

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



第五期 - 二零零八年二月
Issue No. 5 - February 2008

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。

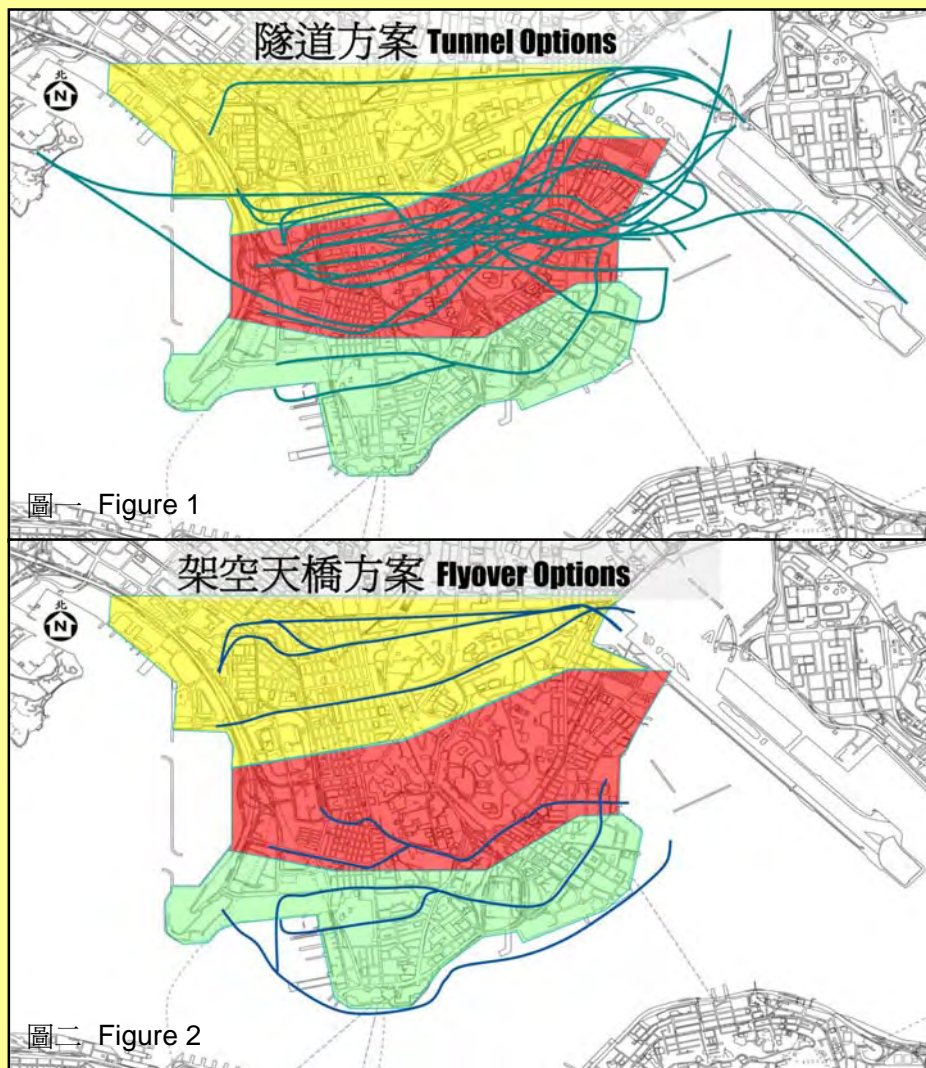
In this issue we report the Consultants' selection of 5 alignment options from different options developed. We welcome your views on the findings.

