中九龍幹線 – 交通影響評估
Traffic Impact Assessment for Central Kowloon Route

我們現正就首選走線進行各項的影響評估，其中一項重要影響評估就是交通影響評估。交通影響評估是使用電腦模擬的方法，估計受工程影響的主要道路及路口在工程進行期間以及通車後的交通情況。透過交通影響評估，我們除了知道中九龍幹線可以改善那些道路的擠塞情況外，更可估計在幹線施工期間工程對附近交通的影響，而確保日後在工程期間能夠採取合適的臨時交通改道措施。

Based on the preferred alignment, we are carrying out various impacts assessments. One of the important impacts assessment is the Traffic Impact Assessment (TIA). TIA is to use computer modeling method to predict the traffic flow at many major roads and junctions that will be affected by the project during construction and after commissioning. From Traffic Impact Assessment, we not only know which roads' congested conditions would be relieved by the Central Kowloon Route, but also the impacts on surrounding traffic during construction. We could therefore ensure that appropriate temporary traffic measures would be adopted.

方法

交通影響評估會根據地區人口特點、道路及鐵路網絡、經濟增長及未來發展等因素，評估區內以及跨區交通的需求。我們研究的範圍，涵蓋九龍半島的主要部份。要比較中九龍幹線通車前後，和沒有幹線的交通情況，我們預測了以下年度不同方案的交通情況：

Methodology

Based on the factors including demographics, road and railway networks, economics growth and future development, etc, the Traffic Impact Assessment estimates the traffic demands of inter- and intra-districts. Our study area covers the majority of the Kowloon Peninsula. To compare the traffic conditions for the scenarios of before and after, with and without CKR, we have predicted the traffic conditions of the following years and scenarios:

2011

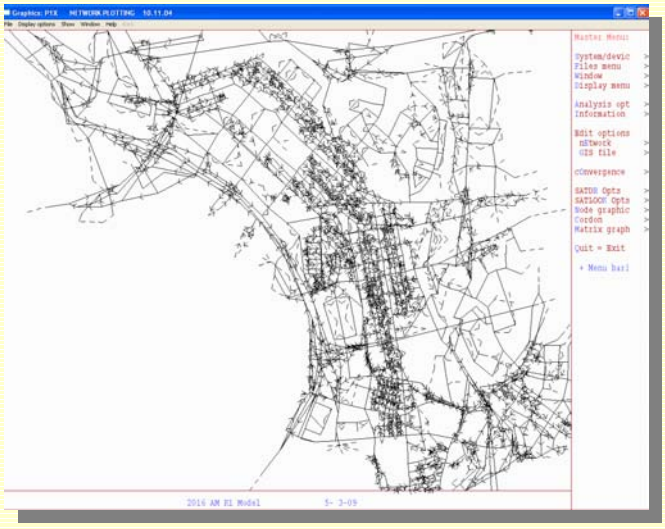
1. 中九龍幹線工程展開前的交通情況
Traffic Conditions before the construction of CKR

2016

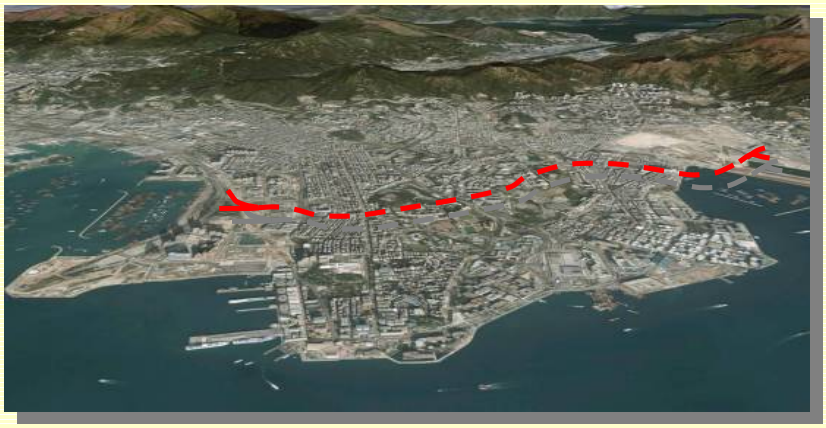
2. 比較中九龍幹線通車後及沒有中九龍幹線的交通情況
Comparison of the Traffic conditions after commissioning and without CKR

