

**For Discussion  
on 16 May 2008**

**Legislative Council Panel on Transport**

**Central Kowloon Route**

**Progress Report**

**Purpose**

This paper briefs Members on the latest progress of the consultancy study for the Central Kowloon Route (CKR), a new strategic road link connecting West Kowloon with the Kai Tak Development and Kowloon Bay.

**Background**

2. The Administration plans to start the construction of the CKR in 2012 for completion in 2016. At the Public Works Subcommittee meeting on 7 Feb 2007 and Finance Committee meeting on 20 April 2007, Members were concerned with the alignment of the CKR and its implications on preserving the Yau Ma Tei Police Station (the Police Station), a Grade III historic building. They also expressed concerns on how the existing community facilities in the vicinity will be affected by the project. While approving the increase in funding for the consultancy study and site investigations, Members requested and the Administration agreed to continue to consult the public on the alignment and report back on the preferred option. An inter-departmental steering committee chaired by the Director of Highways has since been formed to take forward the project.

## Public Engagement Activities

3. In the past year, we have been keeping in close touch with the respective District Councils, local communities, trade and hawker representatives, professional bodies and academics having an interest in the CKR project so as to collect views on the preferred alignment of the trunk road. We have organized three public forums, two outreach events and visits, five meetings with local communities and District Council Members, 150 on-street surveys, and 28 in-depth interviews to collect public views and to explain the progress of the project. We have launched a dedicated web-site for the project and distributed monthly newsletters in Yau Ma Tei. A summary of the public engagement activities is at **Enclosure 1**. In arriving at the preferred alignment, we have incorporated views from the public, and paid particular attention to public concerns, such as local culture and heritage conservation (see paragraphs 10-13), reprovisioning of community facilities and land use planning (see paragraphs 14-15), and environmental issues (see paragraphs 16-18).

## Preferred Alignment

4. We started the consultancy study for the investigation and preliminary design of the CKR in August 2007. As the first step in identifying possible alignment options, the consultant reviewed more than 40 proposals considered during previous CKR studies, which include tunnel and flyover options covering most of the Kowloon Peninsula as far north as Boundary Street and across the harbour around the southern tip of Tsim Sha Tsui. The review affirms that tunnel (as opposed to flyover) options across central Kowloon (as opposed to northern or southern Kowloon) are more favourable for the development of the preferred alignment, taking into account factors such as environmental impacts, land impacts, traffic implications and connections to existing road networks.

5. The consultant then looked into the alignment options for the eastern and western ends of the CKR which will be connected by a deep bored tunnel across central Kowloon. For the eastern end, the consultant concludes that the preferred option should follow the previous indicative alignment (at **Enclosure 2**) which is located generally in areas geologically

suitable for tunnelling works. It will run through the open area in Kowloon City Ferry Pier, thus avoiding the adjacent residential buildings.

6. For the western end, the consultant developed 14 preliminary proposals having regard to factors such as traffic, environmental, social, cultural and land-use impacts; cost and engineering feasibility; and suggestions made at the three public forums. Different tunnel configurations, such as the traditional form of side-by-side tunnel, splitting the two tubes of the tunnel to reduce the land take of the individual tube and the use of double deck tunnel have been considered. The analysis on the 14 options was published in the newsletter in February 2008 at **Enclosure 3**. Five of these options, namely options A to E, are considered more feasible as they have manageable impacts in terms of community facilities affected, resumption of private properties, traffic disruption and proximity to sensitive receivers. Option E is a flyover along Waterloo Road before entering the tunnel across central Kowloon. The rest of the options are cut-and-cover tunnel schemes under Kansu Street. Three of them are side-by-side tunnels and the remaining one is a double deck tunnel.

7. The engineering feasibility and associated impacts of Options A to E were then examined in depth. Option C was chosen as the preferred scheme taking into consideration the preservation of the Police Station, as well as its lesser traffic, environmental, social and land use impacts, etc.. The comparison of the five options was outlined in the newsletter in February 2008 at **Enclosure 3** and summarized below –

- (a) Option A is a cut-and-cover tunnel which cannot avoid both the old wing and new wing of the Police Station, and may require demolition of the latter. It requires reprovisioning of a number of community facilities in Yau Ma Tei;
- (b) Option B is a cut-and-cover tunnel which requires demolition of the electricity substation and two residential buildings on Kansu Street. It requires reprovisioning of a number of community facilities in Yau Ma Tei and temporary traffic arrangements on Kansu Street;

- (c) Option C is a cut-and-cover tunnel which cannot avoid the new wing of the Police Station and requires underpinning if it were to be retained. It requires reprovisioning of a number of community facilities in Yau Ma Tei and temporary traffic arrangements on Kansu Street;
- (d) Option D is a double deck tunnel under Kansu Street with a gradient of 9% for the lower deck, which is highly undesirable in terms of traffic performance and safety. It requires reprovisioning of a number of community facilities in Yau Ma Tei and temporary traffic arrangements on Kansu Street; and
- (e) Option E is a flyover along Waterloo Road and requires demolition of a secondary school. 12 private buildings along Waterloo Road as well as the Yau Ma Tei Fire Station and Ambulance Depot will be very close to it, leaving insufficient space to meet the stipulated fire rescue requirements. Substantial modification or demolition of these buildings may be necessary.