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。



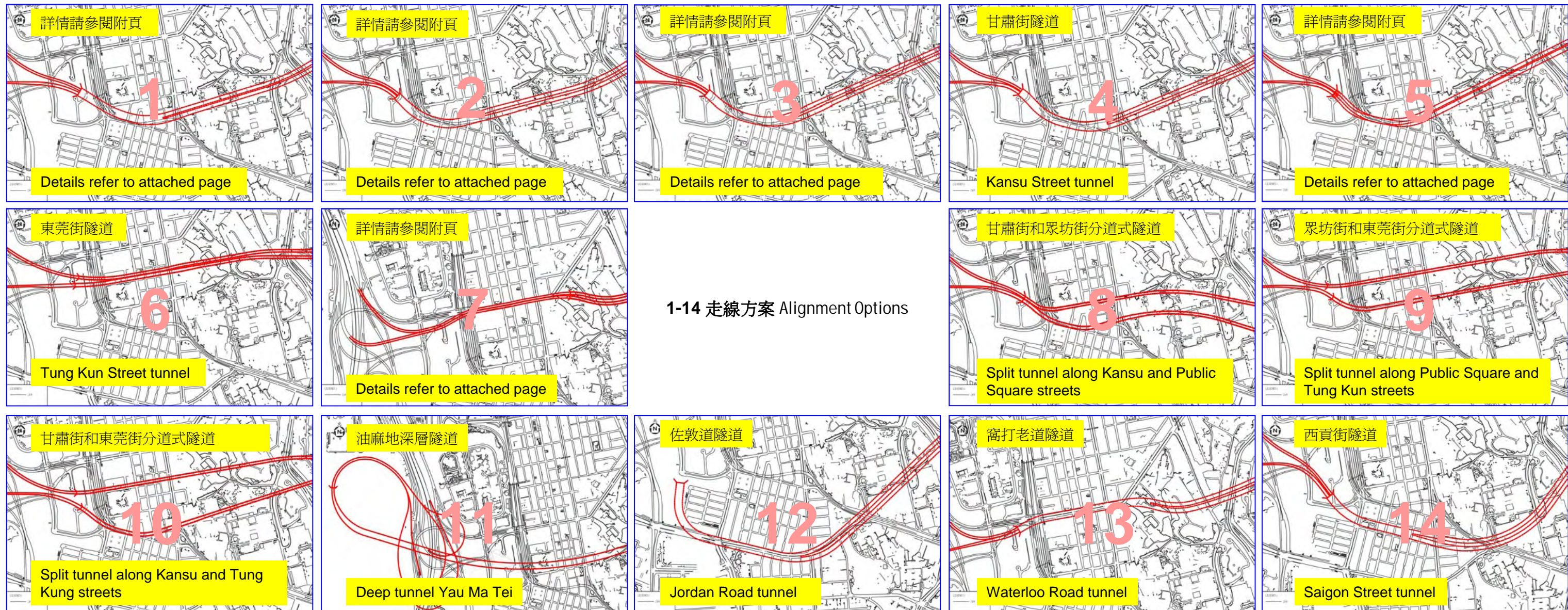
圖一 Figure 1

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.



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



第二階段公眾論壇 一同參與 齊來規劃

第二階段的公眾論壇，已於2008年1月19日舉行。

當日有超過100位公眾人士參與，包括居民、商販、業界組織、專業團體、區議員、分區委員會委員、學生、社會服務中心長者以及少數族裔人士。

各參與的人士都很踴躍發言。在分組討論環節中，大家就可持續發展原則積極討論，表達自己的意見，並詳細考慮各中九龍幹線走線方案。



Stage 2 Public Forum Let's Join Hands in Planning

The Stage 2 Public Forum was completed on 19 January 2008.

More than 100 members of the public attended the Forum including local residents, business operators, different trade associations, professional institutes, district councillors, area committee members, students, elderlys from social service centre as well as ethnic minority.

The participants all actively voiced out their opinions and views. During the group discussion sessions, they dynamically shared their ideas on the topics about sustainability development principles, and considered the proposed alignments of CKR.