2021

3. 中九龍幹線通車後5年的交通情況
Traffic conditions at 5 years after commissioning of CKR



電腦交通模型
Computer traffic model



研究範圍涵蓋九龍半島的主要部份
Study area covers the majority of the Kowloon Peninsula

除了電腦模擬的方法，我們還會進行實地的交通調查，以核實現時交通流量的資料。交通影響評估亦包括研究有關道路車流及路口容車量評估。

Apart from computer modeling, site traffic survey would also be conducted to verify the current traffic data. TIA includes road traffic capacity and junction performance assessments.

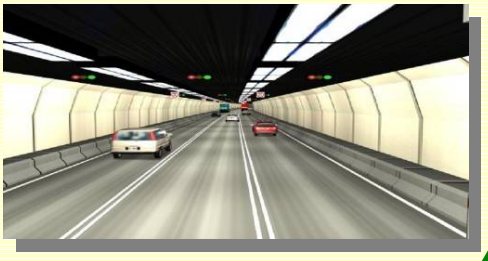
以下是交通影響評估的一些初步研究結果
Following is some of the preliminary findings of the TIA ：

交通影響評估顯示沒有中九龍幹線的情況下，到2016年多條與中九龍幹線平行的主要道路的行車量將高於道路容量約20%，窩打老道及龍翔道將超出約30%，而加士居道天橋及漆咸道北的行車量更高出道路容量超過30%。這顯示有關道路，特別是繁忙時間將會非常擠塞。

Traffic Impact Assessment has predicted the traffic conditions without CKR. According to the assessment study, in 2016, the vehicle volume of several major roads parallel to CKR will be more than their carrying capacity by around 20%. The Waterloo Road and Lung Cheung Road will be around 30% over. For the Gascoigne Road Flyover and Chatham Road North, the vehicle volume will be even more than the capacity over 30%.This means that serious congestion will occur at the concerned roads.

在受工程及於臨時交通管制計劃的影響評估，顯示部份主要路口的容車量，將會受工程影響，需要進行局部改善工程，以達到可接受的交通情況。

Capacity assessments for critical junctions within the affected area were assessed. In the construction stage, local road junctions identified to be possibly affected by construction works and the associated Temporary Traffic Management Scheme were assessed, with the resulting junction performance indicating that some of these junctions need local improvement schemes to achieve acceptable traffic conditions.



沒有中九龍幹線的交通情況
Traffic Conditions without CKR

工程施工期間
Construction Stage

中九龍幹線通車後交通情況
Traffic Conditions with the commissioning Central Kowloon Route

中九龍幹線能夠幫助改善九龍很多道路的交通情況，亦可應付未來西九龍及啓德發展的交通需求。

中九龍幹線的運作是基於交通分流建議，預期可疏導主要路線的擠塞。（如加士居道天橋、窩打老道、亞皆老街、太子道西及界限街等）。中九龍幹線亦將紓緩九龍東西各區道路於繁忙時間的交通擠塞情況。（如油麻地、旺角及佐敦等）。簡而言之，這項工程計劃提供了一條來往九龍東西的直接隧道，更可改善地區交通情況，以及令車輛能更快捷地從各區地面道路到達其他地區。

The Central Kowloon Route (CKR) will become a strategic route serving east-west traffic movements across Central Kowloon. Many roads in the districts are expected to have improvement in performance, including the proposed developments in West Kowloon and Kai Tak.

The operation of CKR itself is a traffic diversion proposal which is anticipated to divert the traffic on major routes (e.g. Gascoigne Road Flyover, Waterloo Road, Argyle Street, Prince Edward West and Boundary Street, etc). CKR will also relieve traffic congestion at peak hours on the other existing at-grade roads in districts such as Yau Ma Tei, Mongkok and Jordan, etc. In essense, this project will provide a direct tunnel linking east-west Kowloon, and also improve the local traffic condition and render access from local at-grade roads to other districts faster.