8. The consultancy study has paid due regard to the views of the public and relevant government departments. The 14 preliminary alignment options, including Options A to E, were presented at the public forums, published in the newsletters and posted on the project web-site. Evaluation of the alignment options was also carried out as part of a social impact assessment based on sustainable development principles (see paragraph 10). Through these public engagement activities, a general consensus of the public on the preferred alignment (Option C) was reached.

9. The preferred alignment scheme is shown at **Enclosure 4**. It is a dual 3-lane trunk road of about 4.7 km connecting West Kowloon with the proposed Kai Tak Development. It will further connect the road network in Kowloon Bay. About 3.9 km of the CKR will be in tunnel.

The proposed tunnel starts from West Kowloon reclamation area at the west end. It runs along Kansu Street, across Nathan Road, and through King's Park, Ho Man Tin, To Kwa Wan and Kowloon City Ferry Pier to Kowloon Bay. In view of the topography and geology of King's Park, Ho Man Tin and To Kwa Wan areas, the central section of the CKR is proposed to be a deep bored tunnel in the bedrock to avoid affecting the buildings at the ground level. At the two ends where the tunnel is shallower and situated mainly in soil stratum, the cut-and-cover method of construction is proposed. The portion across the waters in Kowloon Bay will be in the form of an immersed tube tunnel underneath the seabed to avoid reclamation.

### **Local Culture Study and Heritage Conservation**

10. The preferred alignment, at the western end, would pass through Yau Ma Tei which is rich in local culture, in the light of which the consultancy study has carried out a local culture study and a social impact assessment. This aims at understanding the Yau Ma Tei local culture and characteristics, and provides guiding principles based on sustainable development concepts and evaluation criteria for the CKR alignment selection, reprovisioning arrangements and planning of land use in the affected areas in Yau Ma Tei associated with the construction of the CKR. The studies were based on research, on-street surveys and in-depth oral history interviews with operators of traditional trades.

11. The preservation of the Police Station has been a major theme in developing the alignment options at the western end. The Police Station comprises an old wing and a new wing built in 1922 and 1957 respectively. Options B, C, D and E mentioned in paragraphs 6 and 7 above will either completely avoid interrupting the entire Police Station or allow preservation by engineering methods. The preferred Option C will avoid the old wing of the Police Station and will run underneath about one-third of the new wing which can be retained technically with underpinning. The underpinning method may cause minor but repairable damage to the building. It will also increase the construction cost and time.

12. Since the project is a designated project under the Environmental Impact Assessment Ordinance (EIAO) (see paragraph 16),

we will conduct a Built Heritage Impact Assessment on the Police Station which will be submitted to the Antiquities and Monuments Office.

13. A visit to the Police Station was organized for the public on 15 December 2007. This provided a good opportunity to understand the history and architectural feature of the buildings. Through this visit as well as other public engagement activities, we have received different views on the preservation and future use of the Police Station. These views include keeping the whole compound intact, demolition of the new wing so as to release the land for development for community uses, or reverting the Police Station to its original state in 1922. In planning the future use of the Police Station, the departments concerned will continue to gather public views.

### **Reprovisioning Arrangements and Land Use Planning**

14. At our consultation with this Panel on 24 November 2006, we informed Members of our repropvisioning proposal for the affected community facilities in Yau Ma Tei (**Enclosure 5**). We have since then revised the proposal taking into consideration the views gathered in public consultation. In the revised proposal, the Yau Ma Tei Jockey Club Polyclinic building will not be affected and could continue to be in operation. Moreover, the Post Office and the Library will be reprovioned temporarily in Yau Ma Tei during construction, and moved to a permanent accommodation in the same area after construction. The Jade Hawkers' Bazaar will also be reprovioned temporarily in Yau Ma Tei during construction, and will be moved back to the original location thereafter. We will continue to explore possible options to make way for the operation of the Temple Street night market, which holds a variety of commercial activities and is considered an important part of the Yau Ma Tei local culture, during the CKR construction. The Yau Tsim Mong District Council and the public generally support the above relocation proposals.

15. The construction of the CKR in Yau Ma Tei and the relocation of community facilities provide opportunities for land use restructuring to enhance the area. The consultant is carrying out an urban design study to develop the plan for future land use for the affected areas under the sustainable development principles. It is also proposed to increase greening and provide quality open space.

## **Environmental Issues**

16. Since the project is a designated project under Schedule 2 of the EIAO (Cap. 499) and an environmental permit is required for the construction and operation of the project, we will carry out an Environmental Impact Assessment (EIA) according to the statutory requirements during the investigation and preliminary design stage. The construction of the CKR will require the implementation of necessary air and noise impacts mitigation measures to ensure that the stipulated environmental standards are met.

