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中九龍幹線 – 九龍城地區的建造工程及馬頭角海濱城市設計研究

Central Kowloon Route – The construction works in Kowloon City Area and Ma Tau Kok Waterfront Urban Design Study

公眾關注 Public's Concerns

在2009年7月18日舉行的中九龍幹線九龍城地區的建造工程及馬頭角海濱城市設計研究的公眾論壇，我們從公眾收集到許多對走綫方案、有關保護海港條例和填海安排、及工程對環境影響的意見及提問。我們現正詳細研究公眾的問題及意見，希望工程能盡量減少對公眾的影響。我們希望繼續與居民溝通和會面，回應公眾的意見及提問。當日公眾論壇收集到的意見，大致的關注是：中九龍幹線的走綫、有關保護海港條例和臨時填海安排及工程在馬頭角一帶對環境的影響。我們將會在今期及日後的通訊回答有關公眾提出的關注及問題。

During the public forum “Central Kowloon Route – The construction works in Kowloon City Area and Ma Tau Kok Waterfront Urban Design Study” held on 18 July 2009, participants have raised many questions about alignment options, on Protection of Harbour Ordinance and reclamation arrangements and impacts on the environment by the CKR project. We are now reviewing the public's comments and questions in details with a view to minimising the impacts to the public. We hope to continue our communication with the public to answer their questions and respond to their comments. Major questions and comments received during the public forum are determination of CKR alignment, the Protection of Harbour Ordinance and the arrangements for the required temporary reclamation, as well as the impacts on the environment in the Ma Tau Kok area. We would like to respond the questions and concerns raised in this newsletter and the forthcoming issues of newsletter.



在公眾論壇，收集到的問題或建議
Questions or comments received during the public forum



路政署代表解答公眾的提問
Highways Department's Representatives answered questions from public

如何擬定中九龍幹線的首選走綫？

How to determine the preferred alignment of CKR?

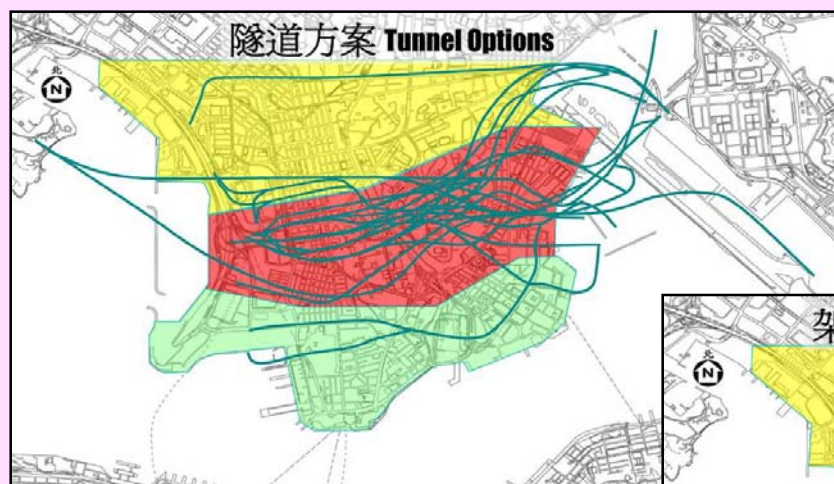
中九龍幹線項目早於90年代展開，計劃建造一條連接九龍東西的隧道以解決九龍的交通擠塞問題。有關中九龍幹線的勘測研究已於2007年8月展開，在研究當中，我們檢討了過往中九龍幹線研究曾經考慮的40多項走綫建議，包括覆蓋九龍半島大部分地區的隧道及天橋方案。檢討走綫建議時，已考慮了每個方案對環境、土地和交通的影響，以及與現有道路網的接駁。環境方面，走綫方案應盡量減少工程建造時及通車後對環境的影響。土地及交通方面，亦應避免影響民居，如避免收回私人土地和物業等，同時亦要有足夠地方連接現有公路系統，及設置一個能讓車輛往返

