



第二十六期中九龍幹線通訊 Issue No. 26 - Central Kowloon Route (CKR) Newsletter

中九龍幹線展開第二期公眾參與

各位讀者，大家好！很高興和你們再次見面。路政署在2007年展開中九龍幹線的勘測及初步設計工作，並同時展開第一期公眾參與，收集公眾對中九龍幹線的意見。第一期公眾參與活動在2009年完成。我們在過往共出版了25期的《中九龍幹線通訊》，匯報公眾參與活動的進展及有關中九龍幹線勘測及初步設計工作的主要事項。

我們已參考公眾意見，制定中九龍幹線的走線及受工程影響的公共設施的大體重置安排，並已獲立法會交通事務委員會、相關的區議會及公眾人士普遍支持。中九龍幹線的勘測及初步設計在2010年完成。我們在2011年委聘顧問，進行中九龍幹線的詳細設計及制定施工安排。由於詳細設計工作已取得顯著的進展，我們將進行第二期的公眾參與活動，以就詳細設計及施工安排諮詢公眾。為配合第二期的公眾參與活動，我們現重新出版《中九龍幹線通訊》，以定期向市民提供項目的最新資訊，並繼續作為與公眾溝通的渠道。

第二期的公眾參與包括公眾論壇、焦點小組會議及巡迴展覽。我們誠意邀請公眾踴躍參與各項活動，並發表意見。

Second Phase of Public Engagement for CKR to Start

Dear readers, we are delighted to meet you again. Highways Department (HyD) started the Investigation and Preliminary Design (I&PD) Assignment of Central Kowloon Route (CKR) in 2007 and conducted public engagement activities in parallel to collect public views on CKR. The first phase of public engagement was completed in 2009. We have previously published 25 issues of the CKR Newsletter to report on the progress of public engagement activities and major issues relating to the investigation and preliminary design of CKR.

We have already drawn up the alignment of CKR and the general arrangements for reprovisioning of the affected facilities taking into account public feedback and have obtained the general support of the Legislative Council Panel on Transport, the concerned District Councils and the public for these proposals. The I&PD assignment was completed in 2010. We engaged consultants in 2011 to undertake the detailed design for CKR and to work out the construction arrangements. Since notable progress has been achieved on the detailed design, we will conduct the second phase of public engagement to collect public views on the detailed design and construction arrangements. To complement the second phase of public engagement, we resume the publication of the CKR Newsletter to regularly report the latest information on the project and continue to serve as a communication channel with the public.

The second phase of public engagement will include public forums, focus group meetings and roving exhibitions. We cordially invite the public to actively participate in the public engagement activities and express their views.

請踴躍參加
Please participate



請致電

2762-3601

預先登記

Please register by
calling 2762-3601

公眾論壇 油尖旺區[#] Public Forum – Yau Tsim Mong

12 2013年1月12日(星期六)
12 January 2013 (Sat) 下午2時半至5時半
2:30pm - 5:30pm

東莞同鄉會方樹泉學校
Tung Koon District Society Fong Shu Chuen School
油麻地東莞街43號
43 Tung Kun Street, Yau Ma Tei



公眾論壇 九龍城區[#] Public Forum – Kowloon City

19 2013年1月19日(星期六)
19 January 2013 (Sat) 下午2時半至5時半
2:30pm - 5:30pm

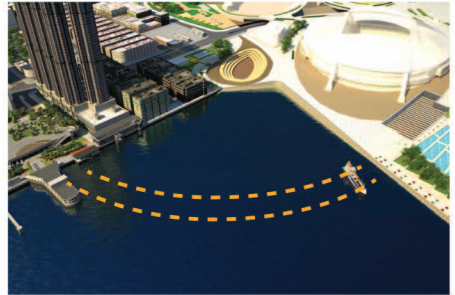
新亞中學
New Asia Middle School
土瓜灣農圃道6號
6 Farm Road, Tokwawan



九龍灣臨時填海專題討論[#] Public Forum for Temporary Reclamation in Kowloon Bay

2 2013年2月2日(星期六)
2 February 2013 (Sat) 下午2時半至5時半
2:30pm - 5:30pm

香港生產力促進局
Hong Kong Productivity Council
九龍塘達之路78號
78 Tat Chee Avenue, Kowloon Tong