17. Some local residents have raised concerns on air and noise impacts in Yau Ma Tei that may arise from the CKR. The study consultant has proposed to include the following measures for detailed study in the EIA and in the design of the CKR -

- (a) A landscaped deck will be constructed at the western tunnel portal so that the vehicular entrance and exit will be moved from Ferry Street to Hoi Wan Road, farther away from existing residential buildings. This arrangement will also provide additional greening to the area;
- (b) On ventilation design, an exhaust extract system will be installed to limit emissions at the portal; and
- (c) The ventilation building will be relocated from the previously proposed location near Ferry Street to the Yau Ma Tei Interchange of the West Kowloon Highway. The new location will allow a better dispersion of tunnel exhaust to reduce air quality impact on existing dwellings.

18. Yau Ma Tei residents also raised concerns on the traffic noise arising from Gascoigne Road Flyover. The study will continue to examine reprovisioning the Flyover, with noise barriers or other appropriate measures, so as to maintain traffic on the Flyover during CKR construction.

We will continue to liaise with the concerned parties.

### **Consultation with District Councils**

19. We consulted the Traffic and Transport Committee of the Kwun Tong District Council, the Traffic and Transport Committee of the Kowloon City District Council and the Yau Tsim Mong District Council in April 2008. They were supportive of the preferred alignment scheme, the proposed reprovisioning arrangements and the preservation proposal regarding the Police Station. The Yau Tsim Mong District Council requested to be further briefed and consulted in due course on the detailed reprovisioning arrangements and the EIA of the CKR project.

20. We will continue to engage the public throughout the course of the investigation, design and construction of the CKR.

### **Way Forward**

21. Subject to Members' comments on the preferred alignment, we will proceed with the preliminary design of the CKR and impact studies, including the EIA, under the current consultancy study. It will be followed by detailed design. After the detailed design is available, we shall seek LegCo's funding approval to commence the construction of the CKR in 2012 for completion by 2016.

### **Advice Sought**

22. Members are invited to note and comment on this paper.

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**Transport and Housing Bureau**  
**May 2008**



中九龍幹線

# Public Engagement Programme for Central Kowloon Route

公眾參與活動



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# 引言

二零零七年八月，路政署開展了中九龍幹線的諮詢研究。

由於工程項目會對交通、土地運用及環境構成影響，故此有需要在這項研究中諮詢公眾意見。

研究採納了全面綜合的公眾參與策略。同時，亦進行本土文化研究和社會影響評估以確保可以適當地理解管區文化，從而避免、舒緩和彌補工程項目帶來的任何負面影響。



# Introduction

In August 2007, Highways Department commissioned an investigation study for the Central Kowloon Route (CKR) project.

Since the project will have impact on traffic, land use and the environment, there is a need to consult the public during the consultancy study.

A comprehensive public engagement strategy is adopted. In parallel, a Local Culture Study and a Social Impact Assessment are carried out to ensure a thorough appreciation of the local culture so that any adverse effect arising from the project can be avoided, mitigated and remedied.



# 公眾參與策略

## 目標為何?

- 促進利益相關者的參與，以收集他們對中九鐵幹線走線的意见和關注；
- 建立共識，以制訂最理想的走線方案；以及
- 透過重新規劃土地用途以優化被廢棄的舊樓區地區的文物保育和城市形體。

## 誰人參與?

我們的公眾參與活動以社區為本，各利益相關者包括當區居民、商戶、小販和攤檔經營者、區議會和分區委員會、社會服務團體、政府部門、購物人士和遊客、學生和上班人士、環境文物關注組織、廣大公眾和專業學會等。

## 甚麼議題?

就當區文物保育、城市形體、社區設施、幹線走線選擇、對社會、經濟和環境的影響和舒緩措施等議題作討論。

## 何時進行?

公眾參與活動已於項目研究初期開展，並持續在研究和落實過程中進行。

## 如何進行?

我們採用不同的互動形式和活動以喚起市民對這項工程的關注和促進不同利益相關者的參與。



# Public Engagement Strategy



## Why?

The objectives are:

- To engage the interested stakeholders to solicit their views and concerns on CKR alignment
- To build consensus on the preferred alignment option; and
- To recommend land use re-structuring to enhance cultural and heritage preservation and urban form of the Tung Shi Tau area in Yau Ma Tei.



## Who?

Our public engagement approach is community based. Stakeholders include local residents, business operators, hawkers and stall operators, District Councils and Area Committees, social service providers, government departments, shoppers and visitors, students and workers, environmental and heritage concern groups, wider public, professional institutes, etc.



## What?

Issues on preservation of local culture, urban form, community facilities, alignment options, possible socio-economic and environmental impacts and mitigation measures are discussed.

## When?

Public engagement started at an early stage of the study investigation and is carried out throughout the project's implementation.

## How?

Various interactive means and programmes were adopted to arouse interest and facilitate participation of different stakeholders.



