

中九龍幹線通訊

Central Kowloon Route Newsletter

路政署



Highways
Department



第二十三期 - 二零零九年八月
Issue No. 23 - August 2009

油麻地本土及社會影響評估

Yau Ma Tei Local Culture and Social Impact Assessment

通告 Message

中九龍幹線的油麻地本土文化及社會影響評估經已分別完成。

我們將會在今期通訊介紹本土文化影響評估報告。

Both the CKR local culture and social impact studies on Yau Ma Tei have been completed.

In this issue, we will introduce the impact assessment of CKR on Yau Ma Tei local culture.

油麻地是一個歷史悠久和擁有很多本土文化的地方，當中更有榕樹頭文化之稱。中九龍幹線工程可能會為這個獨有的本土文化及生活特色帶來影響。而且，由於公共設施須要重置、接近居住及工作的地方、影響交通及運輸、和土地用途重整，因此，中九龍幹線工程與油麻地市民是有著緊密的連繫。

在中九龍幹線工程的勘測研究中，路政署委派香港大學嘉道理研究中心就中九龍幹線工程可能帶來的本土文化及社會影響作出評估。

The Yau Ma Tei area has a long history and is rich in local culture, sometimes known as Yung Shu Tau culture. The Central Kowloon Route (CKR) project may impact on this unique local culture and lifestyle. Also, the CKR project will involve close interface with the public at Yau Ma Tei because of the need for reprovisioning community facilities, proximity to urban residential areas and work places, traffic and transport implication and land-use restructuring opportunities.

Under the CKR investigation study, Highways Department appointed Kadoorie Institutes of the University of Hong Kong to conduct local cultural study & social impact assessment to examine the socio-cultural impacts that the CKR may bring.



研究方法：

- 資料研究、實地考慮歷史背景、建築形式、人口統計學、地區特色及現有土地用途；
- 集合有關地區文化的意見及透過公眾論壇在各地區持份者中得到的遠景、當中包括28個深入訪問及23個口述歷史訪問和調查，及；
- 收集專家意見及識別社區資本

油麻地的本土文化 YMT Local Culture

油麻地是九龍其中一個最早期的華人聚居地，至今仍然保存不少具建築和文化價值的古蹟，包括天后廟、油麻地警署大樓、前水務署抽水站工程師辦公室，以及油麻地果欄，它們都反映著油麻地的發展和特色。

區內地區商業活動是香港和東亞地區重要的非物質文化遺產。不少具特色的商業活動，如廟街夜市和大排檔、玉器市場、水果批發市場及餐館、廚具、佛具和傳統婚禮用品店舖等，均有助勾畫出油麻地的獨特文化並增強地區的活力。

油麻地的人口十分多元化，包括本地居民和其他少數族裔。油麻地也是其中一個受歡迎的著名旅遊景點。

Yau Ma Tei was one of the earliest Chinese settlements in Kowloon and a number of architecturally and culturally significant monuments can be found within Yau Ma Tei. These include the Tin Hau Temple, Yau Ma Tei Police Station, the Engineer's Office of the Former Water Pumping Station, and the Wholesale Fruit Market – all reflect Yau Ma Tei's development and character in great detail.

Local businesses within the district have always played a significant role within Hong Kong and the East Asia as an intangible heritage. Some of these appealing activities such as the night market at Temple Street and roadside dining, the Jade Market, the Wholesales Fruit Market, and local businesses which include shops for cutlery, kitchenware, Buddhist goods, wedding accessories, all help identifying culture of Yau Ma Tei and add vibrancy to the area.

Yau Ma Tei is home to a diverse population including local Hong Kong citizens and ethnic minorities. It is one of favourite and famous tourism attractions.

影響 Impact

中九龍幹線帶來的顯注影響包括：清拆現時九龍政府合署和多層停車場、搬遷郵政局、圖書館、自修室和社會福利署的社會保障辦事處、以及可能影響分科診所和美沙酮診所。由於油麻地人口老化，醫療需求很大，故此有關設施必須及早重置。中九龍幹線工程亦會臨時搬遷廟街的路邊攤檔，影響玉器市場和廟街北小販的生意。工程期間亦無可避免地滋擾油麻地的居民和遊客，繼而影響生活素質。另外，中九龍幹線會影響油麻地的歷史和文化資產，例如油麻地警署新翼和操場、廟街夜市，以及在榕樹頭的粵劇演唱和風水占卜算命攤檔等，如不小心保育，又或者重置安排不善，這些特色就會消失。