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的隧道方案最為可行和合適。而考慮在馬頭角及九龍灣的走線方案時，我們要留意較淺地底石層的範圍，以便大部分的隧道可在堅固的石層內採用深層鑽挖方法興建，以避免清拆私人樓宇。同時，有關方案如涉及臨時填海亦須遵守保護海港條例的要求。

我們採用了公眾參與策略去訂定現時的首選走線，至今，項目曾考慮超過40條走線並已向外公布，過往多次論壇亦有諮詢公眾，而有關資料亦上載至項目的網站，而網站每月的瀏覽率超過9000次，我們希望公眾瀏覽網頁和發表寶貴意見。

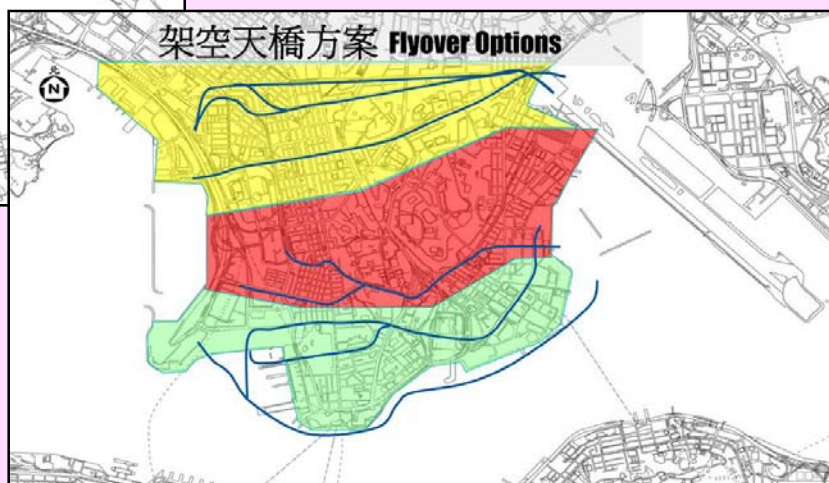
The planning of CKR, a tunnel linking East Kowloon and West Kowloon, was started in the 1990s to solve traffic congestion problems in Kowloon. Highways Department commissioned the investigation study of CKR project in August 2007. In the study, we have reviewed over 40 previous CKR alignment options, 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 review has considered environmental impacts, lands and traffic implications and traffic connectivity with existing road network of each alignment option. For the environmental consideration, the alignment option should minimize any impacts during the construction and after the commissioning of the project. For lands and traffic consideration, the option should avoid affecting residents such as land resumption, and it should have enough area to connect and commute with existing road network in comply with the road safety standards. The review found that the tunnel options across the central part of Kowloon is the most feasible and preferred option. In consideration of the alignment options at Ma Tau Kok and Kowloon Bay, we have to identify the layout of shallow underlying rock stratum so that the main tunnel portion would be constructed by deep bored tunneling method in hard rock strata. This could avoid demolition of private premises. Also, the options should comply with the Protection of Harbour Ordinance for any necessary temporary reclamation scheme.

We adopted public engagement strategy in the alignment selection process. Over 40 alignment options have been reviewed and made public for discussion at previous public forums. Details are available at the project website which has a browsing rate of over 9,000 times per month. We hope that public will visit the website and give valuable comments to us.