# 地區分析：了解現況，明瞭需要

進行盡數研究以探索社區資產和本土特色，包括歷史、社會、文化、人口、經濟和環境概況，以了解當區的特色和社區需要。

## 背景研究

研究有關人口普查資料和當區社會經濟結構以了解當區社區發展。

## 實地考察

研究油麻地傳統特色本土經濟以了解當區特色。

## 口述歷史訪問

訪問了二十三間當區傳統商戶以了解當區歷史發展和油麻地本土經濟。



## 與各利益相關者作深入訪問

訪問了二十八個利益相關者以收集公眾對當區文物和社區資產、中九區轉歸關注和當區未來發展的意見。



# Understanding the Area

A thorough research was carried out to understand the planning and development context including historical, social, cultural, demographic, economic, and environmental conditions in order to identify local characteristics and community needs.



## Background Research

Demographic survey and socio-economic composition of the area are studied to understand the community.

## Site Surveys

Traditional local businesses in Yau Ma Tei were studied to better understand the local characteristics.

## Oral History Interviews

23 traditional business operators were interviewed to understand the historical development of the Yau Ma Tei area and the local community economy.

## In-depth Interviews with Various Stakeholders

28 stakeholders were interviewed to solicit views on local heritages and social assets, concerns on CKR and future development of the area.



- |                        |                                    |
|------------------------|------------------------------------|
| 玉照<br>Jade Mirror      | 中區警署<br>Central Police Station     |
| 戲院<br>Cinema           | 油麻地警署<br>Yau Ma Tei Police Station |
| 寶利戲院<br>Bau Loo Cinema | 油麻地<br>Yau Ma Tei                  |
| 巴士<br>Bus              | 油麻地<br>Yau Ma Tei                  |
| 油麻地<br>Yau Ma Tei      | 油麻地<br>Yau Ma Tei                  |
| 油麻地<br>Yau Ma Tei      | 油麻地<br>Yau Ma Tei                  |

# 公眾參與活動項目

## 第一階段：交換資訊，構想未來

第一階段公眾論壇 — 「你講我講 齊齊來講」  
二零零七年十一月十日

七十五名參加人士為該區提出願景和表達他們對中九龍幹線、當區文化、廟街和優化城市形態的關注和意見。

### 願景

以中九龍幹線為樞紐，兼重保育、社區美化及重新規劃土地用途，發展油麻地為可持續發展的社區。

### 參觀油麻地警署

二零零七年十二月十五日

七十名人士欣賞警署的建築和歷史價值，他們也參與「油麻地警署之人生交叉點」討論，探討保育警署的意義和新的方案。

### 問卷調查

二零零八年一月

在油麻地區不同地點訪問了一百五十名受訪者以收集公眾對社區融合、中九龍幹線所帶來的機遇和關注的意見。

### 通訊

每月通訊在油麻地區多處派發，以提供有關是次項目的最新資訊。

### 網頁

[www.central-kowloon-rowis.com.hk](http://www.central-kowloon-rowis.com.hk)

提供有關是次研究和各項公眾參與活動的最新資訊。



# Public Engagement Programmes

## Stage 1: Envisioning and Information Exchange

Stage 1 Public Forum I - "Let's Talk"  
10 November 2007

75 participants developed the vision for the area, expressed their concerns on CKR and local culture, Temple Street and enhancing urban form.

### Vision

Taking the construction of CKR as an opportunity to achieve a sustainable Yau Ma Tei through integrated planning with conservation, enhancement and land use restructuring.

### Visit to Yau Ma Tei Police Station

15 December 2007

70 people appreciated the architectural and historical value of the Yau Ma Tei Police Station. They discussed the conservation approach of the old and new wing of the Yau Ma Tei Police Station through "YMT Police Station at the Crossroads".

### Street Survey

January 2008

150 survey respondents at various places of Yau Ma Tei were interviewed to solicit views on social integration, perceived impacts, pros and cons of CKR.

### Newsletters

A monthly publication was issued to provide updated information of the project for distribution in various locations in YMT.

### Website

[www.central-kowloon-rowis.com.hk](http://www.central-kowloon-rowis.com.hk) was launched to provide updated information on the study and public engagement activities.



# 公眾參與活動項目



## 第二階段：發表意見，認真討論

第二階段公眾論壇 — 「一齊參與 齊表關注」  
二零零八年一月十九日

九十名人士參與討論可持續發展原則和指標，以及中九區特種各建議走線的優劣，環境影響措施、興建與遷的時間表和有關於交通安排，以及社區設施重置。

### 論壇上同意的可持續發展原則

- |                      |                   |
|----------------------|-------------------|
| 1. 保存和鞏固他區地帶特的地區文化特質 | 6. 改善行人及交通網絡      |
| 2. 保育及活化區內的文物建築      | 7. 優化居住生活環境       |
| 3. 確保社區設施能切合地區需要     | 8. 確保公共治安         |
| 4. 維繫社區網絡            | 9. 確保開放和透明的公眾參與過程 |
| 5. 鞏固及發展區內多元化的地區經濟   | 10. 減少對社區負面影響     |

### 校際規劃比賽

二零零八年二月十六日

來自新界地區內三間中學的六支學生隊伍收集區內資訊，提出該區可持續發展的土地規劃概念。



# Public Engagement Programmes

## Stage 2: Comments and Dialogue

Stage 2 Public Forum II - "Let's Join Hands in Planning"  
19 January 2008

90 participants discussed sustainable development principles and indicators, the pros and cons of the alignment options, and concerns on environmental mitigation, construction duration and related traffic arrangements and re-provisioning of community facilities.

