



1-14 走線方案 Alignment Options

從交通、工程及影響評估的角度來說，較可取的方案應可接駁油麻地交匯處現已興建的連接點、主要採用隧道形式及儘量減少影響私人物業或公共設施。

提出方案 4、6、11、12、13和14是基於他們完全避免影響油麻地警署、油麻地賽馬會診所及油麻地專科診所新翼幾個社區設施。但是，方案 4、6、12、13和14會影響多座私人樓宇物業。方案11的深層隧道雖然不影響地面設施，但建造連接路須於油麻地避風塘進行填海工程。此外，方案12不能直接與油麻地交匯處連接，而方案13則與窩打老道地下大型排水道衝突並且太過接近港鐵油麻地站。

方案8、9 和10是採用分開隧道管道形式，即一方向的隧道管道跟另一方向的隧道管道離開一段距離。這個安排減少單一工程範圍，但卻需要兩個工地。經過詳細考慮，在不影響駿發花園下，東莞街和眾坊街的闊度是不足夠容納隧道管道。所以這等方案視為不可行或高風險。

方案1、2、3、5 和 7 (重新排名為走線方案A 至E，並於附頁詳細報告)是為較可行的方案。因為根據初步評估，這些方案對社區設施、私人物業、交通改道和敏感受體等方面的影響較為可處理。

我們將繼續研究落實走線方案，並會諮詢區議會及立法會。我們現正收集市民對以上研究結果和走線方案的意見，請參照“我們重視你的意見”一欄的聯絡方法，讓我們知道你的看法。

The general preferred features of an alignment option under traffic, engineering and impact assessments are that they should connect to West Kowloon Highway at the already constructed connecting points at the Yau Ma Tei Interchange, should be mainly in the form of a tunnel and affect private properties or public facilities as little as possible.

Options 4, 6, 11, 12, 13 and 14 are put forward as they totally avoid the community facilities namely the Yau Ma Tei Police Station, Yau Ma Tei Jockey Club PolyClinic and Specialist Extension. However, Options 4, 6, 12, 13 and 14 affect a number of private residential properties. Option 11 is a deep tunnel running under ground level facilities but it requires reclamation at the Yau Ma Tei Typhoon Shelter to construct connecting ramps. Option 12 cannot be directly connected to the Yau Ma Tei Interchange. Option 13 clashes with a large underground drain at Waterloo Road and is too close to the Yau Ma Tei MTR underground station.

Options 8, 9 and 10 adopt split tunnel format where the tunnel tube for one direction runs along a route some distance away from the other tube. This arrangement reduces the width of the site for construction locally but two such sites will be required. Upon further examination, Tung Kun Street and Public Square Street are not wide enough to accommodate a tunnel tube without affecting Prosperous Garden. As such these options are either not feasible or carry high risks.

Options 1, 2, 3, 5 and 7 (re - designated Alignment Options A to E and presented in detail in the attachment) are considered the more feasible options as they have manageable impacts in terms of community facilities affected, resumption of private properties, traffic disruption and proximity to sensitive receivers.

We continue to further refine these alignments to arrive at a preferred alignment with which we will consult District Councils and Legislative Council. We are now collecting public views on the findings and the alignments. **Please refer to the contact details in the “We Value Your Comment” section of this issue and let us know your comments.**

報告板 Bulletin Board

「中九龍幹線與你」公眾論壇 Central Kowloon Route and You – Public Forum
第三階段公眾論壇，詳情如下： Stage 3 Public Forum, details as follows:

日期 Date: 2008年3月15日 (星期六) 15 March 2008 (Saturday)

時間 Time: 下午2時30分至5時30分 2:30pm to 5:30 pm

地點 Venue: 梁顯利油麻地社區中心 (油麻地眾坊街60號)

Henry G Leong Yau Ma Tei Community Centre
(60 Public Square Street, Yau Ma Tei)

查詢及報名：請致電2859 0101 或電郵到 ckr@meinhardt.com.hk

For enquiries and enrolment: Please call 2859 0101 or email to ckr@meinhardt.com.hk