油麻地，知多少？上期答案

How much do you know about Yau Ma Tei? Answer for the last Issue

榕樹頭

Yung Shu Tau

我們重視你的意見 We Value Your Comment



我們的網站

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

「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

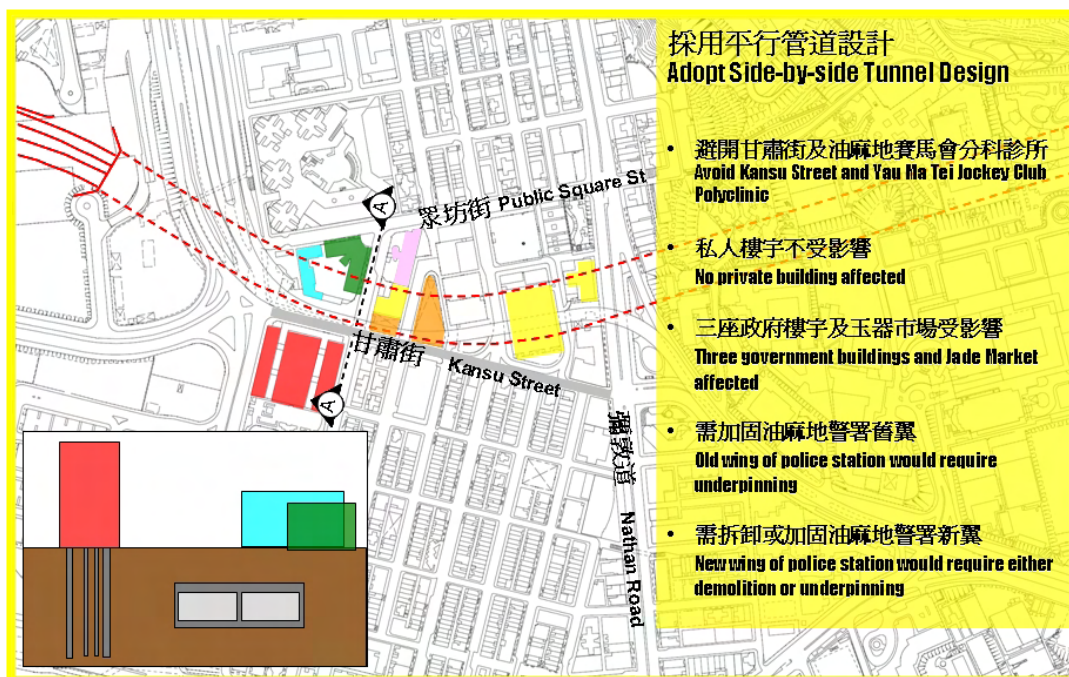
send email to ckr@hyd.gov.hk or ckr@meinhardt.com.hk
call 2859 0101
fax to 2540 1580



中九龍幹線及加士居道行車天橋 擴闊工程 – 油麻地通訊

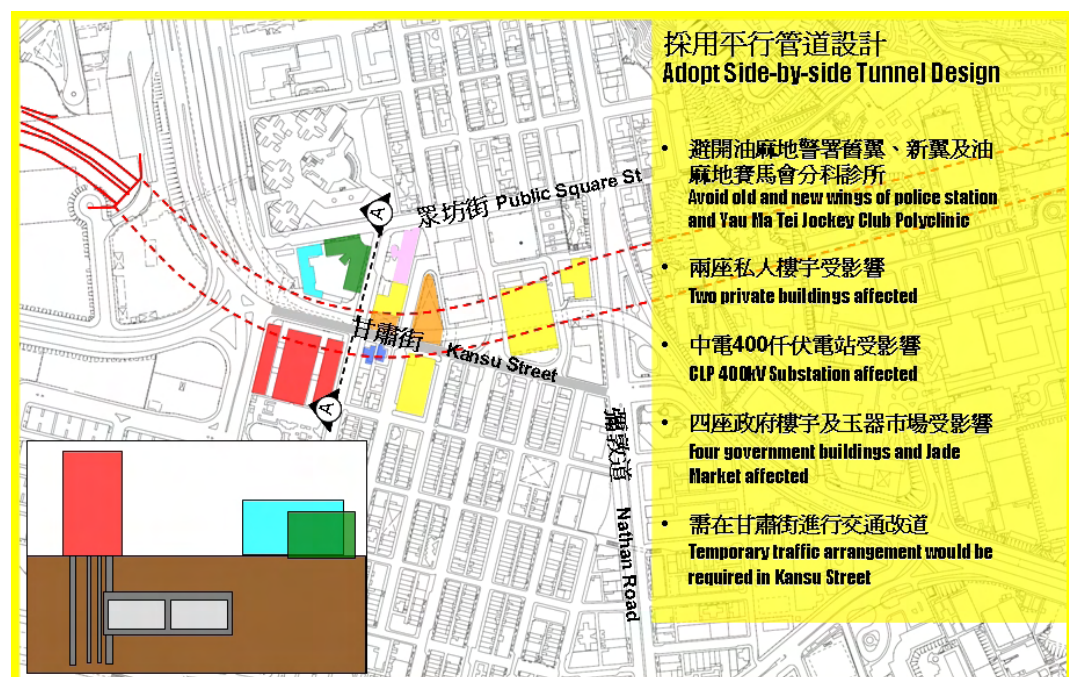
Central Kowloon Route & Widening of Gascoigne Road Flyover – Yau Ma Tei Newsletter