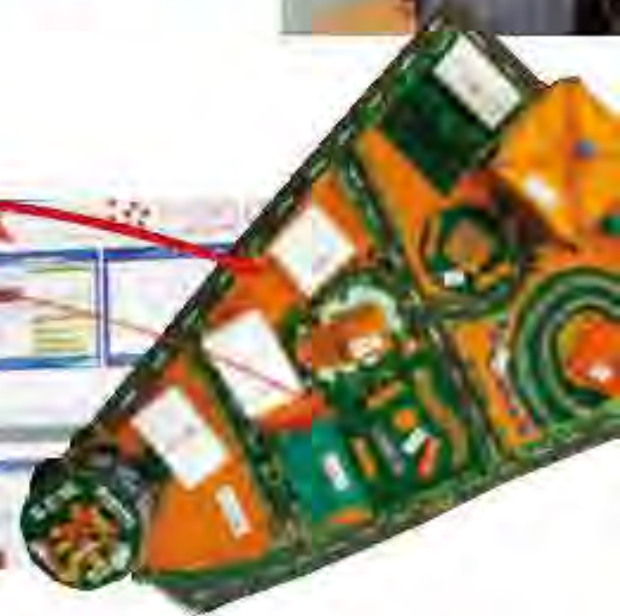
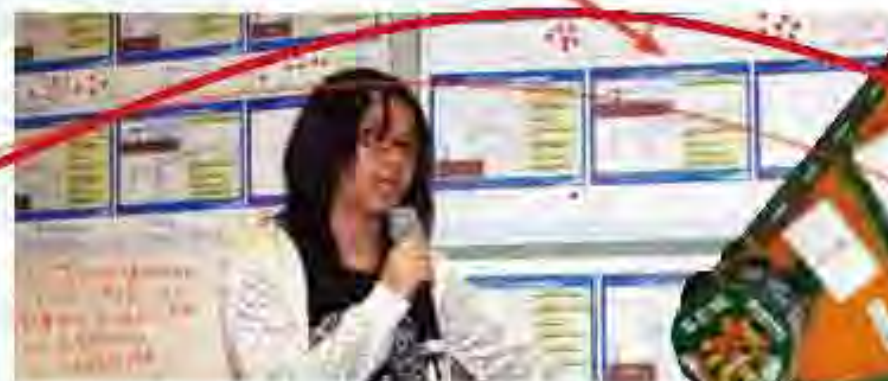
### Sustainable Development Principles Agreed at the Forum

1. Preserve and enhance the unique local cultural identity of Yan Ma Tei
2. Conserve built heritage and ensure vitality
3. Ensure the provision of community facilities to meet local needs
4. Maintain social network
5. Enhance and promote the diversity of local economy
6. Improve pedestrian and traffic networks
7. Enhance living environment
8. Ensure public security
9. Ensure an open and transparent public engagement process
10. Minimise adverse impacts on the community

### Inter-school Planning Competition

16 February 2008

Six teams from three secondary schools in Yan Ma Tei gathered information on local needs and generated ideas on the sustainable development of the area.



## 公眾參與活動項目



### 第三階段：建立共識，改善環境

#### 第三階段公眾論壇 — 「共同籌劃 理想建設」

二零零八年三月十五日

共二百五十名人士參與是次論壇。活動中，在中九龍幹線的走廊、環境舒緩措施、各社區設施的重要安排和未來土地用途上等均能達到普遍共識。

#### 持續對話

路政署在研究和落實工程的過程中會與當區居民和各利益相關者保持對話和聯繫，以了解他們的關注和作出改善。

## Public Engagement Programmes

### Stage 3: Consensus and Agreement

#### Stage 3 Public Forum III - "Let's Make a Plan"

15 March 2008

250 people joined the forum. General consensus was reached on the CKR alignment, environmental mitigation measures, proposed re-provisioning arrangements of community facilities and future land uses.

#### Continuous Dialogue

Highways Department will maintain dialogue and contacts with local residents and stakeholders throughout the study and project implementation to address their concerns.





# 前 瞻

公眾意見將為以下工作提供寶貴的考慮資料：

- 評估和推薦幹線的走線
- 中九龍幹線的設計和針對文物保育和優化環境的舒緩措施
- 會時地重置社區設施以滿足當區需要
- 城市設計和土地利用規劃研究：優化當區文化和城市形態以建設可持續發展的社區
- 社會影響評估：評估中九龍幹線工程對當區文化和社會資產的影響

