

香港特別行政區政府

The Government of the Hong Kong Special Administrative Region

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環境運輸及工務局
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13 April 2007

Clerk to the Public Works Subcommittee
Legislative Council Building
8, Jackson Road, Central
Hong Kong
(Attn: Ms Rosalind Ma)

Dear Ms Ma,

Public Works Subcommittee (PWSC)

Follow-up to meeting on 7 February 2007

I am writing to provide supplementary information in response to the questions raised by Members about the proposed Central Kowloon Route (CKR) during the PWSC meeting on 7 February 2007.

The Indicative alignment of the CKR

The original scope of PWP Item 582TH covers the detailed design consultancy and associated site investigations of CKR in the form of a dual two-lane configuration. The indicative alignment put forward for discussion at the PWSC meeting on 7 February 2007 was formulated from an alternative alignment study conducted in 1999. A traffic review conducted in 2002 subsequently recommended that CKR should adopt a dual three-lane configuration to cope with the anticipated traffic demand. The scope of PWP

Item 582TH will therefore have to be changed for a separate alignment study to be carried out.

Nevertheless, the current indicative alignment only serves to illustrate the function of CKR as a new strategic east-west road link and gives an idea of the impact to be possibly brought about by the proposed new link. Further alignment study on CKR in dual three-lane configuration has to be carried out.

In the proposed consultancy study for CKR for which we are now seeking funding, we will review past alignment proposals and develop new alignment options, including one which allows preservation of Yau Ma Tei Police Station. The performance of each of these options will be comprehensively evaluated to facilitate later stages of public consultation with a view to developing a preferred alignment scheme.

High-level inter-departmental steering committee

The Administration is fully aware of the need to set up a high level interdepartmental steering committee to oversee the implementation of the CKR project. Our present thinking is that this steering committee should be convened by the Director of Highways personally, and should include members from the concerned bureaux and departments, such as the Environment, Transport and Works Bureau, Home Affairs Bureau, Housing, Planning and Lands Bureau, Health, Welfare and Food Bureau, Security Bureau, Tourism Commission, Transport Department, Planning Department, Environmental Protection Department, Antiquities and Monuments Office, and Government Property Agency.

The steering committee will closely monitor the progress of the consultancy study, oversee the public consultation process, provide guidance to the study team on the direction and methodology of the study, resolve difficult issues arising from the study, and facilitate close liaison among the study team and other government departments.

CKR as a strategic road link across central Kowloon

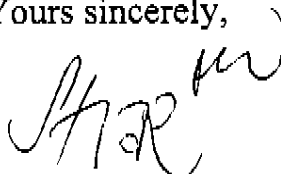
The proposed CKR is a strategic road connecting West Kowloon at Yau Ma Tei to East Kowloon at Kowloon Bay. In addition to relieving the traffic congestion on the existing east-west roads mentioned in paragraph 4 and 5 of PWSC(2006-07)74, the proposed new link could facilitate traffic movements, including those via the road harbour crossings, to/from various parts of the territory through its connections with other strategic roads at its two ends. The connections are shown in the **Annex**.

On the western end, traffic to/from West Kowloon area and beyond (such as the Container Port, New Territories West and Lantau Island) can use the connection with the West Kowloon Highway. Traffic to/from Hong Kong Island West can use the Western Harbour Crossing.

On the eastern end, traffic to/from Kowloon Bay and beyond (such as New Territories East via Tate's Cairn Tunnel, Sai Kung via Clear Water Bay Road, and Kwun Tong) can use the connections with Kai Cheung Road and Kwun Tong Bypass. Access to Tseung Kwan O is possible through Kwun Tong Bypass and Tseung Kwan O Tunnel. Upon completion of Trunk Road T2 and Tseung Kwan O - Lam Tin Tunnel which are both under planning, a direct expressway will be formed stretching from West Kowloon to Tseung Kwan O. Traffic to/from Hong Kong Island East can use Kwun Tong Bypass or Trunk Road T2 which is under planning for connecting with the Eastern Harbour Crossing.

Grateful if you could convey the above to Members for their reference. Thank you.

Yours sincerely,



(Ms Sharon Ho)

for Secretary for the Environment,
Transport and Works

c.c.

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中九龍幹線 - 橫跨中九龍的主要公路
 Central Kowloon Route - a strategic road link across central Kowloon