Attachment



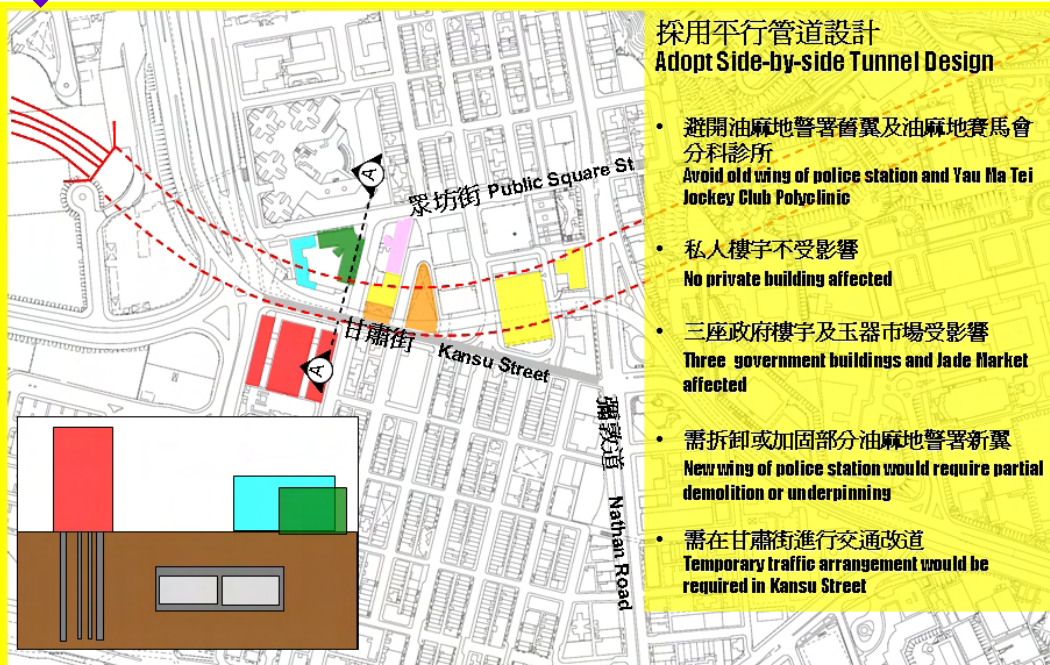
走線方案 A Alignment Option A

走線避開甘肅街
Alignment avoids Kansu Street



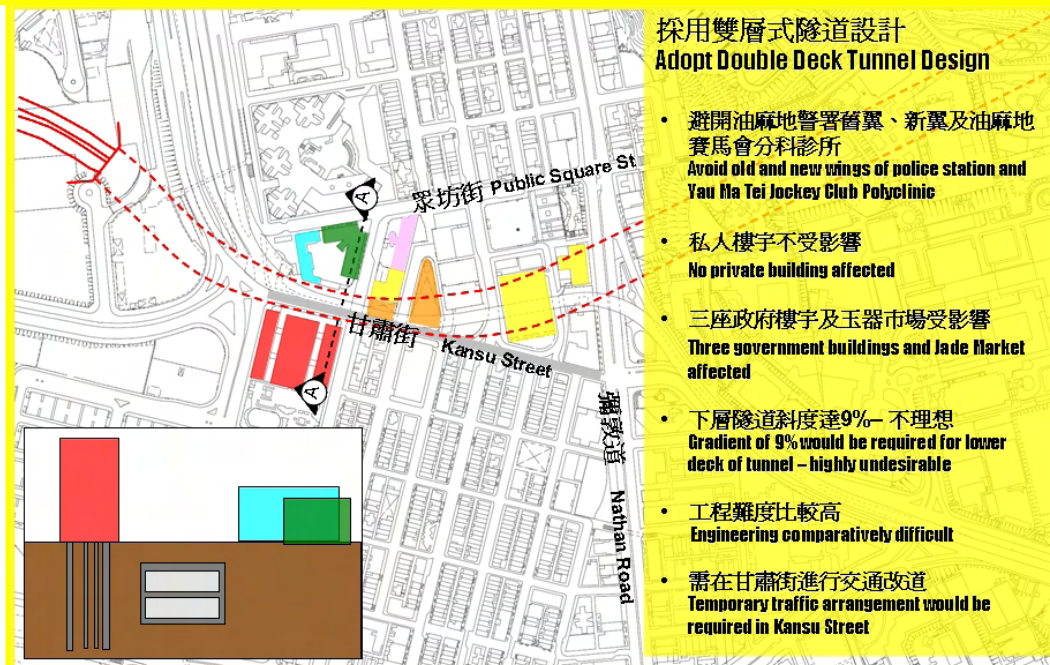
走線方案 B Alignment Option B

走線避開油麻地警署新舊翼
Alignment avoids old and new wings of police station



