

「中九龍幹線通訊」發行以來，我們從不同途徑收到很多關心中九龍幹線計劃的市民的提問。我們希望透過中九龍幹線信箱一欄解答一些比較常見或受關注的問題。

We have received many queries from readers who are concerned about the CKR project. In this column we hope to share with you some questions that are frequently asked or are of common concern.

- 1) 「香港地少，人多車多。現時道路網及公共交通都很齊全。為何又建議發展中九龍幹線呢？」

“HK is a small place, densely populated with busy roads. The road network and public transport system are already well developed. Why is there a need to build the CKR?”

擬建的中九龍幹線是一條雙程三線、貫通東西九龍的主幹路，其中大部分為隧道。

九龍東西方向交通現時主要依靠龍翔道、界限街、太子道西、亞皆老街、漆咸道北及加士居道行車天橋等連接道路，這些道路的容車量，大部分在繁忙時間已達飽和。道路交通繁忙，環境影響亦隨之而來。根據運輸署的評估，中九龍幹線落成後，將能為現有道路起分流作用，紓緩九龍現有東西行車道路的交通擠塞情況。此外，隨着西九龍與啓德發展區的發展，橫跨九龍的交通需求將會增加。中九龍幹線將連接東西九龍，並與擬建的T2主幹路及將軍澳-藍田隧道，組成六號幹線，為這些地區提供一條快捷的主幹道路。

The proposed Central Kowloon Route (CKR) is a dual 3-lane trunk road across central Kowloon, most of which will be in the form of a tunnel.

The road traffic between West Kowloon and East Kowloon is currently served by Lung Cheung Road, Boundary Street, Prince Edward Road, Argyle Street, Chatham Road North and Gascoigne Road Flyover and etc. Many of these roads have in fact reached their traffic-carrying capacities during peak hours. These busy roads also bring about environmental problems. According to the assessment of Transport Department, CKR will provide an alternative direct route to relieve the congestion on the existing roads. Moreover, as West Kowloon and the Kai Tak Develop Area are built up, there will be increased demand for cross-Kowloon traffic. CKR will connect east and west Kowloon, and together with the proposed T2 Road and Tseung Kwan O-Lam Tin Tunnel, form Route 6 which will be a direct expressway serving these districts.

- 2) 「本人每天日間上班，傍晚修讀進修課程。來往東西九龍飽受塞車之苦。因此本人非常支持中九龍幹線的興建。可惜工程要2012年才展開，未免太遲。可否提早建造？」

"I commute to work each day and attend further education classes in the evening. I am badly affected by the traffic congestion while traveling between east and west Kowloon. I therefore support the construction of CKR. However the construction only starts in 2012, it is far too late.

Can the construction programme for the CKR be advanced?"

根據現時的計劃，中九龍幹線將會在2012年開始施工以及在2016年完工。此幹線是一項大型基建項目工程，其勘測研究及各階段設計需要較長時間。而且，幹線工程會影響一些政府及公眾設施。為確使受影響設施可以維持服務，工程開始前須先重置這些設施。

According to the current programme, CKR is planned to commence works in 2012 for completion in around 2016. It is a large-scale infrastructure project and adequate time for investigation and design is required. Moreover, the construction will affect some Government or institutional facilities. These facilities have to be reprovisioned before construction starts to ensure their services will not be interrupted.

- 3) 「中九龍幹線的走線，跟以前所唯參考路線看來相差不遠。政府承諾重新研究走線究竟用甚麼原則和方法，其實又做了甚麼樣的研究？」

"The CKR alignment seems quite similar to the so-called reference alignment in the past. The Government undertook to re-investigate the alignment from scratch. How was the investigation carried out and what work actually took place?"

在中九龍幹線勘測研究中，我們檢討了中九龍幹線過往研究曾經考慮的40多項走線建議，包括總共覆蓋九龍半島大部分地區的各個隧道或天橋方案，當中有北至界限街的方案，以及繞過尖沙咀南端的離岸方案。過程中考慮了每個方案對環境、土地和交通的影響，以及與現有道路網的接駁的優劣程度。環境方面，走線方案應盡量減少工程建造時及通車後對環境的影響。土地及交通方面，亦應避免影響民居，如避免收回私人土地和物業等，同時亦要有足夠地方連接現有公路系統，及設置一個能讓車輛往返不同方向而又符合安全標準的交匯處。檢討結果確定貫通中九龍（相對於北九龍或南九龍）的隧道方案最為可行和合適。我們再從中選出10多個初步走線方案作較深入研究，經過廣泛的公眾諮詢後，考慮公眾及相關政府部門的意見，再加上技術覆核，才訂定了現時的走線。

In CKR investigation study, we reviewed over 40 previous alignment options, including tunnel and flyover options. They covered most of Kowloon Peninsula in total, and included tunnel and flyover options as far north as Boundary Street and an offshore flyover option around the southern tip of Tsim Sha Tsui. The study took into account environmental, social and land-use impacts, and traffic connectivity. From the environment point of view, we examined whether the alignment options could be designed to limit adverse impacts during construction and operation phases on the environment. In studying land-use impacts and traffic connectivity, minimum disturbance should be achieved, e.g. To avoid the resumption of private land and property, provide sufficient space for the connection with the existing traffic system and design a safe junction which allows different traffic connections. The review found that the tunnel options across the central part of the peninsula were preferred, and recommended to adopt a tunnel option in the central Kowloon corridor (as opposed to north or south Kowloon). We then focused on 14 options in the central Kowloon band for more in-depth consideration. The CKR alignment option was selected after considering comments received from the public and relevant government departments in a series of public engagement and consultation, as well as a further technical review to examine the options.



我們重視你的意見 We Value Your Comment

如對本工程有任何疑問及意見，歡迎提供意見
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電郵 ckr@hyd.gov.hk 或 ckr@meinhardt.com.hk 或
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Should you have any comments on the project, please
send letter to 4/F Wah Ming Center, 421 Queen's Road West, Hong Kong
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我們的網站

Our website : <http://www.central-kowloon-route.com.hk>