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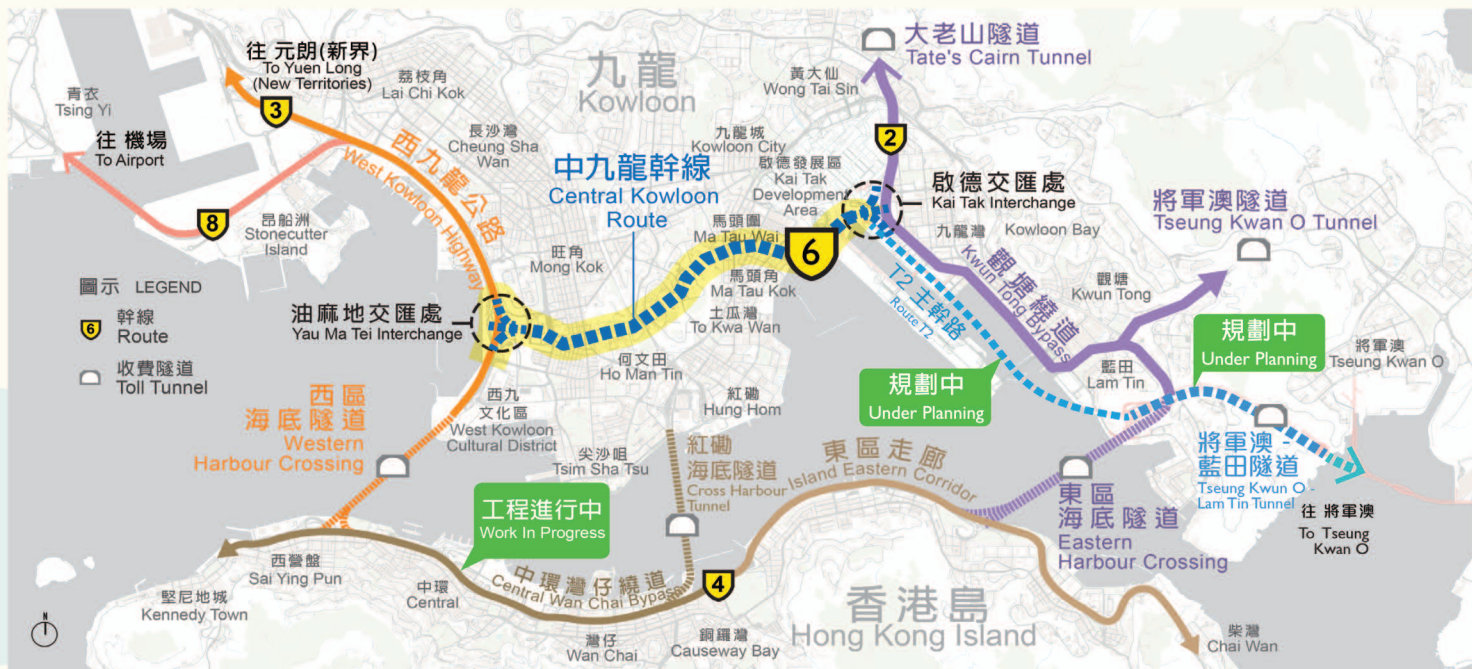
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工程簡介

中九龍幹線長約4.7公里，採用雙程三線分隔車道設計，連接西九龍公路的油麻地交匯處與東九龍的啟德發展區及九龍灣道路網，成為貫通中九龍的幹道。中九龍幹線將連接未來的T2主幹路及將軍澳—藍田隧道，以組成六號幹線。

Introduction of the Project

CKR is a 4.7 km long dual 3-lane trunk road linking Yau Ma Tei Interchange of West Kowloon Highway with the road network at Kai Tak Development (KTD) and Kowloon Bay in East Kowloon forming a trunk route through Central Kowloon. CKR, the planned Trunk Road T2 on KTD and Tseung Kwan O – Lam Tin Tunnel will form Route 6.