對話將會持續！

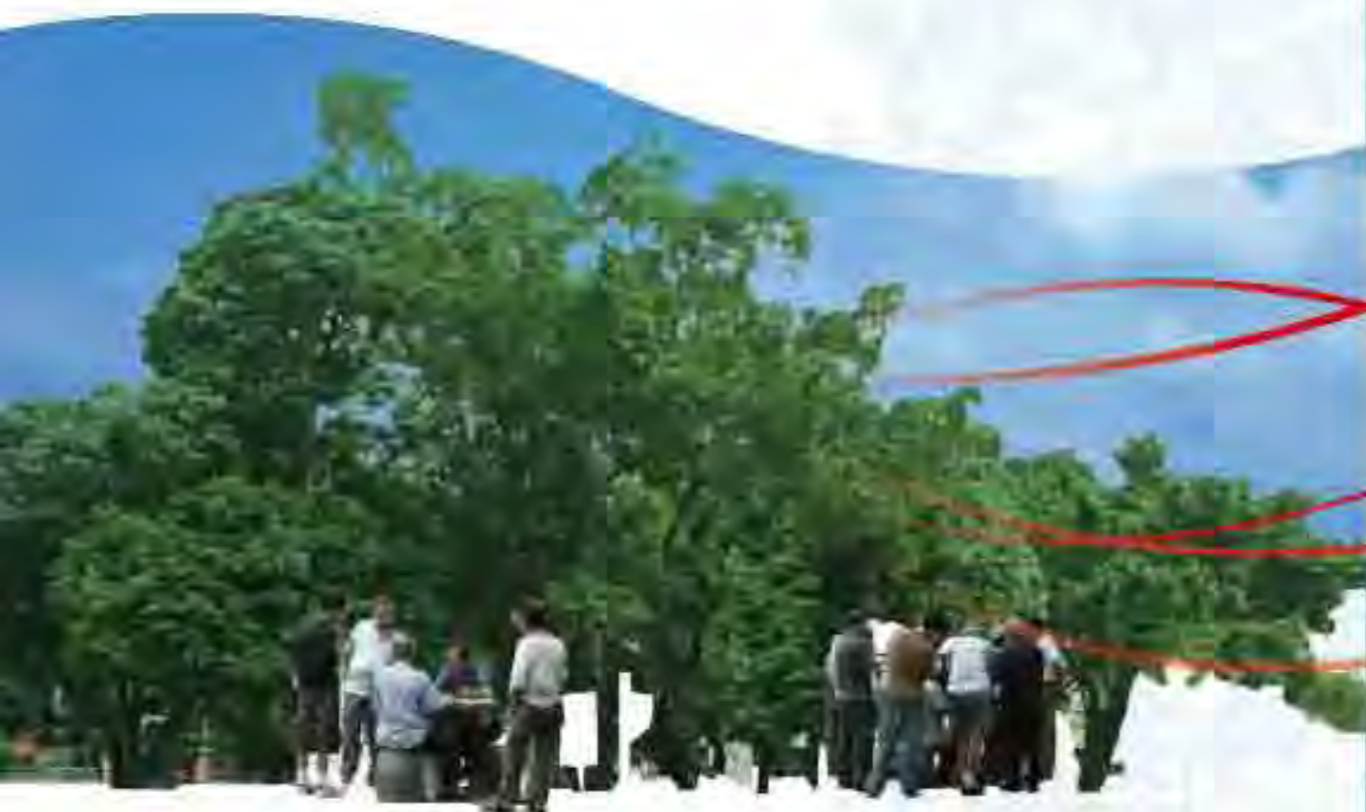


# Way Forward

Views gathered will be used as valuable inputs to:

- Evaluation and recommendation of alignment options
- Design of CKR and mitigation measures for heritage preservation and environmental enhancement
- Timely re-provisioning of community facilities to meet local needs
- Urban Design and Land Use Planning Study to enhance local culture and urban form to reach a sustainable community
- Social Impact Assessment to evaluate the impact of the CKR on local culture and social assets

The dialogue will go on!



# 鳴謝 *Acknowledgement*

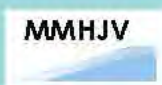
謹此多謝所有出席公眾參與活動的人士。參加者來自不同的背景，包括有關的法定組織、區議會、分區委員會、當區居民、當區經營商舖的人士/小販、商會團體、學校及社會服務組織、專家團體、歷史學家及建築師，與及關注工程的團體。透過參與活動，他們為中九鐵幹線的首選走線、了解當區本土文化與及計劃重疊和未來土地運用情況等方面作出貢獻。我們十分欣賞他們提出的意見，並盡力處理他們的要求。

在工程進入詳細設計階段後，我們將繼續與公眾和持份者保持溝通和聯繫，收集他們對工程的意見。

We are thankful to those who took part in the public engagement exercise. The participants were of diverse backgrounds, including relevant statutory bodies, District Councils, Area Committees, local residents, local traders and hawkers, various trading associations, schools and social service groups, professional institutes, historians and architects as well as concern groups. Their participation has been vital to formulating the preferred alignment of the CKR project, understanding the local culture, and drawing up re-provisioning and future land use proposals. We appreciate the opinions they raised in the exercise, and have done as much as we can to address their concerns.

We will continue to maintain close liaison with the public and relevant stakeholders and gauge their views when the CKR project enters the detailed design stage.





二零零八年五月  
May 2008



典型鑽挖式隧道橫切面  
TYPICAL SECTION FOR BORED TUNNEL  
不按比例 N.T.S.



典型明挖回填式隧道橫切面  
TYPICAL SECTION FOR CUT-AND-COVER TUNNEL  
不按比例 N.T.S.