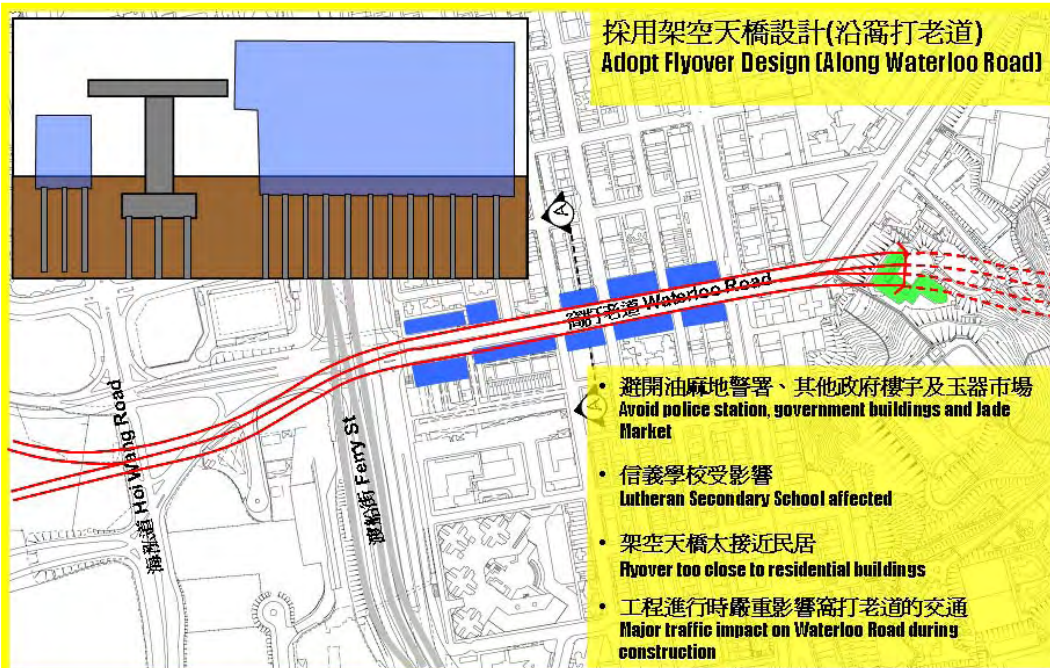
走線方案 C Alignment Option C

走線避開油麻地警署舊翼
Alignment avoids old wings of police station



走線方案 D Alignment Option D

雙層式隧道
Double deck tunnel



走線方案 E Alignment Option E

沿窩打老道架空天橋
Flyover scheme along Waterloo Road