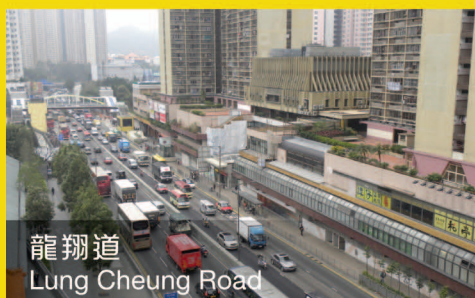
中九龍幹線的效益

使用中九龍幹線的車輛可以繞過擠塞的路段，快速來往西九龍的油麻地及東九龍的啟德發展區及九龍灣。中九龍幹線通車後，在早上繁忙時間經中九龍幹線來往九龍灣與西九龍的車程約為5分鐘，與沒有中九龍幹線的情況比較可大大節省約25至30分鐘。中九龍幹線亦會大大減輕龍翔道、界限街、太子道西、亞皆老街、窩打老道、加士居道行車天橋及漆咸道北的交通流量，紓緩中九龍主要東西幹道在繁忙時間的擠塞情況。所以，中九龍幹線不但可以改善沿線地區的交通情況，周邊地區如黃大仙、何文田及九龍城等亦可同時受惠。

Benefits of CKR

Vehicles using CKR can bypass congested road sections and quickly travel between Yau Ma Tei in West Kowloon and KTD as well as Kowloon Bay in the East Kowloon. With the commissioning of CKR, the travel time between Kowloon Bay and West Kowloon through CKR will be reduced to only 5 minutes during the morning peak hour, resulting in a saving of 25 to 30 minutes in comparison with the situation without CKR. CKR will also significantly reduce the traffic flows along Lung Cheung Road, Boundary Street, Prince Edward Road West, Argyle Street, Waterloo Road, Gascoigne Road Flyover and Chatham Road North thus relieving the traffic congestion that occurs along the major east-west corridors in Central Kowloon. As such, CKR will not only improve traffic conditions along its alignment but will also benefit adjacent areas such as Wong Tai Sin, Ho Man Tin and Kowloon City.

從西九龍往九龍灣 From West Kowloon to Kowloon Bay	2021年行車時間(繁忙時間) Journey Time in 2021 (Peak Hour)
中九龍幹線通車前 Before commissioning of CKR	30-35分鐘 30-35 mins
中九龍幹線通車後 After commissioning of CKR	5分鐘 5 Minutes



中九龍幹線的設計 Design of CKR



1 油麻地交匯處 Yau Ma Tei Interchange

連接西九龍公路及連翔道
Connecting West Kowloon Highway and Lin Cheung Road

2 油麻地段明挖回填隧道 Cut-and-Cover Tunnel at Yau Ma Tei Section

由友翔道進入渡船街至上海街一段的甘肅街
Entering Kansu Street from Yau Cheung Road through the junction of Ferry Street and Kansu Street, and ends at Shanghai Street

3 鑽爆隧道 Drill-and-Blast Tunnel

由上海街開始，經彌敦道、京士柏、何文田至馬頭圍。
隧道深入堅固的岩石層建造，對沿線樓宇的結構安全及日常使用不會構成影響

Starting from Shanghai Street going to Ma Tau Wai through Nathan Road, King's Park, and Ho Man Tin. The tunnel will be constructed in strong rock and will not affect the structural integrity and normal use of buildings along the alignment

4 馬頭角段明挖回填隧道 Cut-and-Cover Tunnel at Ma Tau Kok Section

在現有的九龍城碼頭公共運輸交匯處建造
To be constructed on the existing Kowloon City Ferry Pier Public Transport Interchange

5 海底隧道 Underwater Tunnel

長約370米，經九龍灣海床，以臨時填海方式建造
About 370m long, passing through the sea bed at Kowloon Bay, to be constructed using temporary reclamation method

6 啟德交匯處 Kai Tak Interchange

連接九龍灣、觀塘和啟德發展區
Connecting Kowloon Bay, Kwun Tong and KTD



綠化及景觀 Greening and Landscaping

我們會藉著興建中九龍幹線，綠化及改善附近的環境。

We will provide greening in conjunction with the construction of CKR to improve the adjacent environment.