典型沉管式隧道橫切面  
TYPICAL SECTION FOR IMMERSED TUBE TUNNEL  
不按比例 N.T.S.

- 圖例  
LEGEND :
- 擬建鑽挖式隧道  
PROPOSED BORED TUNNEL
  - 擬建明挖回填式隧道  
PROPOSED CUT-AND-COVER TUNNEL
  - 擬建沉管式隧道  
PROPOSED IMMERSED TUBE TUNNEL
  - 擬建高架/地面道路  
PROPOSED ELEVATED/AT-GRADE ROAD
  - 擬建低於地面道路  
PROPOSED DEPRESSED ROAD
  - 擬建隧道出入口  
PROPOSED TUNNEL PORTAL
  - 擬建通風大樓  
PROPOSED VENTILATION BUILDING

圖則名稱 drawing title  
中九龍幹線 - 示意走線的位置圖及典型隧道橫切面  
CENTRAL KOWLOON ROUTE - LOCATION PLAN AND TYPICAL SECTIONS FOR TUNNEL OF THE INDICATIVE ALIGNMENT

設計 designed	SIGNED	繪圖 drawn	SIGNED	圖則編號 drawing no.	比例 scale
C.H.CHAN	30/04/08	W.L.LAM	30/04/08	HMW6461TH-SP0015	1:15000 或按 OR AS SHOWN
覆核 checked	SIGNED	核准 approved	SIGNED	© 版權所有 COPYRIGHT RESERVED	
W.C.KWAN	30/04/08	C.W.CHOW	30/04/08	HIGHWAYS DEPARTMENT 香港政府	
主要工程督導處 MAJOR WORKS PROJECT MANAGEMENT OFFICE					

D:\DWG\DWG\461TH\SP0015.dwg

# 中九龍幹線及加士居道行車天橋擴闊工程 － 油麻地通訊

## Central Kowloon Route & Widening of Gascoigne Road Flyover － Yau Ma Tei Newsletter

路政署  
Highways  
Department



第五期 - 二零零八年二月  
Issue No. 5 - February 2008

### 通告 Message

在本期我們將報告工程顧問在研究過程中，從眾多的走線方案選擇其中5個方案。我們歡迎你提出對研究結果的看法。

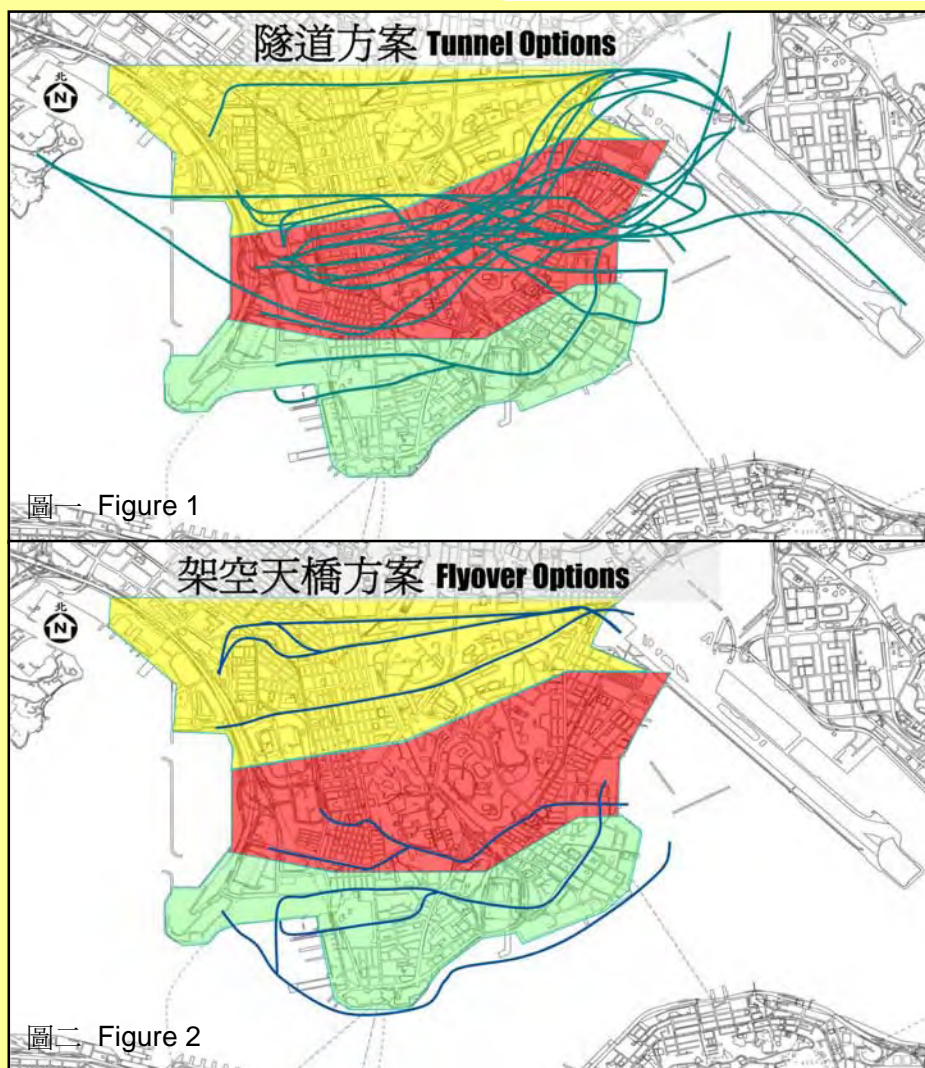
In this issue we report the Consultants' selection of 5 alignment options from different options developed. We welcome your views on the findings.

