

第二十九期中九龍幹線通訊

Issue No. 29 - Central Kowloon Route (CKR) Newsletter

中九龍幹線 - 設計最新進展 Latest Design Development of CKR

編者的話

中九龍幹線的第二期公眾參與活動在2012年12月初展開，以諮詢公眾對項目的詳細設計及施工安排的意見。我們已在2013年5月出版的第28期通訊概述我們透過公眾參與活動所收集的主要意見及部分意見的跟進情況。本期通訊會在這方面作進一步的匯報。

Message from the Editor

The Phase 2 Public Engagement of the CKR Project commenced in early December 2012 to consult the public on detailed design and construction arrangement of the project. We gave an overview of the major comments received during public engagement exercise and the status of the follow up actions being pursued on some of the issues in Newsletter No. 28 published in May 2013. This newsletter will provide further information on this aspect.

通風大樓

我們在中九龍幹線的第二期公眾參與摘要(下稱「公眾參與摘要」)就隧道通風大樓的設計建議3個方案:「行雲流水」、「順時以動」以及「空中花園」。正如我們在第28期通訊指出，按第二期公眾參與活動期間收到公眾人士交回的問卷，「空中花園」方案獲較多的支持。我們會按公眾意見以該方案為基礎進行通風大樓的詳細設計。

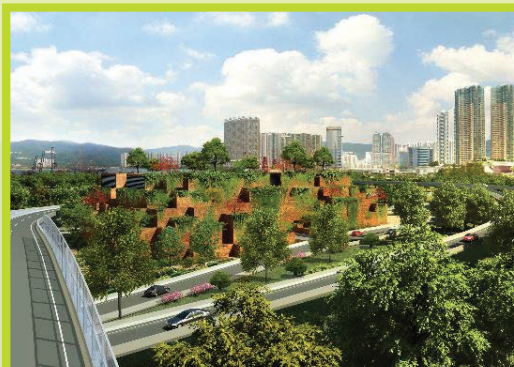
In the CKR Phase 2 Public Engagement Digest (the "PE Digest"), three design options of the ventilation buildings were proposed: "Streamline", "Motion" and "Terrace". As mentioned in Newsletter No. 28, design option "Terrace" has received greater support according to questionnaires completed by the public during Phase 2 public engagement activities. We will develop the detailed design of the ventilation buildings based on this design option.

Ventilation Buildings



啟德通風大樓及行政大樓

Kai Tak Ventilation and Administration Building



油麻地通風大樓

Yau Ma Tei Ventilation Building



何文田通風大樓

Homantin Ventilation Building

啟德發展區

中九龍幹線在啟德發展區的工程包括建造連接T2路一帶的主線，連接啟福道、啟祥道及未來啟德發展區D2路的啟德交匯處，以及幹線東面的通風大樓及行政大樓。在2013年1月舉行的會議上，海濱事務委員會對啟德交匯處、通風及行政大樓和附屬設施所佔用的土地面積，以及前往啟德河的行人通道表示關注。我們隨後已按委員會的意見，優化中九龍幹線的設計，以盡量減少幹線及其各附屬設施所使用的土地，以騰出更多空間作改善附近環境的用途。我們亦已修改幹線的設計以便建造來往將來的住宅區及啟德河西岸的行人通道。我們已在2013年5月14日向海濱事務委員會的啟德海濱發展專責小組簡介優化後的設計。我們會繼續與海濱事務委員會就幹線在啟德發展區的設計交換意見。

Kai Tak Development (KTD) Area

The works of CKR in KTD include construction of the mainline connecting with Trunk Road T2; Kai Tak Interchange for connection with Kai Fuk Road, Kai Cheung Road and the future Road D2; and the ventilation building and administration building to the east of CKR. At the Harbourfront Commission (HC) meeting in January 2013, members raised concerns on issues including the area of land taken up by Kai Tak Interchange, Kai Tak Ventilation Building and Administration Building, as well as ancillary facilities; and the impacts of these works on the pedestrian connections to Kai Tak River. We have enhanced the CKR layout to reduce the area of land required, so as to release more land for improving the environment, and facilitate construction of the pedestrian walkway connecting the future residential area and the West Bank of Kai Tak River. On 14 May 2013, we also briefed members of the Task Force on Kai Tak Harbourfront Development of the HC on the enhanced design. We will continue to exchange views with the HC on the design of CKR in KTD.