油麻地

Yau Ma Tei

由於部份沿甘肅街的公共設施將會因建造中九龍幹線而重置，有一些位置將會騰空進行綠化，為市民提供休憩設施。

此外，我們會加設園景平台以覆蓋友翔道以西一段的道路，以減少中九龍幹線對附近居民的影響。現時，我們就園景平台制定了兩個設計方案供公眾討論。方案一的園景平台供公眾用作休憩處，並為行人提供了一條來往高鐵西九龍站的分層行人通道。方案二的園景平台將不會開放給公眾使用，因此其結構可以比較纖薄，在視覺上的影響會比較少。

As some of public facilities along Kansu Street will be reprovisioned to facilitate the construction of CKR, space will become available for greening and the provision of recreational facilities for the public.

In addition, a landscape deck will be provided to cover the road section to the west of Yau Cheung Road so as to mitigate the impact of CKR on nearby residents. We have developed two design options for the landscape deck for public discussion. Under Option 1, the landscape deck will serve as a sitting out area for the public and provide a grade-separated pedestrian walkway for pedestrians to travel to and from West Kowloon Terminus of the Express Railway Link. Under Option 2, the landscape deck will not be opened for public use. The structure of the deck will be slimmer thus reducing the visual impact.

方案一 Option1



方案二 Option2



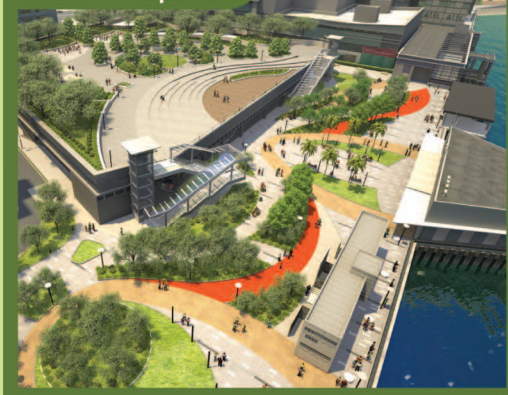
馬頭角

Ma Tau Kok

為配合中九龍幹線的施工，現時九龍城碼頭公共運輸交匯處將會臨時搬遷，並在工程完成後在原址重置。重置後的交匯處會按環保要求以園景平台覆蓋，以減少交匯處的運作對附近居民的影響。我們亦就馬頭角的園景平台制定了兩個設計方案供公眾討論，分別是開放給公眾使用的休憩處或只作覆蓋交匯處之用。我們同時會在交匯處對開的海濱建造40米闊的海濱長廊。其設計概念會與交匯處的園景平台互相呼應，為市民提供更好的生活環境。

The existing Kowloon City Ferry Pier Public Transport Interchange (PTI) will be temporarily relocated in conjunction with the construction of CKR and will be reprovided at the original location after the completion of the works. The new PTI will be covered by a landscape deck in accordance with environmental requirements in order to minimize the impacts of the operation of the PTI on nearby residents. We also put forward two options on the design of the landscape deck for public discussion, namely one option with the deck open to the public as sitting out area and another with the deck to be used for covering the PTI only. In addition, a 40 m wide waterfront promenade will be constructed along the frontage of the PTI. The design concept will be in harmony with the landscape deck to provide a better living environment.

方案一 Option1



方案二 Option2



重置公共設施

Reprovisioning of Community Facilities

現有油麻地警署已列為二級歷史建築物。根據現時建議的走線，警署的新翼及舊翼均可保留。在工程進行期間須為警署進行加固工程。由於興建中九龍幹線及警署擴展服務的需要，警署會遷往於友翔道的新警署大樓，現址於中九龍幹線工程期間暫時封閉。

為配合中九龍幹線工程，油麻地多層停車場將會清拆。長遠而言，現時在大樓內社會福利署、地政署及運輸署的辦公室會在西九龍政府合署重置。在西九龍政府合署完成前則會在合適的地點臨時重置。大樓內的公共圖書館將臨時遷往梁顯利油麻地社區中心以南的休憩用地，待工程完成後，會遷回在原址建造的新建築物。在拆卸多層停車場大樓的期間，我們會沿大樓周圍的廟街及上海街的行人道加設懸臂式設計的圍板，以確保行人的安全及避免影響夜市的活動。