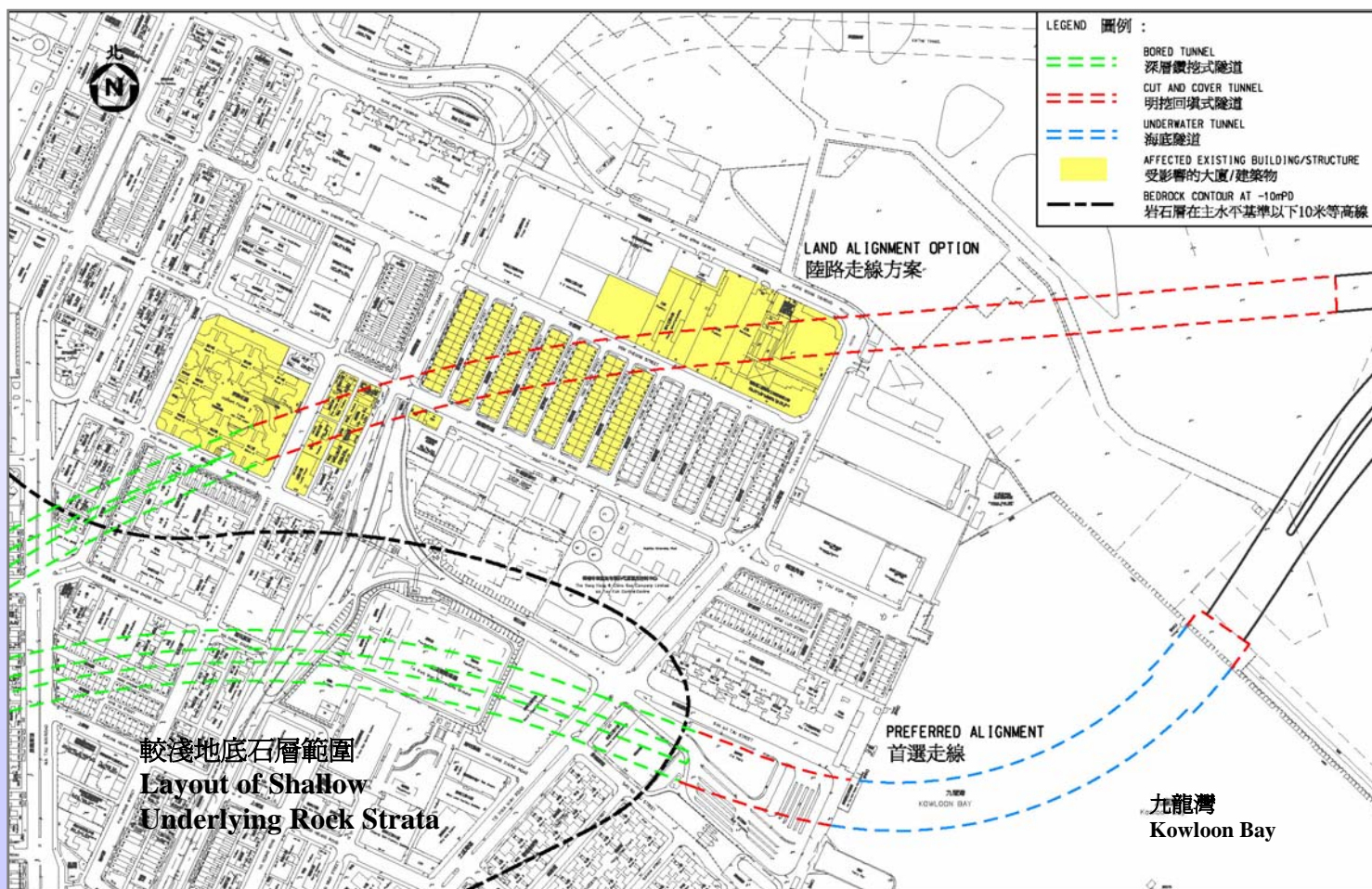
過往研究的走線方案，包括隧道方案及天橋方案，詳情可參閱工程網站。

Previous reviewed alignment options, including tunnel options and flyover options. For details, please refer to project website.



路政署亦曾研究可避免臨時填海的陸路走線，包括經土瓜灣道、馬頭角地區、木廠街等連接到啓德發展區的走線方案。由於土瓜灣道、馬頭角、木廠街一帶的石層較深，建造隧道時需要採用明挖回填方法從地面向下挖掘，將會影響街道兩旁的工廠大廈、住宅及居民，牽涉影響大量私人物業。再者，清拆及建築工程會產生重大環境及交通影響等問題，故此在技術上並不可行。

Highways Department has also reviewed the land alignment options that does not require temporary reclamation, including the one via To Kwa Wan Road, Ma Tau Kok area and the Mok Cheong Street to connect with the Kai Tak Development Area. However, since rock head level in the above areas is at a relatively deep level, cut-and-cover tunnel construction method with excavation from the ground to the tunnel bottom will be required. This method will affect the buildings along both sides of the roads and thus affecting lots of private property. Moreover, a large extent of demolition and construction works will have great impacts on the environmental and traffic. Therefore, this option is technically infeasible.

