

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

我們正安排公眾於2007年12月15日(星期六)參觀油麻地警署，詳情請參閱內頁。

We are arranging a visit to Yau Ma Tei Police Station on 15 December 2007 (Saturday). Please see the inner page for more details.



龍翔道的交通擠塞情況
Traffic Congestion on Lung Cheung Road



太子道的交通擠塞情況
Traffic Congestion on Prince Edward Road

「點解要起中九龍幹線？」

我們進行中九龍幹線諮詢時，普遍得到各界支持興建中九龍幹線。有些市民更希望工程加快展開。另一方面，亦有市民提出「點解要起中九龍幹線？」

每日有不少市民來往西九龍(如油麻地、旺角、佐敦等地區)及東九龍(如九龍灣、觀塘等地區)上班或上學。現時連接東西九龍的交通，除了鐵路外，地面的交通，便主要集中在龍翔道、界限街、太子道、亞皆老街、窩打老道、加士居道行車天橋及漆咸道北等路線。除龍翔道及加士居道行車天橋外，其餘的現有東西連接道路均設有多個臨街通道及交通燈控制路口，限制了這些連接道路的交通流量。

相信大家平日在繁忙時段，在以上的道路，常會遇到塞車情況。事實上，以上連接東西九龍的道路，在繁忙時間的使用量，大都已經飽和。例如，龍翔道、太子道西及界限街於繁忙時段單方向的行車量分別高達每小時4,700、3,600及3,000架次。

其實多年前已經預計有需要建造一條連接東西九龍的主要幹道，方便直接貫通東西，同時紓緩中九龍的地面交通。隨着近年交通增長和西九龍、九龍灣及將軍澳的發展，這連接東西主幹路的需要已更為迫切。未來的交通需求，相信亦會因應啓德的發展和西九文化區計劃繼續增加。

“Why do we need Central Kowloon Route?”

The Central Kowloon Route project has received general support during consultation. There are in fact requests that the works should be implemented sooner. On the other hand, we have also been asked, “Why do we need Central Kowloon Route?”

Many of us commute between districts in West Kowloon (such as Yau Ma Tei, Mongkok and Jordan, etc) and East Kowloon (such as Kowloon Bay, Kwun Tong) each day to office or school. We would have experienced quite severe traffic congestion during peak hours. The road traffic between these areas is currently served by Lung Cheung Road, Boundary Street, Prince Edward Road, Argyle Street, Waterloo Road etc. Apart from Lung Cheung Road and Gascoigne Road Flyover, the rest of these existing east-west road links have frequent frontage accesses and signal controlled junctions, which are constraining the traffic flows of these road links.

Many of these roads have in fact reached their traffic-carrying capacities during peak hours. For example, the traffic flows of Lung Cheung Road, Prince Edward Road West and Boundary Street during peak hours in a single direction can reach 4,700, 3,600 and 3,000 vehicles per hour respectively.

The need to construct a direct traffic route linking East and West Kowloon was identified over 10 years ago to cater for the cross-Kowloon traffic demand and to relieve the congestion on the existing routes in Central Kowloon. In the intervening years, traffic volume has grown and cross-Kowloon traffic demand increased as a result of development in West Kowloon, Kowloon Bay and Tseung Kwan O. The need for such a east-west route becomes imminent. The proposed development at Kai Tak and the West Kowloon Cultural District will no doubt further increase the demand for such a link.

中九龍幹線將會是一條快速公路，與東、西區海底隧道，西九龍公路，官塘繞道等公路構成一個主要幹道網。除了應付交通物流需求，亦大大拉近不同社區的距離，加強各區連繫。市民要往來其他地區上班上學、探望親友、消閑或享用文康設施，將可更快及更方便到達。

現時繁忙時間由油麻地到啓德車程約需22分鐘。中九龍幹線通車後，將可減至5分鐘。

幹線主要採用隧道形式興建，以減低對地面設施的影響。有市民關注工程計劃對社區或環保方面的影響。我們在正進行中的勘測研究會逐一評估各方面影響。研究結果將在本通訊內匯報。

The Central Kowloon Route will be a high-speed road, linking up Eastern and Western Harbour Crossings, West Kowloon Highway, Kwun Tong Bypass etc to form a major road network. Apart from meeting traffic and logistical needs, this network will help bring together and strengthen the bonds among communities in different districts. It will take shorter travel time and be more convenient when we commute across districts to office or to school, to visit families and friends, for entertainment or to take part in leisure or cultural activities.

Using the Central Kowloon Route, the travel time during peak hours from Yau Ma Tei to Kai Tak can be shortened from 22 minutes to 5 minutes only.