在廣東道及炮台街的玉器市場將會拆卸。現有的攤檔會在鄰近地方臨時重置。工程完成後，玉器市場將遷回原址。

油麻地專科診所新翼亦將會拆卸。位於診所大樓內的醫院管理局設施，將會在伊利沙伯醫院新大樓重置。而位於診所大樓內的衛生署設施，包括皮膚科診所及美沙酮診所將會在毗鄰的油麻地賽馬會分科診所重置。食物及衛生局及衛生署正研究可否在前旺角街市舊址擬建的社區健康中心內永久重置母嬰健康院。



油麻地警署
Yau Ma Tei Police Station

The existing Yau Ma Tei Police Station has been classified as a Grade II historic building. According to the current alignment, both New and Old Wings of the Police Station will be preserved. The Police Station will be underpinned during the construction. As a result of the construction of CKR and the need for expanding the police station, the police station will be relocated to the new building at Yau Cheung Road. The existing site will be temporarily closed during the construction of CKR.

Yau Ma Tei Multi-storey Car Park Building (YMTCPB) will be demolished for the construction of CKR. For the long term, the offices of Social Welfare Department, Lands Department and Transport Department in the building will be reprovisioned at West Kowloon Government Offices. These offices will be temporarily reprovisioned on suitable locations before completion of West Kowloon Government Offices. The public library in the building will be reprovided temporarily in the sitting out area on the south of Henry G. Leong Yau Ma Tei Community Centre and will move back to a new building to be constructed on the original site upon completion of the works. During the demolition of YMTCPB, cantilever hoardings will be erected on existing footways of Temple Street and Shanghai Street around the building to ensure pedestrian safety and avoid disruption to the night market activities.

The Jade Hawker Bazaars at Canton Road and Battery Street will be demolished. The existing stalls will be temporarily reprovided at nearby locations. The Jade Hawker Bazaars will move back to the original locations upon the completion of the works.

The Yau Ma Tei Specialist Clinic Extension will also be demolished. The facilities of Hospital Authority within the building will be reprovided in a new building in Queen Elizabeth Hospital. The facilities of Department of Health within the building including the Dermatological Clinic and Methadone Clinic will be reprovided in the adjacent Yau Ma Tei Jockey Club Polyclinic. Food and Health Bureau and Department of Health are investigating the possibility of permanently reproviding the Maternity and Child Health Centre in the proposed Community Health Centre to be constructed on the ex-Mong Kok Market site.

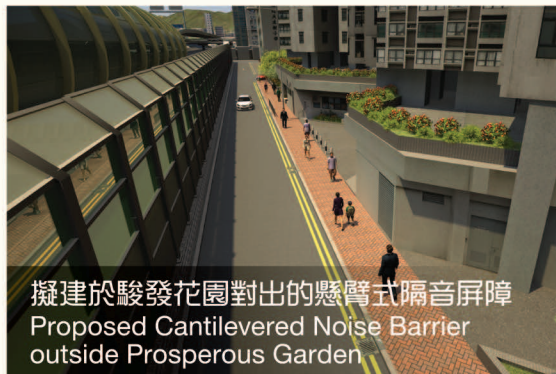
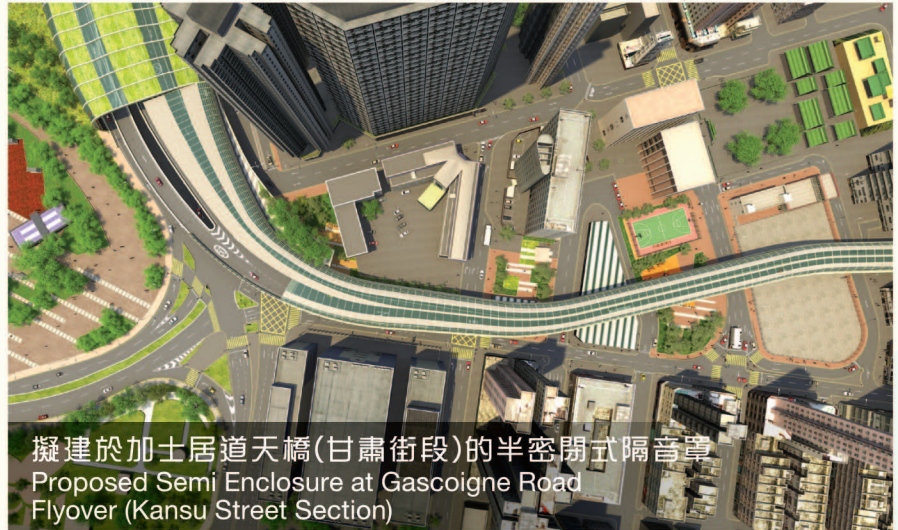


