

For Discussion
on 26 April 2002

Legislative Council Panel on Transport

Central Kowloon Route

PURPOSE

This paper seeks Members' views on the revised alignment of the Central Kowloon Route (CKR).

BACKGROUND

2. The east-west traffic movements in Kowloon are currently catered for mainly by Lung Cheung Road, Boundary Street, Prince Edward Road, Argyle Street and the Gascoigne Road Flyover. Apart from Lung Cheung Road at the northern end of Kowloon, the rest of the existing east-west road links across Central Kowloon are district distributors or local distributors with frequent frontage access and signal controlled junctions. Most of these routes are already operating at full capacity.

3. The proposed CKR will connect the West Kowloon reclamation and the future South East Kowloon Development (SEKD) and on to Tseung Kwan O via Road T2 and Western Coast Road. It will relieve traffic congestion on the existing east-west roads across Central Kowloon.

REVISED ALIGNMENT

4. Having regard to the original scheme of SEKD, we put forward in 1998 a dual-2 tunnel option for CKR, which comprised a 3.9-kilometre trunk road (including a 2.6-kilometre road tunnel) connecting the existing Yau Ma Tei Interchange and the proposed road network of SEKD, via side-by-side tunnel boxes along the north of the Gascoigne Road Flyover and a double-deck tunnel in To Kwa Wan. With subsequent changes proposed for SEKD, which essentially involves a smaller scale of reclamation and promotes the use of sub-surface roads, we conducted an alignment review for the section of CKR to the

east of Ho Man Tin. We have identified a better route to the north, passing through the bus terminus at Kowloon City Ferry Pier.

5. The revised alignment, which extends the original tunnel section to match with the revised SEKD scheme, is considered superior to the original alignment. It 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 To Kwa Wan area. A plan showing the original and revised alignments of CKR is at [Annex A](#).

6. The revised alignment can accommodate the tunnel in a conventional side-by-side configuration, and is capable of expanding to dual 3-lane without adding significant resumption or reprovisioning requirements. In the context of our latest Strategic Highway Project Review, we have reassessed the adequacy of the originally proposed dual 2-lane tunnel based on the latest planning parameters and population forecast. The traffic forecasts show that a dual 2-lane CKR would be operating at capacity during peak periods immediately following the opening of the road in 2011 and it would be working above capacity in the subsequent design years. Given the one-off opportunity to build this tunnel, we propose to adopt a dual 3-lane tunnel configuration to cope with the long term traffic demand.

7. The following table shows the projected volume/capacity (V/C) ratios¹ during peak hours based on the latest traffic forecast under different configurations of the proposed CKR –

	Without CKR		With dual 2-lane CKR		With dual 3-lane CKR	
	2011	2016	2011	2016	2011	2016
CKR	-	-	1.0	1.2	0.8	0.9
Argyle Street	1.0	1.2	0.9	1.0	0.9	1.0
Waterloo Road	1.2	1.3	1.0	1.2	1.0	1.1
Boundary Street	1.1	1.2	1.0	1.1	0.9	1.0

¹ Volume to capacity (V/C) ratio is an indicator which reflects the performance of a road. A V/C ratio equal to or less than 1.0 means that a road has sufficient capacity to cope with the volume of vehicular traffic under consideration and the resultant traffic will flow smoothly. A V/C ratio above 1.0 indicates the onset of mild congestion; that above 1.2 indicates more serious congestion with traffic speeds progressively deteriorating with further increase in traffic.

REPROVISIONING ARRANGEMENTS

8. The construction of CKR will affect certain Government & Institutional (G&I) facilities in the area. The arrangements for the reprovisioning works and their locations are at Annex B and Annex C respectively. The Director of Architectural Services will undertake the implementation of building projects under separate public works project items. 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.

9. We also have to reprovision a portion of the existing Gascoigne Road Flyover (GRF) which will be affected by the CKR, and demolish Yau Ma Tei Multi-storey Carpark Building (YMTMCB). The GRF currently provides a single traffic lane in each direction. With the removal of the constraint posed by the YMTMCB, we plan to widen the GRF under a separate project. We will ensure that the reprovisioning of the affected portion of GRF is compatible with the future widening works.