啟德河畔行人道
(從啟德發展區北面向南望的景觀)
Kai Tak River Walk
(view from North to South of KTD)

更多休憩用地
More Open Space

通風大樓
Ventilation Building

行政大樓
Administration Building

優化後的啟德通風大樓及行政大樓
Enhanced Design at
Kai Tak Ventilation and Administration Building



重置公共設施

Re-provisioning of Public Facilities

玉器市場

玉器市場須於中九龍幹線工程期間拆卸。我們曾於2013年1月與玉器市場的商戶舉行焦點小組會議。商戶要求將現時兩個玉器市場臨時重置至同一地點。在考慮商戶的意見後，我們現建議在梁顯利油麻地社區中心以南的空地臨時重置兩個玉器市場。

在永久重置方面，按公眾參與摘要的建議，工程完成後，玉器市場會遷回原址。但亦有意見表示，玉器市場應在同一個地點永久重置。我們會聯同食物環境衛生署及規劃署與相關持份者繼續探討應否及如何落實這建議。

Jade Hawker Bazaars (JHB)

The JHB will be demolished during the construction of the CKR. In January 2013, we had a focus group meeting with operators of the JHB. At that time, operators of JHB requested to have the two existing bazaars re-provisioned at a single temporary site. Having considered their views, we now propose to re-provision the two JHB at the rest area at the south of Henry G. Leong Yau Ma Tei Community Centre.

For permanent re-provisioning, the JHB will be re-provisioned at its original location according to the proposal mentioned in the PE Digest. There are also views supporting permanent re-provisioning of the JHB at a single location. We will liaise with the Food and Environmental Hygiene Department, Planning Department and the relevant stakeholders to further investigate the implementation of this suggestion.



環境影響評估的進度

環境保護署在2013年7月11日批准中九龍幹線的環境影響評估(環評)，並在2013年8月9日發出環境許可證。

中九龍幹線大部分路段由隧道組成，有助分流使用中九龍區地面道路的車輛，減少擠塞，整體上減少車輛引致的噪音及空氣污染。

Progress of Environmental Impact Assessment (EIA)

The EIA report of the CKR project was approved by the Environmental Protection Department (EPD) on 11 July 2013, with the Environmental Permit issued on 9 August 2013.

The major part of CKR will be in the form of tunnel. It will help reduce the number of vehicles on the roads and relieve traffic congestion in central Kowloon. As a result, air and noise pollution caused by vehicles will be reduced.

駿發花園居民的訴求

我們明白駿發花園居民十分關注中九龍幹線對油麻地一帶環境的影響。在西面的出入口方面，我們亦已提出多項紓緩措施，盡量減少中九龍幹線對環境的影響。根據環評報告顯示，在採取紓緩措施後，駿發花園噪音敏感受體的噪音水平能減低達10分貝(A)，平均也能減低3分貝(A) (見第4頁)。此外，在擬重建的加士居道天橋附近將有大約1,600個現有住宅及90個現有課室受惠於中九龍幹線工程。

在空氣質素方面，中九龍幹線運作期間的空氣質素將符合現行的空氣質素指標。就加士居道天橋附近而言，預計中九龍幹線2021年運作期間的空氣質素將比現時環境保護署於深水埗空氣質素監測站所量度的空氣質素有大幅度的改善。

Requests from Residents of the Prosperous Garden

We understood that residents of the Prosperous Garden are very concerned about the environmental impact of CKR to Yau Ma Tei. Regarding the western tunnel portal for CKR, we have proposed many mitigation measures to minimize the environmental impact. According to the EIA report, the proposed noise mitigation measures will significantly reduce the road traffic noise level at noise sensitive receivers of Prosperous Garden by up to 10 dB(A), with an average reduction of 3dB(A) (please refer to the table on Page 4). Meanwhile, around 1,600 existing dwellings and 90 existing classrooms near the proposed re-provisioned Gascoigne Road Flyover (GRF) will also be benefited from the CKR project.

Regarding air quality, the air quality during operation of CKR will comply with the prevailing Air Quality Objectives. At locations near GRF, the predicted air quality level during operation of CKR in 2021 will be significantly improved when compared to the current air quality measured at the Sham Shui Po monitoring station of EPD.