居民和持份者在三個階段的公眾參與過程中取得有關工程的資料，繼而透過此平台積極參與規劃和設計中九龍幹線走線以及重置受影響設施的安排。儘管參與者擔心工程滋擾環境並影響油麻地的社會經濟活動，但許多持份者亦同意工程後的土地利用安排能加強連繫社區設施和社會資產。一連串的公眾參與活動減輕了居民和持份者對工程的疑慮和訂立保育區內文化特色的方向。

Some of the most notable impacts that CKR may bring include the demolition of current Kowloon Government Offices and the Multi-storey Car Park Building. The post office, library, study room, and social security office of the Social Welfare Department will be relocated. Specialist clinic and methadone clinic may also be affected. Medical care is in heavy demand since Yau Ma Tei possesses an old and ageing population. Such facilities need to be re-provisioned urgently. Business operators of the Jade Market and hawkers/stalls of northern Temple Street will be temporarily affected as well due to CKR's involvement in displacing street-side stalls. Nuisance during construction will also inevitably have effects on quality of life for residents and visitors in Yau Ma Tei. Besides, this project will affect historical and cultural assets such as the new wing of Yau Ma Tei Police Station and its compound, Temple Street Market stalls, Chinese opera singing and fortune-telling at Yung Shu Tau. These aspects were threatened to be vanished if they are not conserved, or if the relocation operation is not managed satisfactorily.

A three-stage public engagement approach was taken where locals and stakeholders were involved in planning and design of the CKR alignment and the to-be-provisioned land area. Participants were provided with discussion platform to obtain project information and to participate actively. They voiced concerns over environmental nuisance and possible impacts to the socio-economic activities and artifacts in Yau Ma Tei. However, many stakeholders have come to an agreement that despite the negatives, there will be a better linkage between social facilities and assets after the re-structuring of land. A series of public engagement exercise have eased fears amongst the local population and stakeholders and has confirmed the way forward for the conservation of various local cultural attributes.

本土文化
Local
Impact

Study methodology :

- desktop study, field visits to research history, built-form, demographics, local characteristics and current land-use;
- gathering views on local culture and aspiration from local stakeholders through public forums, in-depth (28 stakeholders) or oral history (23 tradition business operators) interviews and surveys ;and
- acquiring expert view and identification of social capitals.

建議 Recommendations

- 強化地區資源，方法包括：一) 避免清拆古物和影響傳統活動；二) 增強本土特色和可持續性；三) 採取措施以紓緩古物或傳統活動受影響的程度。
- 綜合規劃可將新舊區連繫，從而產生協同效應以促進社區共融和改善地區形象。為確保中九龍幹線項目得以成功進行，在工程動工前必須訂立周詳的重置規劃。
- 繼續與公眾和持份者的公開對話，並依從可持續發展原則減少工程的影響。
- enhance local culture and heritage assets of the district by a) avoiding demolition of artefacts and disturbance to traditional activities; b) enhancing local characters for sustainability; and c) providing mitigation measures when any disturbances occur.
- An integrated plan should be used to link up old and new areas to achieve synergy effects to boost the district's integration and image. Proper relocation plans need to be considered carefully before the project commences, while ensuring that the CKR project is successful.
- Maintain engagement with the public and stakeholders. Appropriate measures based on sustainable principles need to be taken to ensure that necessary construction will not unnecessarily deteriorate the environment.

文化影響評估 Cultural Impact Assessment



有關本土文化影響評估的行政摘要已上傳到中九龍幹線網站供市民參閱。
The executive summary has been uploaded to project website for reference by public.

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

中九龍幹線信箱 CKR Letter Box

「中九龍幹線通訊」發行以來，我們從不同途徑收到很多關心中九龍幹線計劃的市民的提問。我們希望透過中九龍幹線信箱一欄解答一些比較常見或受關注的問題。

We have received many queries from readers who are concerned about the CKR project. In this column we hope to share with you some questions that are frequently asked or are of common concern.

- 1) 「香港地少，人多車多。現時道路網及公共交通都很齊全。為何又建議發展中九龍幹線呢？」

“HK is a small place, densely populated with busy roads. The road network and public transport system are already well developed. Why is there a need to build the CKR?”

擬建的中九龍幹線是一條雙程三線、貫通東西九龍的主幹路，其中大部分為隧道。

九龍東西方向交通現時主要依靠龍翔道、界限街、太子道西、亞皆老街、漆咸道北及加士居道行車天橋等連接道路，這些道路的容車量，大部分在繁忙時間已達飽和。道路交通繁忙，環境影響亦隨之而來。根據運輸署的評估，中九龍幹線落成後，將能為現有道路起分流作用，紓緩九龍現有東西行車道路的交通擠塞情況。此外，隨着西九龍與啓德發展區的發展，橫跨九龍的交通需求將會增加。中九龍幹線將連接東西九龍，並與擬建的T2主幹路及將軍澳-藍田隧道，組成六號幹線，為這些地區提供一條快捷的主幹道路。

The proposed Central Kowloon Route (CKR) is a dual 3-lane trunk road across central Kowloon, most of which will be in the form of a tunnel.