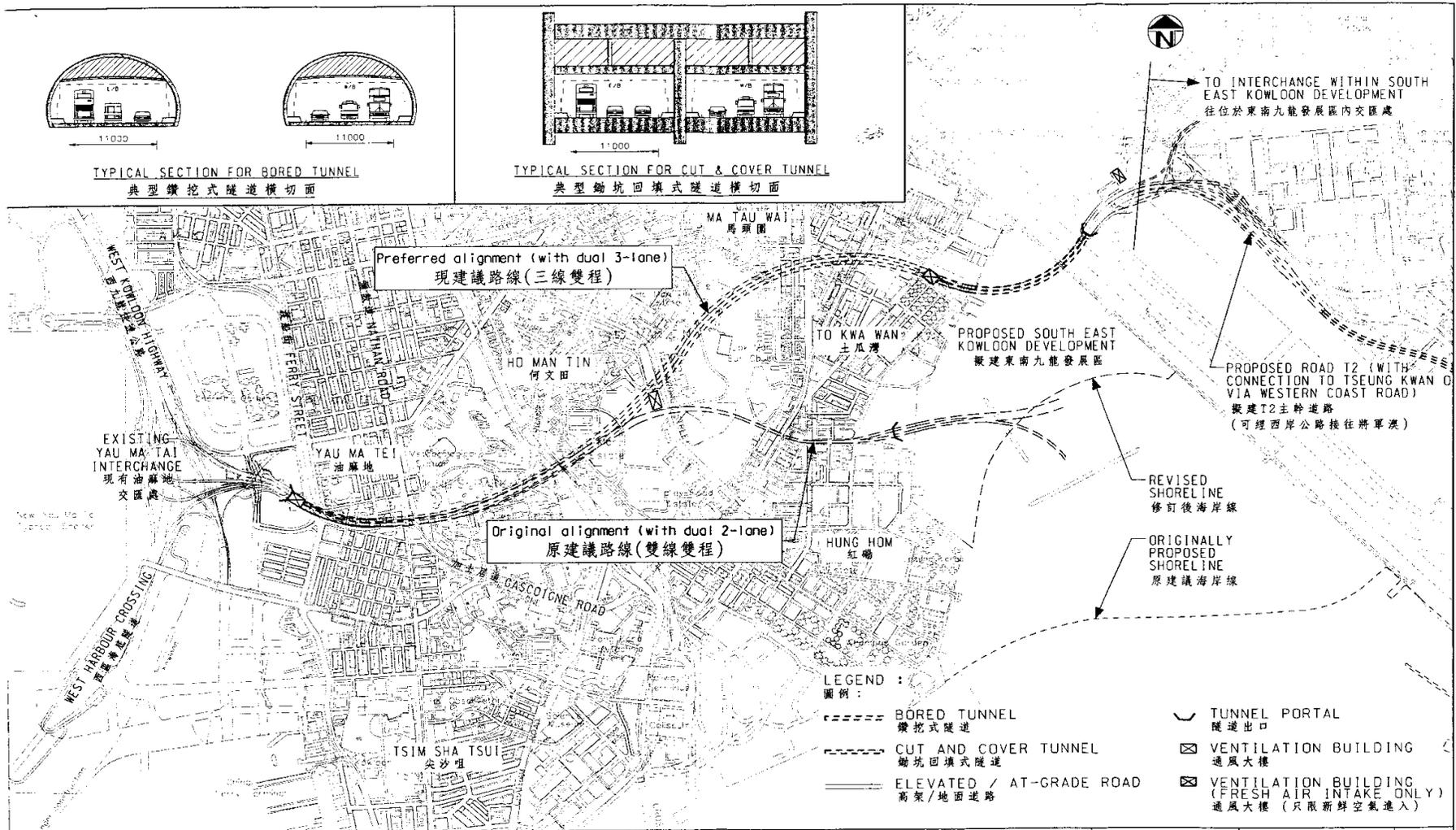
WAY FORWARD

10. Subject to Members' views, we intend to start preliminary design and the associated site investigation for the revised alignment in the second half of 2002 for completion in end 2003 and will seek the necessary funding approval of the Public Works Sub-committee accordingly. We plan to gazette the project under the Roads (Works, Use and Compensation) Ordinance upon completion of the investigation assignment, following consultation with the relevant District Councils and the Advisory Council on the Environment. We will commence the detailed design of CKR in 2004 and the construction of CKR in 2007 for completion by 2011.

ADVICE SOUGHT

11. Members are invited to provide comments on the content of this paper.

Transport Bureau
April 2002



圖名 drawing title
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

設計 designed C. K. LAW 16/04/02	繪圖 drawn W. K. CHIU 16/04/02	圖則編號 drawing no. MW6461TH-SP0012	比例 scale 1:15000 @A3
覆核 checked C. K. LAW 17/04/02	批准 approved E. A. Glenville 17/04/02	© 版權所有 COPYRIGHT RESERVED	
主要工程管理處 MAJOR WORKS PROJECT MANAGEMENT OFFICE		HIGHWAYS DEPARTMENT 路政署 HONG KONG 香港	

**Reprovisioning Arrangements for
Government and Institutional Facilities affected by CKR project**

G&I buildings undertaken by Director of Architectural Services under separate projects

Affected Buildings/Facilities	Proposed Reprovisioning Works
Yau Ma Tei Jockey Club Polyclinic	West Kowloon Government Offices (WKGO) (Site A)
Yau Ma Tei Specialist Clinic Extension Block: a) Health Department facilities b) Hospital Authority facilities	WKGO (Site A) A new building in Queen Elizabeth Hospital and another one in Kowloon Hospital
Kowloon Government Offices a) offices b) Post Office Counter portion	WKGO (Site A) Temporary reprovisioning and subsequent reinstatement in the vicinity
Yau Ma Tei Police Station*	New police station (Site C)
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) WKGO (Site A)

Minor G&I facilities to be included in the CKR project

Affected Buildings/Facilities	Proposed Reprovisioning Works
Yau Ma Tei Jade Market and Hawker Bazaars	Temporary reprovisioning in Man Cheong Street (Site D) and subsequent reinstatement
Food and Environmental Hygiene Department facilities (including refuse collection point, public toilet and Kansu Street Hawker Bazaar)	Temporary reprovisioning in the vicinity and subsequent reinstatement (to be carried out with the CKR tunnel works)

* 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. We intend to take down the affected portion of the original Police Station and restore it after the construction of the tunnel.