懸臂式設計的圍板
Cantilever Hoardings

工程期間的廟街
Temple Street during construction period.

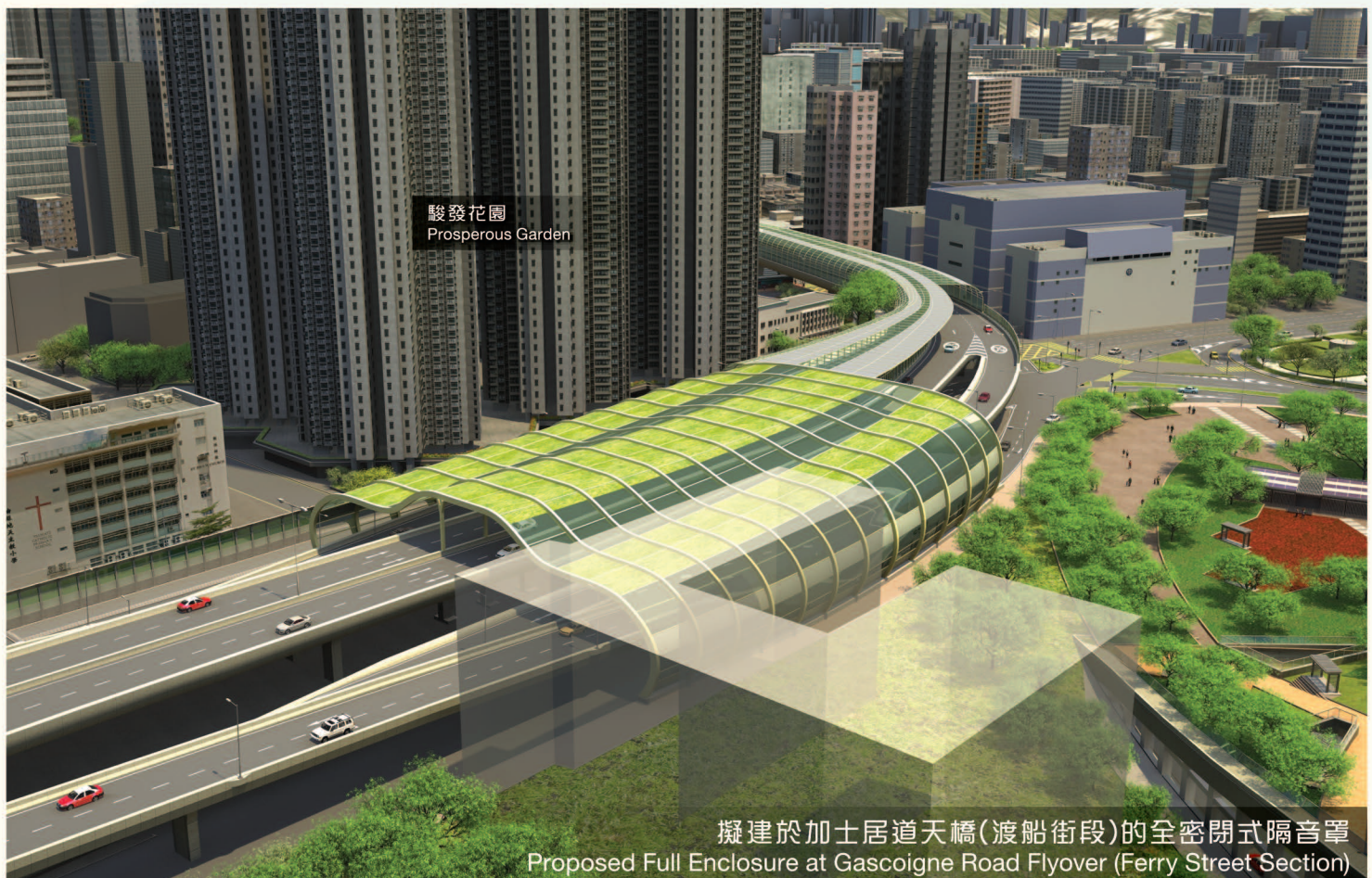
環境影響

為回應公眾對西面隧道出口帶來的環境影響的關注，西面隧道出口將建有園景平台，覆蓋一段約250米長的中九龍幹線主線及窩打老道至欣翔道一段的海泓道，減少隧道出口對環境的影響。中九龍幹線其中一段隧道會在加士居道天橋(甘肅街段)的地基下建造。受影響的天橋部分將會加固或重建。此外，現有加士居道天橋(渡船街段)的行車線亦會因中九龍幹線的工程而作出修改。我們會在這兩段天橋加裝隔音罩及隔音屏障。



Environmental Impact

In response to public concerns on the environmental impact resulting from the west tunnel portal, a landscape deck will be constructed at the west tunnel portal to cover a 250m section of the CKR mainline as well as the section of Hoi Wang Road between Waterloo Road to Yan Cheung Road to minimize the environmental impacts of the tunnel portal. A section of the CKR tunnel will be constructed under the foundation of the Kansu Street section of Gascoigne Road Flyover. The affected section of the flyover will be underpinned or reconstructed. In addition, the existing Gascoigne Road Flyover (Ferry Street Section) will be modified as a result of the works of CKR. We will install noise enclosures and noise barriers along these two sections of flyovers.



施工安排

由於中九龍幹線途經九龍高度發展的地區，建造工程難免對附近的居民造成影響。我們會盡量減低施工所造成的影響。

在施工期間，將實施一些臨時交通措施，包括臨時封閉一些路段、進行交通改道等。我們會妥善策劃、設計及實施臨時交通措施，以減少對車輛及行人造成的影響，亦會在實施前充分諮詢公眾。

Construction Arrangements

Since CKR will pass through the highly developed areas in Kowloon, the construction works will inevitably affect adjacent residents. We will try to minimize impacts arising from the construction works.