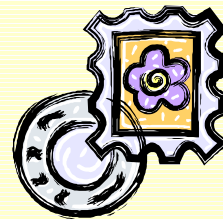


陸路方案，會影響私人建築物及需要收回私人土地。
Land option will affect a number of private buildings which may require resumption.

在土瓜灣、馬頭角一帶，建有大量及密集的建築物，如選擇陸路方案，需要拆卸大量的建築物，以興建明挖回填式隧道。

Buildings are densely located in To Kwa Wan and Ma Tau Kok area. If choosing the land alignment, it will require demolition of substantial number of these buildings for constructing the cut-and cover tunnel.





1) 從貴通訊得悉中九龍幹線的首選走線，知道須要在大廈密集的九龍市區下興建隧道，請問工程有需要拆卸私人樓宇嗎？

From the Newsletter, it is noted the CKR preferred alignment will involve tunnel construction under many buildings Kowloon, will demolition of private properties be required?

在考慮中九龍幹線的走線時，首要考慮因素是一條對現有設施及私人物業，特別是歷史樓房及住宅影響比較少的走線。而現在的首選路線所涉及的樓房拆卸只包括三座政府大樓（油麻地專科診所、油麻地多層停車場及九龍政府合署）並無私人樓房需要拆卸。

In selecting the alignment of CKR, consideration is given to options that would minimize effects on existing facilities and private properties, particularly historic buildings and residential buildings. The preferred alignment only requires demolition of three Government building (Yau Ma Tei Specialist Clinic Extension, Yau Ma Tei Multi-Storey Carpark Building and Kowloon Government Offices) and no private properties are to be demolished.

2) 本人是油麻地居民，油麻地警署已是區內的重要地標，請問工程會影響油麻地警署嗎？

I am a resident of Yau Ma Tei, Yau Ma Tei Police Station has become a landmark of the district, will the YMT Police Station be affected by the CKR project?

油麻地警署是屬於第3級歷史建築，亦是認知的本地地標之一。因此，保育油麻地警署是發展中九龍幹線西面工程當中主要的一環。現有首選路線的安排將可以同時保存油麻地警署新翼及舊翼。雖然新舊翼都得到保留，但工程仍會影響警署的正常運作，當中受影響的部份將會重置到新建造的大樓。

The Yau Ma Tei Police Station is a Grade 3 Historic Building and has been recognized as one of the most significant local landmarks. The preservation of the Police Station has been a major theme in developing the alignment options at the western end. The preferred alignment of CKR allows both the old wing and new wing of the Yau Ma Tei Police station to be preserved. Although the building could be preserved, the police operation will still be affected by the CKR construction and will be relocated to new premises.

3) 停止原有油麻地警署的運作會對油麻地地區的警務造成影響嗎？

Upon decommissioning of the YMT Police Station, will the police service in YMT area be affected?

新設置位於海泓道的油麻地警署分局是一座現代化的大樓，將會提升區內的警務效能。在區內行人網絡的改善下，此大樓亦會是在原有警署可步行到的範圍之內以方便居民。為確保警務運作正常，路政署亦在研究設立報案中心於現有警署或其附近。

The new YMT Divisional Police Station near Hoi Wang Road is a modernized building and should in fact enhance police services in the area. It is also within walking distance from the original Station compound, with the pedestrian network in the area improved to facilitate users. HyD are also examining the incorporation of a Police Reporting Centre at or near the original Station compound to retain police presence in the vicinity.



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>

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
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fax to 2540 1580