The road traffic between West Kowloon and East Kowloon is currently served by Lung Cheung Road, Boundary Street, Prince Edward Road, Argyle Street, Chatham Road North and Gascoigne Road Flyover and etc. Many of these roads have in fact reached their traffic-carrying capacities during peak hours. These busy roads also bring about environmental problems. According to the assessment of Transport Department, CKR will provide an alternative direct route to relieve the congestion on the existing roads. Moreover, as West Kowloon and the Kai Tak Develop Area are built up, there will be increased demand for cross-Kowloon traffic. CKR will connect east and west Kowloon, and together with the proposed T2 Road and Tseung Kwan O-Lam Tin Tunnel, form Route 6 which will be a direct expressway serving these districts.

- 2) 「本人每天日間上班，傍晚修讀進修課程。來往東西九龍飽受塞車之苦。因此本人非常支持中九龍幹線的興建。可惜工程要2012年才展開，未免太遲。可否提早建造？」

"I commute to work each day and attend further education classes in the evening. I am badly affected by the traffic congestion while traveling between east and west Kowloon. I therefore support the construction of CKR. However the construction only starts in 2012, it is far too late.

Can the construction programme for the CKR be advanced?"

根據現時的計劃，中九龍幹線將會在2012年開始施工以及在2016年完工。此幹線是一項大型基建項目工程，其勘測研究及各階段設計需要較長時間。而且，幹線工程會影響一些政府及公眾設施。為確使受影響設施可以維持服務，工程開始前須先重置這些設施。

According to the current programme, CKR is planned to commence works in 2012 for completion in around 2016. It is a large-scale infrastructure project and adequate time for investigation and design is required. Moreover, the construction will affect some Government or institutional facilities. These facilities have to be reprovisioned before construction starts to ensure their services will not be interrupted.

- 3) 「中九龍幹線的走線，跟以前所唯參考路線看來相差不遠。政府承諾重新研究走線究竟用甚麼原則和方法，其實又做了甚麼樣的研究？」

"The CKR alignment seems quite similar to the so-called reference alignment in the past. The Government undertook to re-investigate the alignment from scratch. How was the investigation carried out and what work actually took place?"

在中九龍幹線勘測研究中，我們檢討了中九龍幹線過往研究曾經考慮的40多項走線建議，包括總共覆蓋九龍半島大部分地區的各個隧道或天橋方案，當中有北至界限街的方案，以及繞過尖沙咀南端的離岸方案。過程中考慮了每個方案對環境、土地和交通的影響，以及與現有道路網的接駁的優劣程度。環境方面，走線方案應盡量減少工程建造時及通車後對環境的影響。土地及交通方面，亦應避免影響民居，如避免收回私人土地和物業等，同時亦要有足夠地方連接現有公路系統，及設置一個能讓車輛往返不同方向而又符合安全標準的交匯處。檢討結果確定貫通中九龍（相對於北九龍或南九龍）的隧道方案最為可行和合適。我們再從中選出10多個初步走線方案作較深入研究，經過廣泛的公眾諮詢後，考慮公眾及相關政府部門的意見，再加上技術覆核，才訂定了現時的走線。

In CKR investigation study, we reviewed over 40 previous alignment options, including tunnel and flyover options. They covered most of Kowloon Peninsula in total, and included tunnel and flyover options as far north as Boundary Street and an offshore flyover option around the southern tip of Tsim Sha Tsui. The study took into account environmental, social and land-use impacts, and traffic connectivity. From the environment point of view, we examined whether the alignment options could be designed to limit adverse impacts during construction and operation phases on the environment. In studying land-use impacts and traffic connectivity, minimum disturbance should be achieved, e.g. To avoid the resumption of private land and property, provide sufficient space for the connection with the existing traffic system and design a safe junction which allows different traffic connections. The review found that the tunnel options across the central part of the peninsula were preferred, and recommended to adopt a tunnel option in the central Kowloon corridor (as opposed to north or south Kowloon). We then focused on 14 options in the central Kowloon band for more in-depth consideration. The CKR alignment option was selected after considering comments received from the public and relevant government departments in a series of public engagement and consultation, as well as a further technical review to examine the options.



我們重視你的意見 We Value Your Comment

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

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 or
call 2859 0101 or
fax to 2540 1580

我們的網站

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