During the construction of CKR, some temporary traffic arrangements (TTA) will be implemented, including temporary closure of some road sections, traffic diversions etc. We will plan, design and implement the TTA properly in order to minimize the impacts on vehicles and pedestrians. We will also conduct thorough public consultation on the TTA prior to their implementation.



下一步工作

在舉行公眾參與活動的同時，我們會完成環境影響評估報告，並按《環境影響評估條例》申請批核及發出環境許可證。我們亦會按《道路（工程、使用及補償）條例》為中九龍幹線項目進行刊憲。在完成有關法律程序後，我們會按工務工程程序，向立法會申請撥款，進行工程。我們預計工程約在2015年展開，並會在5年多的時間內完成。

Next Step

We will finalize the Environmental Impact Assessment (EIA) report in parallel with the public engagement and will apply for the approval of the report and issue of the Environmental Permit in accordance with the procedures of the EIA Ordinance. We will also gazette the CKR project under the Roads (Works, Use and Compensation) Ordinance. Upon completion of the relevant statutory procedures, we will seek funding approval from Legislative Council in accordance with the procedures of the Public Works Programme to implement the works. We anticipate that construction works will start in 2015 and will take about five years to complete.

聯絡資料 Contact Information

如對本工程有任何疑問及意見，可透過以下方法聯絡我們。
Should you have any enquiries and comments on the project, please contact us.

電話 Telephone



(852) 2762-3601

傳真 Fax



(852) 3764-0268

網址 Website



www.ckr-hyd.hk

電郵 E-mail



enquiry@ckr-hyd.hk