The Central Kowloon Route will be mainly constructed as a tunnel to reduce impacts on the existing buildings and public services. Nevertheless, there are concerns about the social or environmental impacts of the project. We will address various impacts in the Investigation study. The findings will be reported in future issues of this newsletter.



亞皆老街的交通擠塞情況
Traffic Congestion on Argyle Street

佈告板 Bulletin Board

活動 – 參觀油麻地警署

Activity – Visit to Yau Ma Tei Police Station

日期 Date : 2007年12月15日 (星期六) 15 December 2007 (Saturday)

時間 Time : 下午1時30分至5時 1:30 pm to 5:00 pm

集合地點 Assembly 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



我們重視你的意見 We Value Your Comment



「中九龍幹線及加士居道行車天橋擴闊工程-油麻地通訊」是以月刊形式出版。如對本工程有任何疑問及意見，歡迎提供意見

郵寄 香港皇后大道西421號華明中心4樓 或
電郵 ckr@hyd.gov.hk 或 ckr@meinhardt.com.hk 或
致電 2859 0101 或
傳真 2540 1580

“CKR and Widening of GRF-Yau Ma Tei Newsletter” is a monthly publication. Should you have any comments on the project, please

send letter to 4/F Wah Ming Center, 421 Queen's Road West, Hong Kong

send email to ckr@hyd.gov.hk or ckr@meinhardt.com.hk

call 2859 0101

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我們的網站

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

公眾論壇 – 你講、我講，齊齊來講

Public Forum – Let's Talk

第一階段的公眾論壇已於2007年11月10日完滿結束。

當日有80多位來自不同界別的人士參與，包括來自地區組織、商販團體、當區居民及關注團體的代表。

參與的人士大都踴躍發言，在分組討論中，大家就三個主題（一）油麻地的規劃建議、（二）對中九龍幹線的關注和（三）對油麻地的願景，表達了多樣的意見，充分體現到今次論壇「你講、我講、齊齊來講」的主題，這些意見將對中九龍幹線的規劃有莫大裨益。

The Stage 1 Public Forum was satisfactorily completed on 10 November 2007.

There were more than 80 people attended the Forum including representatives from local institutions, local groups of merchants, local residents and interested parties.

Many participants actively presented their opinions and views. During the group discussion sessions, they shared their ideas on the topics (i) Existing conditions of Yau Ma Tei, (ii) Concerns on CKR projects and (iii) Visions on Yau Ma Tei. True to the theme of the Forum "Let's Talk", many valuable ideas about the CKR project were obtained.



相片展覽 Photo exhibition



一位年青參加者正發表意見
A young participant presenting her view



參加者積極參與分組討論
Participants actively took part in group discussion



展示討論結果
Presentation of discussion results

我們將會在未來數月內舉辦第二階段及第三階段公眾論壇，歡迎有興趣的人士參與。

We will hold the Stage 2 and Stage 3 Public Forums in the coming few months. All interested parties are welcome.

油麻地，知多少？



How much do you know about Yau Ma Tei?

現時位於廣東道/眾坊街的**油麻地警署**，於1922年由上海街搬遷到現址。警署屬英國愛德華式建築。同期建成的警署有1924年落成的深水埗警署及1925年落成的旺角警署。

油麻地警署內的露天停車場原本是一個操場，作步操檢閱之用。操場後面以前是油麻地海旁，所以警署初期亦設有水警辦公室。

及後警署沿操場邊加建新翼，以應付日益繁重的警務工作需要。新翼於1957年落成。

The Yau Ma Tei Police Station moved to its present site at the corner of Canton Road and Public Square Street in 1922 from its previous site at Shanghai Street. The Station is built in Edwardian style. Other police stations constructed around that time include Sham Shui Po Police Station (1924) and Mongkok Police Station (1925).

The outdoor carpark inside the Police Station compound was originally a large open area for police parade purposes. Behind the parade ground was the Yau Ma Tei harbour front. There used to be a marine police office inside Yau Ma Tei Police Station because of its harbour side location.

An Annex Building was built in 1957 on the parade ground to meet the growing operational needs.



油麻地警署 Yau Ma Tei Police Station



新翼 Annex Building



舊翼 Original Police Station Building

油麻地最早期的主要填海工程是在那一年進行？
When was the first major reclamation project carried out in Yau Ma Tei?

答案會於下一期刊登

Answer will be posted in the next issue

上期答案：

油麻地警署舊翼是於1922年建成。

Answer for the last Issue:

The old wing of Yau Ma Tei Police Station was built in 1922.