駿發花園 Prosperous Garden	1 座 Block 1				2 座 Block 2				3 座 Block 3		5 座 Block 5	
	A室 Flat A		B室 Flat B		A室 Flat A		B室 Flat B					
中九龍幹線 CKR	X	✓	X	✓	X	✓	X	✓	X	✓	X	✓
	噪音水平 (分貝(A)) Noise Level (dB(A))											
高層 Upper Floors	75 - 76	71 - 72	74 - 75	70	74 - 75	69	75 - 76	71	75 - 76	73 - 74	74	72
中層 Middle Floors	76 - 77	72 - 73	75 - 76	69 - 70	75 - 76	69	76 - 77	70 - 71	76	74	74	72
低層 Lower Floors	76 - 78	73 - 74	74 - 76	64 - 69	75 - 77	67 - 69	75 - 77	65 - 70	75 - 77	71 - 74	73 - 74	72 - 73

註 Note:

1. X 未有中九龍幹線 Without CKR (2021);
✓ 中九龍幹線完成後 After construction of CKR (2021 - 2036)
2. 高層為21-28樓 Upper floors refer to 21/F-28/F;
中層為11-20樓 Middle floors refer to 11/F-20/F;
低層為1-10樓 Lower floors refer to 1/F-10/F

有居民要求將駿發花園第1座及第5座對出的加士居道天橋半密封式隔音罩改為全密封式隔音罩。在隔音效果方面，在該處興建全密封式隔音罩對低層的單位沒有額外的隔音效能。而對中層及高層而言，只有3個單位的噪音會額外減少1分貝(A)。其餘中高層單位的噪音水平則沒有明顯變化。同時，工程顧問已完成全密封式隔音罩對空氣質素影響的評估，按評估的結果，部分附近空氣敏感受體的累積二氧化氮濃度會有輕微升高，亦有部分會輕微降低，整體上沒有明顯變化。

由於現有天橋的橋身不能承托全密封式隔音罩所產生的額外荷載，全密封式隔音罩需要以獨立結構承托。而獨立結構的支柱需佔用渡船街及甘肅街交界處的空間，所以交界處的設計需要修改。當中包括甘肅街的路口需要由三線減為兩線，以容納獨立結構的支柱。而有關的支柱亦會影響駕駛者的視線，影響道路安全。獨立結構的支柱亦會影響現時油麻地警署西面的休憩設施及樹木。另外，全密封式隔音罩亦會影響鄰近視覺敏感受體（包括駿發花園低層）的景觀，所以全密封式隔音罩的設計在整體上並不可取。

同時，經初步估算，如將該位置的半密封式隔音罩改為全密封式，建造費用需額外增加約2.5億元。由於將半密封式隔音罩改為全密封式缺乏效益，而造價亦高昂，在衡量各方面的因素後，我們不建議把隔音罩改為全密封式，但我們會在駿發花園第1座及第5座對出的加士居道天橋北行天橋增建一個約15米長由獨立承托結構支撐的懸臂式隔音屏障。有關將隔音罩由東莞街向北延伸延至油麻地天主教小學的建議，根據初步研究，此建議有可能額外紓緩駿發花園第3座及4座部分單位的交通噪音影響。我們會進行研究以確定隔音罩延伸的技術可行性、效益及預算費用。

Some residents requested that the proposed semi-enclosure for GRF fronting Blocks 1 and 5 of the Prosperous Garden should be replaced by a full-enclosure. Installation of full-enclosure at the concerned location will not have additional noise mitigation effect for lower floors, and it will only reduce 1dB(A) for three flats for middle and upper floors, while there will be no obvious effect for the rest of middle and upper floors. Meanwhile, the project consultants completed the air quality impact assessment based on a full-enclosure design at the concerned location. Preliminary results show that the cumulative concentration of nitrogen dioxide will be slightly increased at some air sensitive receivers in the vicinity, while it will be slightly decreased at some other locations. In general, there will be no significant change to the cumulative concentration of nitrogen dioxide.

Since the existing flyover structure cannot support the extra loading of the full-enclosure, standalone supporting structures will be required. In this regard, the design of the junction between Ferry Street and Kansu Street should be modified, by reducing the number of traffic lanes from three to two, to accommodate the columns of the standalone supporting structure. Furthermore, the standalone supporting structures may block the sight lines of drivers and affect the existing open space and trees to the west of Yau Ma Tei Police Station. As installation of a full-enclosure at the concerned location will have adverse visual impact to visual sensitive receivers in the vicinity, including the lower floors of the Prosperous Garden, it is not a good design.

