

中九龍幹線及加士居道行車天橋擴闊工程 － 油麻地通訊

Central Kowloon Route & Widening of Gascoigne Road Flyover － Yau Ma Tei Newsletter

路政署
Highways
Department



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通告 Message

在本期我們將報告工程顧問在研究過程中，從眾多的走線方案選擇其中5個方案。我們歡迎你提出對研究結果的看法。

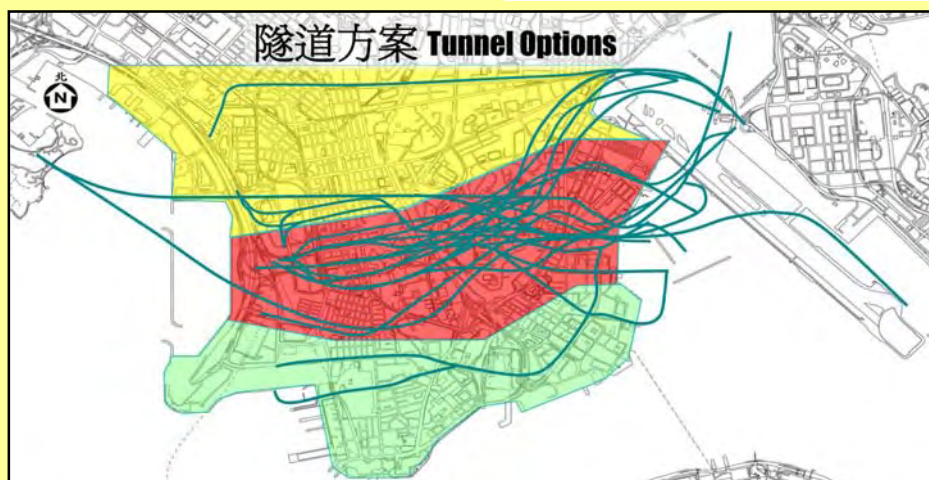
In this issue we report the Consultants' selection of 5 alignment options from different options developed. We welcome your views on the findings.

走線研究進展 Progress of Alignment Study

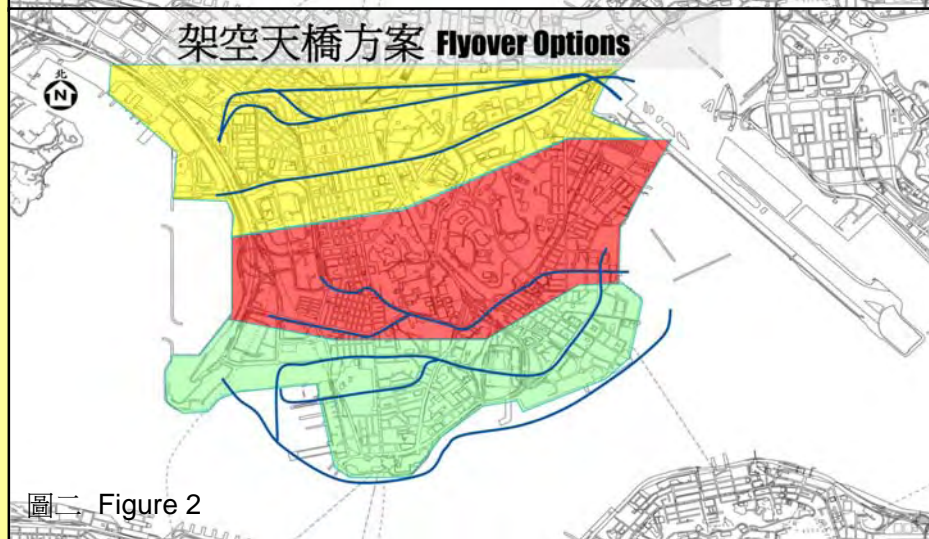
工程顧問已考慮超過40條先前走線方案，其中包括隧道及天橋方案。是次研究覆蓋九龍半島大部份地區，包括北至界限街的隧道及天橋方案，南端至尖沙咀的跨海天橋方案。圖一示隧道方案；圖二示架空天橋方案。

綜合走線設計、交通、環境及土地影響等各方面因素，研究發現貫穿九龍半島中部的隧道方案獲得最高評分，並提議採用位於九龍半島中部地區的隧道方案(紅色部份)。

及後考慮到油麻地地區的環境、社會及土地用途的影響、交通連通性和工程可行性，制定14個可行方案作更詳細的考慮。



圖一 Figure 1



圖二 Figure 2

The consultants have reviewed over 40 previous alignment options, including tunnel and flyover options. They covered most of Kowloon Peninsula, and included tunnel and flyover options as far north as Boundary Street and a flyover option across the harbour around the southern tip of Tsim Sha Tsui. The tunnel options are shown in Figure 1, and the flyover options are shown in Figure 2.

The review found that the tunnel options across the central part of the peninsula scored the highest marks overall on consideration of environmental impacts, land impacts, traffic implications, and geometric design, and recommended to adopt a tunnel options in the Central Kowloon corridor (in red).

Subsequently, taking into account environmental, social and land-use impacts, traffic connectivity and engineering feasibility, 14 options at Yau Ma Tei area were developed out for more in-depth consideration.