

中九龍幹線走線

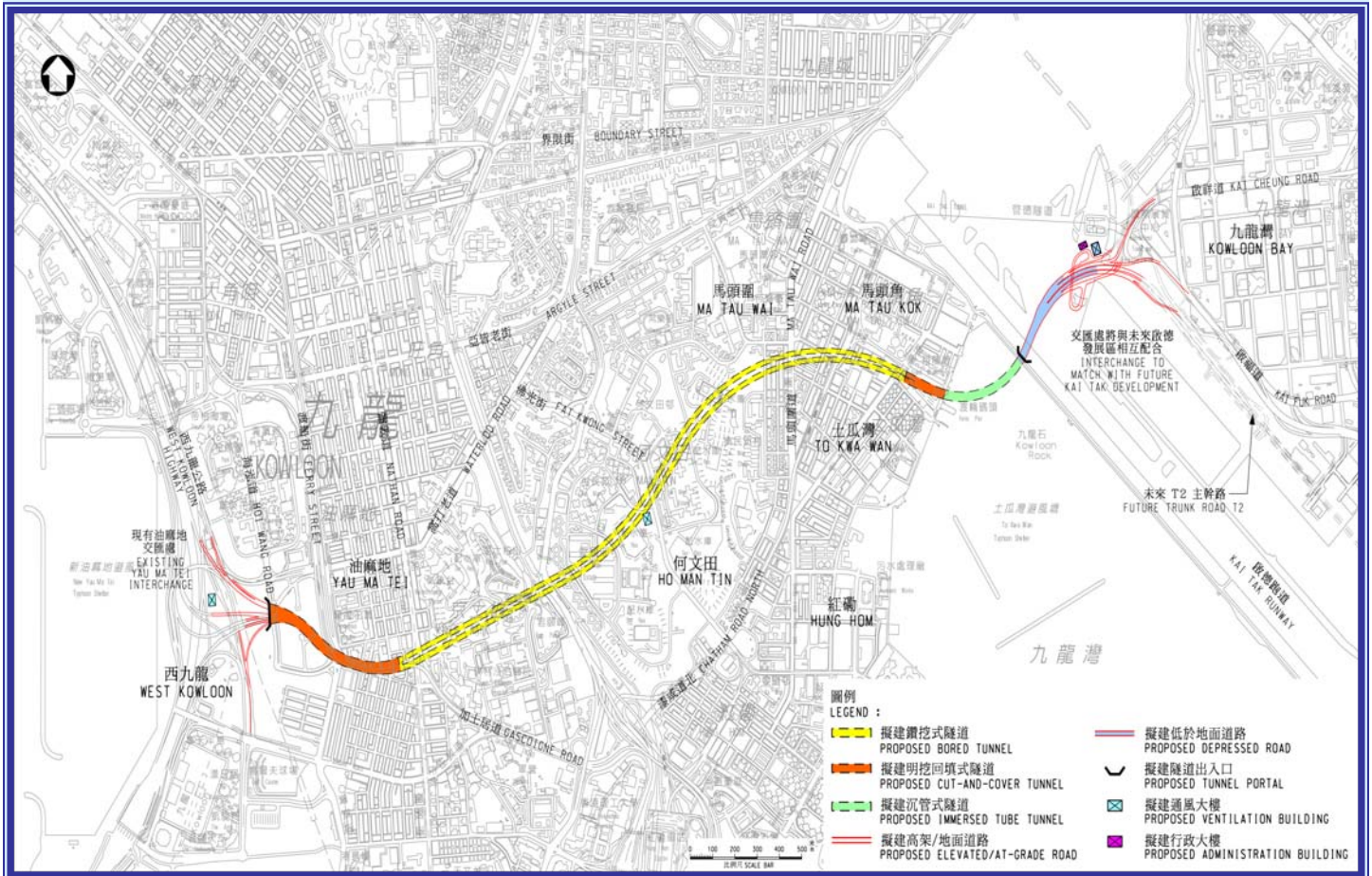
Central Kowloon Route Alignment

我們就中九龍幹線走線已諮詢油尖旺、九龍城和觀塘區議會及立法會交通事務委員會並得到他們的支持。我們正進行幹線研究的初步設計及詳細的影響評估。在中九龍幹線的研究、設計及興建的過程裏面，我們會繼續諮詢市民的意見。

首選的中九龍幹線設計，是以並行管道形式的隧道沿著甘肅街伸延（隧道口建於海泓道），再以雙鑽孔隧道進入彌敦道，並穿越港鐵觀塘線的地下隧道管道下方。在經過馬頭角海岸及進入啓德發展區中的一段較短的沉管隧道之前，何文田的一段會以鑽挖式隧道興建。走線中的隧道部分全長 3.9 公里。

We have consulted Yau Tsim Mong, Kowloon City and Kwun Tong District Councils and the Panel on Transport of the Legislative Council on the CKR preferred alignment. They generally supported the preferred alignment proposal. We have now proceeded to the preliminary design and detailed impact studies of the CKR.

The preferred alignment of CKR is a side-by-side tunnel running along Kansu Street (with the portal at Hoi Wang Road), entering into a twin-bored tunnel underneath Nathan Road, and passes below MTR Kwun Tong Line. The bored tunnel then runs under Ho Man Tin, before passing through a relatively short immersed tube tunnel under the harbour at Ma Tau Kok and emerging at Kai Tak Development. The total length of tunnel section is 3.9km. The details of alignment is indicated on pages 2 and 3 of this newsletter. CKR will be constructed by three kinds of tunnel structures namely, immersed tube tunnel, cut and cover tunnel and bored tunnel.



中九龍幹線首選走線 Preferred Alignment of Central Kowloon Route

中九龍幹線的西端將連接現有西九龍公路的油麻地交匯處。走線將與現有油麻地交匯處的行車天橋連接，沿甘肅街伸延，然後在港鐵地下隧道管道下方橫過彌敦道。這段中九龍幹線路段將大致採用明挖回填式隧道興建。

因應何文田及馬頭圍地區的地形及地質狀況，中九龍幹線的中段主要是使用深層鑽挖式隧道。

深層鑽挖式隧道，長約 2.7 公里，將深入地底基岩石層，不會影響地面的樓宇、道路及設施。

中九龍幹線東端將會連接未來 T2 主幹路、啓福道、啓祥道及擬議啓德發展區的道路網。為避免填海，九龍城碼頭與啓德跑道之間的一段中九龍幹線建議以沉管式隧道的形式建於九龍灣海床之下。

The west end of CKR will connect to the existing Yau Ma Tei Interchange of the West Kowloon Highway. The alignment route will connect with the existing flyover at Yau Ma Tei Interchange, and run along Kansu Street and beneath the MTR tunnel tube across Nathan Road. Majority of this section of CKR will be in shallow cut-and-cover tunnel.

In view of topography and geology of Ho Man Tin and Ma Tau Wai areas, the central section of CKR comprises mainly of deep bored tunnel.

The proposed bored tunnel of about 2.7 km long would run in underlying rock strata below ground and will not affect the buildings, roads and services at ground level.

The east end of CKR will connect to future Trunk Road T2, Kai Fuk Road, Kai Cheung Road and the road network of the proposed Kai Tak Development. In order to avoid reclamation, the section of CKR between Kowloon City Ferry Pier and Kai Tak Runway is proposed to be in the form of an immersed tube tunnel to be built underneath the seabed in Kowloon Bay.