After preliminary valuation, installation of a full-enclosure instead of the proposed semi-enclosure at the concerned location will incur an extra cost of 0.25 billion. After considering various aspects, we consider that the semi-enclosure should not be replaced by a full-enclosure at the concerned location, since it is not a desirable and cost effective design. However, we will install an additional cantilever noise barrier (about 15m long) supported by standalone supporting structures at north bound of GRF fronting Blocks 1 and 5 of the Prosperous Garden. Regarding the request to extend the noise enclosure from Tung Kun Street to Yaumati Catholic Primary School, we consider that it may be able to relieve the traffic noise impact to some dwellings of Blocks 3 and 4 of the Prosperous Garden based on our preliminary study. We will carry out further study to investigate the technical feasibility, cost-effectiveness and cost estimation of the request.

中九龍幹線的走線

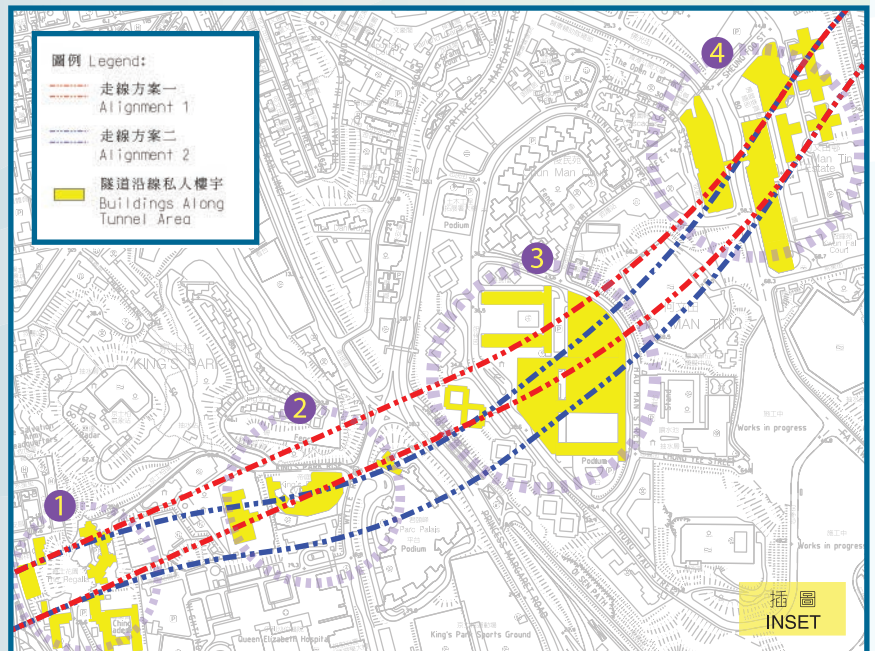
Alignment of CKR

我們早於九十年代初開始規劃中九龍幹線，並作出修改及優化以配合各項發展。在2007年開始的勘測研究中，我們檢討在過往研究中九龍幹線曾經考慮的多項走線建議，並在參考經過廣泛的公眾參與收集的意見後，建議附圖所示的方案一。我們於2011年委聘顧問展開中九龍幹線的詳細設計，包括檢討中九龍幹線的走線。我們建議採用附圖所示的方案二，以稍為修改在京士柏的走線，配合其中部分樓宇地契內預留供建造中九龍幹線的位置。

在2013年年初舉行的第二期公眾參與活動過程中，京士柏區居民要求重新採用方案一。為此，我們對兩個走線方案再作評估，結果顯示兩個走線方案皆符合道路設計標準，而兩者在各方面表現各有優點。走線方案一相對較直，在道路設計方面較為理想。方案二則較為配合部分樓宇地契內預留供建造中九龍幹線的位置。經再三研究居民的意見，由於走線方案一在道路設計方面較為理想，而且獲京士柏居民普遍支持，因此我們決定在京士柏段重新採納走線方案一。

Since the commencement of planning of CKR in the early 90's, we have been making amendments and enhancement to accommodate different developments. In the investigation stage of CKR started in 2007, we have reviewed various alignment options that were formulated under previous CKR studies, considered the public views gathered from our extensive public engagement exercises and recommended Alignment 1 as shown on the below figure. In 2011, we commissioned the consultancy on detailed design of CKR, including alignment review. We recommended to adopt Alignment 2 as shown on the below figure in order to slightly revise the King's Park section of the alignment so that it can be in line with part of the reserved area for CKR as set out on the land lease of some of the building lots.

