

Legislative Council Panel on Transport

Central Kowloon Route

Purpose

This paper informs Members of the latest position of the proposed Central Kowloon Route (CKR).

Background

2. The proposed CKR, a dual 2-lane road linking the West Kowloon reclamation and the future South East Kowloon reclamation, is planned to relieve traffic congestion on the existing east-west roads within Central Kowloon.

3. We commenced the design consultancy of CKR in June 1998, based on an alignment compatible with the proposed scheme of SEKD at that time. The scope of the project of CKR along this alignment comprised a 3.9-kilometre dual 2-lane carriageway (including a 2.6-kilometre road tunnel) between the West Kowloon reclamation and the future South East Kowloon Development (SEKD), associated access roads, administration and ventilation buildings, and associated environmental, geotechnical, landscape, drainage and electrical and mechanical works.

Revised Alignment

4. In September 1998, the SEKD scheme was gazetted under the Town Planning Ordinance. In response to the view expressed by members of the public, the Director of Territory Development (DTD) then revised the scheme of SEKD to reduce the scale of reclamation with a different road network. In the subsequent public consultation which was completed in July 2000, the revised scheme received general public support with only modest demand for minor modifications.

5. With the revised scheme of SEKD and the deletion of a proposed toll plaza as we do not intend to toll CKR, an opportunity arose to re-examine the alignment options for CKR. We therefore commissioned a study in August 1999 to investigate alternative routes for the section of CKR to the east of Ho Man Tin with a view to minimizing resumption of residential properties, while dovetailing with the overall planning of the road network in SEKD. Having evaluated 5 route options, we were able to identify a preferred alignment passing through Kowloon City Ferry Pier Bus Terminus. This modified alignment of CKR requires no

resumption of residential properties¹ and allows the tunnel to run at a greater depth within the existing bed rock stratum, thus substantially reducing the effects of tunnel construction on existing roads and services along the alignment in Tokwawan area. A location plan is at **Enclosure 1**.

Reprovisioning Works

6. At the western end of the proposed CKR, six Government & Institutional (G&I) facilities and a portion of the existing Gascoigne Road Flyover (GRF) have to be demolished to facilitate the CKR tunnel works. Reprovisioning of these facilities under the CKR project is required. A list of the affected G&I facilities is at **Enclosure 2**. The location of these facilities and the proposed reprovisioning sites are shown at the plan at **Enclosure 3**.

7. The Director of Architectural Services will undertake the reprovisioning works of the G&I facilities. To ensure continuity of the existing services to the public, these reprovisioning facilities will be in operation before the commencement of the CKR tunnel works in the area.

8. We will reprovision the section of the existing GRF which will be affected by the CKR. This section currently passes through the Yau Ma Tei Multi-storey Carpark Building (YMTMCB) and could only provide a single traffic lane in each direction. As the YMTMCB will be demolished under the CKR project, we would take the opportunity to widen the GRF under a separate project.

Scope of the CKR

9. We have reviewed the traffic needs taking into account the latest planning parameters and population forecast. The revised alignment of CKR with a dual 2-lane configuration is considered the preferred capacity and alignment option taking into consideration the cost, the extent of relief to traffic and the environmental effects on existing and planned land uses. The possibility of building a dual 3-lane carriageway has been examined and the forecast traffic demand is just marginal to support such a need.

10. The scope of works of the revised alignment of CKR is detailed as follows -

¹ The original alignment would affect 150 households.

- (a) a 4.7-kilometre dual 2-lane carriageway between the West Kowloon reclamation and the future SEKD including a 3.9-kilometre dual 2-lane road tunnel;
- (b) access roads at the western end of CKR to link up the Yau Ma Tei interchange of the West Kowloon Highway;
- (c) access roads at the eastern end of CKR to link up the road network in East Kowloon;
- (d) reprovisioning of G&I facilities affected by the CKR project on a like-for-like basis;
- (e) reprovisioning of the portion of GRF affected by the CKR;
- (f) administration and ventilation buildings; and
- (g) associated environmental, geotechnical, landscape, drainage and electrical and mechanical works.

Implementation Programme

11. The implementation programme of the CKR needs to tie in with that of the reclamation under the SEKD. Our current target is to complete the CKR in late 2011.

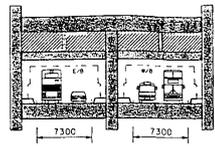
12. We will apply for funds for the design of the revised alignment and reprovisioning works in the coming LegCo session. We intend to start the review, site investigations, environmental impact assessments and preliminary design of the CKR in mid 2002 for completion in mid 2003. We plan to gazette the project under the Roads (Works, Use and Compensation) Ordinance in the second half of 2003, following consultations with the relevant District Councils and the Advisory Council on the Environment. We plan to complete all reprovisioning works before 2008. We intend to commence the construction of CKR in late 2007 for completion by late 2011.

