui Municipal Service Building, St. Anthony's School, Pokfield Road bus terminus, inside The Westwood, etc. <p><u>Kennedy Town Station</u></p> <ul style="list-style-type: none"> - Residents generally supported the proposed entrance layout, especially the entrances at Sands Street. To better serve the community, some suggested moving the Sands Street upper entrance towards the Academic Terrace and Pokfield Road. Some others proposed additional entrances on Cadogan Street or Belcher's Street to serve residents living in Kennedy Town West and along the shoreline.
Station Arrangements	<ul style="list-style-type: none"> - Concept of using lifts to serve entrances at mid-levels generally accepted. The idea of connecting all entrances by unpaid areas to

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	<p>allow free movement of people up and down the hill also supported. Some were concerned about the waiting time for lifts during peak hours.</p> <ul style="list-style-type: none"> - To shorten the walking time through long adits, some residents suggested that travellers could be installed.
Station Locations	<ul style="list-style-type: none"> - There were diverse opinions on the proposal to demolish the Kennedy Town Swimming Pool for the construction of the Kennedy Town Station. Residents supporting the proposal believed that this arrangement would preserve the tree-walls, reduce the size of proposed works area at Forbes Street Playground and allow the entrances on Rock Hill Road and Sands Street to be built. - Residents holding opposing views considered the station should be built at the Abattoir site or near the shoreline and the relocation of the swimming pool would cause them inconvenience. Some worried about the future increase in pedestrians and traffic flows which in turn will spoil the tranquility of the neighbourhood. Some opined that the station should remain to be built underneath the Forbes Street Playground regardless of the tree walls.
Ventilation Shafts	<ul style="list-style-type: none"> - Although the public generally understood that ventilation shafts are integral parts of MTR stations, they asked to locate the shafts farther away from where they live. <p><u>Sai Ying Pun Station</u></p> <ul style="list-style-type: none"> - Some residents of Bonham Road were of the view that the proposed ventilation shafts should not be located at Bonham Road as the place is surrounded by high-rise buildings. Some worried that the proposed ventilation shaft at King George V Memorial Park would affect the neighbouring nursery home. Some considered the two proposed shafts were too close to each other and suggested to relocate one of them down the hill. <p><u>University Station</u></p> <ul style="list-style-type: none"> - Residents living around the proposed ventilation shafts at Hill Road and Pokfulam Road were concerned about the environmental

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	<p>impacts of the shafts.</p> <p><u>Kennedy Town Station</u></p> <ul style="list-style-type: none"> - Residents living around the proposed ventilation shafts at Forbes Street Playground and Kennedy Town Swimming Pool were concerned about the environmental impacts the shafts. Others are concerned that the proposed ventilation shaft at Sai Ning Street would take up the adjacent proposed recreational space.
Associated public transportation infrastructure at stations	<ul style="list-style-type: none"> - Residents generally supported the idea of linking station entrances with the unpaid area of the station to provide a convenient underground pedestrian network for the public to access destinations in the mid-levels as well as the seashore. - The public suggested that facilities for interchange with other modes of transport should be provided at University station and Kennedy Town station for passengers going to and coming from the Southern District. Yet some residents worried about the mini Passenger Transport Interchange proposed at Kennedy Town Station will cause traffic congestion.
Public and Private Properties Affected	<ul style="list-style-type: none"> - Residents were more concerned about the relocation arrangement of the Kennedy Town Swimming Pool and the David Trench Rehabilitation Centre. <p><u>Kennedy Town Swimming Pool</u></p> <ul style="list-style-type: none"> - The public had diverse views on the demolition of the swimming pool. Those supporting the proposal wanted to see a new swimming pool to be built at the site beside the Belcher Bay Park prior to the demolition of existing pool and develop the whole area into the Central Park of Western district. - Some people suggested that the swimming pool should be reinstated in the original location upon completion of Kennedy Town station. - The public had different views on whether the swimming pool should be built indoor or outdoor.

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	<ul style="list-style-type: none"> - Some suggested that the existing swimming pool site could be considered for developing facilities which the district is lacking, such as park, cultural and entertainment centre, community college, shopping arcade, etc. <p data-bbox="507 533 878 558"><u>David Trench Rehabilitation Centre</u></p> <ul style="list-style-type: none"> - The public would like to know sooner how the service of the Centre can be maintained within the district. <p data-bbox="507 730 878 756"><u>Centre Street Cooked Food Centre</u></p> <ul style="list-style-type: none"> - There were no objection on the demolition of the Cooked Food Centre and the public would like to see more community facilities be built at the site. <p data-bbox="507 970 694 995"><u>Private Properties</u></p> <ul style="list-style-type: none"> - Only a few residents expressed their views on the resumption of private properties who would like to know which buildings will be resumed and the terms of compensation.
Construction Methods	<ul style="list-style-type: none"> - The public was generally in support of using tunneling methods, instead of open cut method, for the construction of the WIL and removing the excavated spoil from the district by sea. - The public was also concerned about the setting up of barging points near residential and recreational areas. - Some residents expressed their concern on the potential building damage and ground settlement that may be caused by the blasting or underground excavation works. - The public was also concerned about the traffic and environmental impacts caused by dump trucks traffic in the district.
Works Areas	<ul style="list-style-type: none"> - Majority of people consulted had no strong views on the proposed arrangement of works areas. Residents were mostly concerned about the environmental and traffic impacts of the proposed works

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	<p data-bbox="2036 323 2748 525">areas on the local community, like the ones at Sai Woo Lane Playgournd, King George V Memorial Park, Kennedy Town Swimming Pool, Forbes Street Playground, etc.; and requested the Corporation to take appropriate mitigation measures to minimize these impacts as far as possible.</p> <ul style="list-style-type: none"> - The public was also concerned about the re-provisioning of the temporary car park at Sai Cheung St.
Removal of Spoil	<ul style="list-style-type: none"> - Residents were concerned about the traffic impact and safety issues caused by the removal of spoil from works areas at mid-levels. - The local community were concerned about the environmental impact of spoil removal.
Tree Wall Protection	<ul style="list-style-type: none"> - They would like to preserve the tree-walls located at Forbes St. Playground and King George V Memorial Park.
Property Developments	<ul style="list-style-type: none"> - Residents had different views on property development above the Kennedy Town station. - Residents opposing the idea opined that any new property development would further increase the population density and adversely affect the current ideal living environment. Furthermore, the prices and views of nearby properties will be affected if high-rise buildings were to be built. - Supporters believed that some residential or commercial development would be beneficial pro
Acquisition of private buildings or private lots	<ul style="list-style-type: none"> - Some residents supported acquisition of old buildings in Western District to provide space for the construction of station entrances and to provide more recreational areas.