During the Phase 2 Public Engagement in early 2013, the residents at King's Park area requested to adopt Alignment 1. In view of this, we carried out a review on the two alignment options and it was found that both alignment options comply with road design standards and they have their own merits in different aspects. Alignment 1 is straighter and is more preferable in terms of road design. However, Alignment 2 can more match up with part of the reserved area set out on the land lease of some of the buildings. After further reviewing the comments from residents of King's Park area, Alignment 1 is more preferable from the perspective of road design and it is widely supported by the residents, we decide to adopt Alignment 1.



爵士花園
The Regalia

培正教育中心
Pui Ching Education Centre

油麻地街坊會學校
Yau Ma Tei Kai Fong Association School

增祥大廈/澤豐大廈/鄧氏大廈/彌敦商業大廈
Tsang Cheung House/Chak Fung House/
Tang's Mansion/Nathan Commercial Building

循道中學
Methodist College

君頤峰 (9座)
Parc Palais (Block 9)

帝庭園
King's Park Villa

捐血服務中心
(已預留位置建造中九龍幹線範圍)
Blood Transfusion Service
(Area already reserved for construction of
Central Kowloon Route)

愛民商場
Oi Man Commercial Complex

愛民邨 (頌民樓、康民樓及昭民樓)
Oi Man Estate (Chung Man House,
Hong Man House, Chiu Man House)

愛民邨 (禮民樓、建民樓、保民樓及嘉民樓)
Oi Man Estate (Lai Man House, Kin Man
House, Po Man House, Kar Man House)

愛民邨 (德民樓)
Oi Man Estate (Tak Man House)

何文田邨 (恬文樓、逸文樓及采文樓)
Ho Man Tin Estate (Tim Man House,
Yat Man House, Choi Man House)

何文田廣場
Ho Man Tin Plaza

何文田邨 (欣文樓、雅文樓)
Ho Man Tin Estate (Yan Man House,
Nga Man House)

冠輝閣 (高輝閣)
Kwun Fai Court (Ko Fai House)

房屋委員會總部及佛光街體育館
Housing Authority Headquarters Building &
Fat Kwong Street Sports Centre

公共交通服務

有關在中九龍幹線東西兩面的出入口提供合適的公共交通設施的建議，我們已經與有關部門商討。在中九龍幹線位於油麻地甘肅街/上海街交界的西面出入口，我們會繼續研究在該處附近提供轉乘公共交通工具的安排；而在中九龍幹線位於啟德發展區的東面出入口，經研究後發現在該出入口設置巴士站會影響幹線的正常安全運作，因此並不可行。

Public Transport Services

We have discussed with relevant departments regarding the proposal of having suitable public transport facilities at the eastern and western tunnel portals of CKR. We will continue to investigate the possibility for providing facilities in the vicinity of the western tunnel portal for interchanging public transport routes. After investigation, we consider that safe operation of CKR will be affected should bus lay-bys be provided at the eastern tunnel portal at KTD. Therefore it is not feasible to provide bus lay-bys there.

最新消息

我們會繼續致力與公眾及持份者溝通，積極回應他們的意見。我們將會在2013年11月按《道路（工程、使用及補償）條例》為工程刊憲。屆時，公眾人士亦可提出意見，我們會按法定程序考慮及處理有關意見。

位於油麻地甘肅街/上海街交界的中九龍幹線社區聯絡中心已在2013年4月投入運作。為加強與市民溝通，我們計劃在土瓜灣區開設另一社區聯絡中心，以方便市民取得更多中九龍幹線的資訊。

News

We will continue to engage the public and different stakeholders in order to address their concerns. We will gazette the CKR project in accordance with the Roads (Works, Use and Compensation) Ordinance in November 2013. Public will then be able to provide their comments and we will consider and handle their comments according to the statutory procedures.

The Community Liaison Centre (CLC) at the junction of Kansu Street and Shanghai Street in Yau Ma Tei started operation in April 2013 to enhance communication with the public. We plan to establish another CLC in To Kwa Wan to facilitate public in obtaining more information about the CKR project.



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.

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