Advice Sought

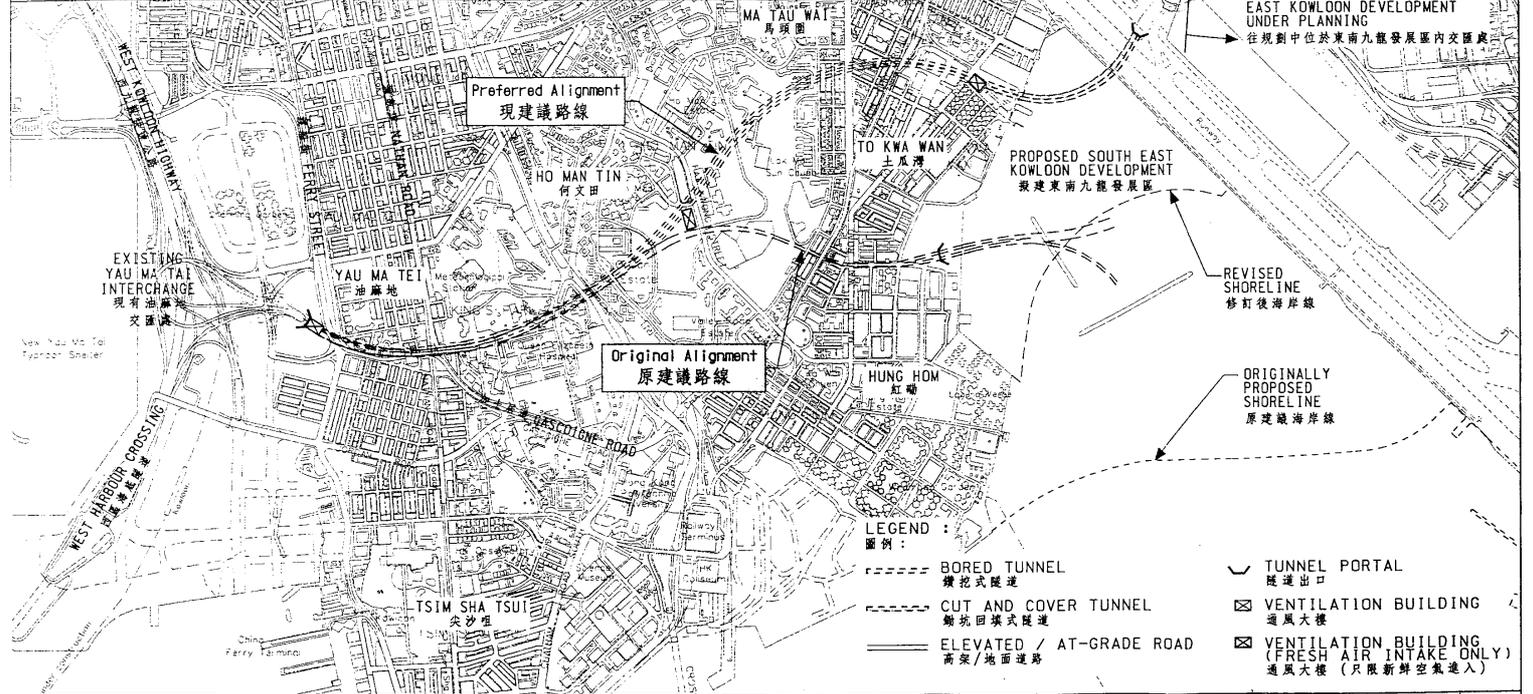
13. Members are requested to note the content of this paper.



TYPICAL SECTION FOR BORED TUNNEL
典型鑽挖式隧道橫切面



TYPICAL SECTION FOR CUT & COVER TUNNEL
典型鑿坑回填式隧道橫切面



drawing title 圖則名稱
PWP ITEM NO. 6461TH - Central Kowloon Route
Location Plan
工務計劃項目第6461TH號 - 中九龍幹線
位置圖

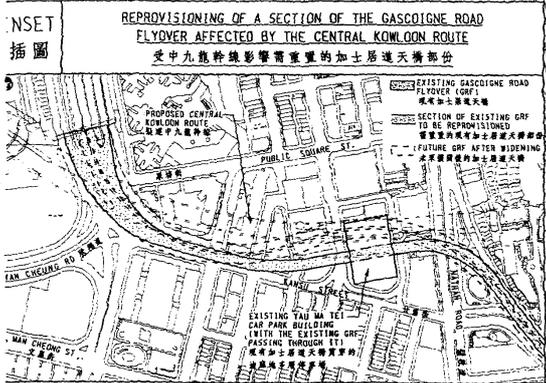
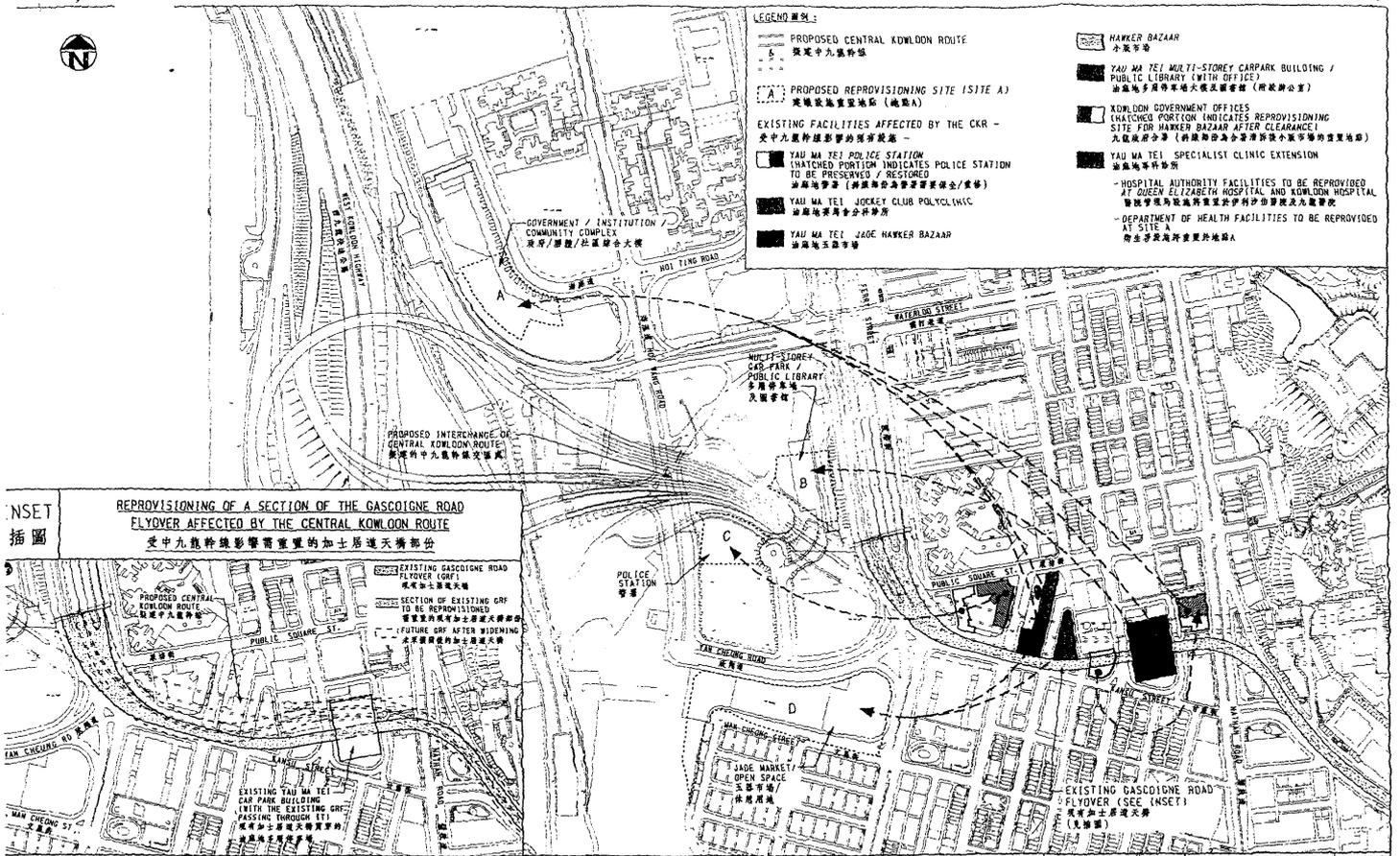
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C. K. LAM	T. W. NG	HONG KONG HIGHWAYS DEPARTMENT 香港路政署	
office MAJOR WORKS PROJECT MANAGEMENT OFFICE 主要工程管理處			

**Central Kowloon Route –
List of Government and Institutional facilities affected by CKR project**

Affected Buildings/Facilities	Reprovisioning Works
1. Yau Ma Tei Jockey Club Polyclinic	New GIC Complex(Site A)
2. Yau Ma Tei Specialist Clinic Extension Block : a) Health Dept. facilities b) Hospital Authority facilities	New GIC Complex(Site A) A new building in Queen Elizabeth Hospital and another one in Kowloon Hospital
3. Kowloon Government Offices	New GIC Complex(Site A)
4. Yau Ma Tei Police Station*	New police station(Site C)
5. Yau Ma Tei Multi-storey Car Park Building and Yau Ma Tei Public Library: a) Carparks & library b) Offices	New Car-park building / public library(Site B) New GIC Complex(Site A)
6. Yau Ma Tei Jade Market and Hawker Bazaars	Temporary reprovisioning in Man Cheong Street (Site D) and subsequent reinstatement

Locations of the affected and reprovisioned Government and Institutional facilities are shown at **Enclosure 3**.

* The Yau Ma Tei Police Station was built in 1922 and is a Grade III historical building. We will only demolish the non-historical Annex to the Police Station, and take down a small portion of the Police Station and restore it subsequently.



drawing title 圖則名稱

PWP ITEM NO. 6461TH - Central Kowloon Route
 Locations of affected existing facilities and proposed re-provisioning sites at West End
 工務計劃項目第6461TH號 - 中九龍幹線
 現有受影響設施及建議重置地點位置圖

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