## 走線研究進展 Progress of Alignment Study

工程顧問已考慮超過40條先前走線方案，其中包括隧道及天橋方案。是次研究覆蓋九龍半島大部份地區，包括北至界限街的隧道及天橋方案，南端至尖沙咀的跨海天橋方案。圖一示隧道方案；圖二示架空天橋方案。

綜合走線設計、交通、環境及土地影響等各方面因素，研究發現貫穿九龍半島中部的隧道方案獲得最高評分，並提議採用位於九龍半島中部地區的隧道方案(紅色部份)。

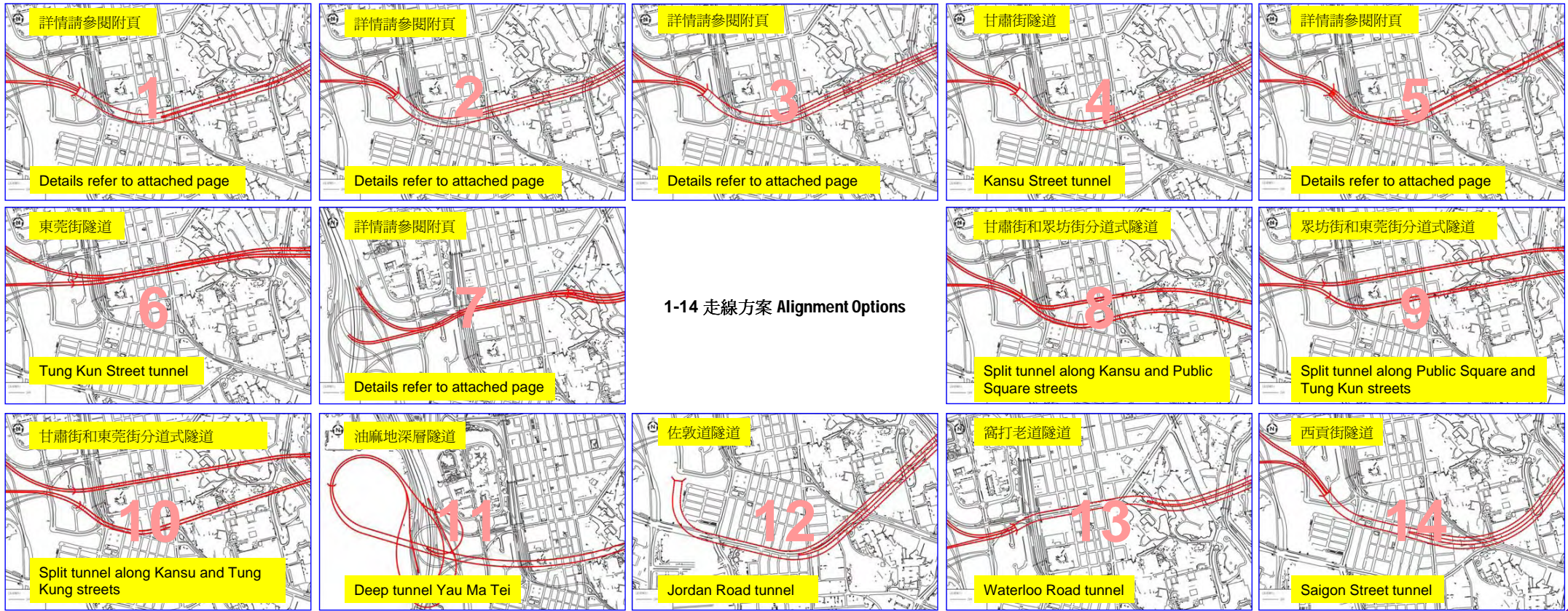
及後考慮到油麻地地區的環境、社會及土地用途的影響、交通連通性和工程可行性，制定14個可行方案作更詳細的考慮。



The consultants have reviewed over 40 previous alignment options, including tunnel and flyover options. They covered most of Kowloon Peninsula, and included tunnel and flyover options as far north as Boundary Street and a flyover option across the harbour around the southern tip of Tsim Sha Tsui. The tunnel options are shown in Figure 1, and the flyover options are shown in Figure 2.

The review found that the tunnel options across the central part of the peninsula scored the highest marks overall on consideration of environmental impacts, land impacts, traffic implications, and geometric design, and recommended to adopt a tunnel options in the Central Kowloon corridor (in red).

Subsequently, taking into account environmental, social and land-use impacts, traffic connectivity and engineering feasibility, 14 options at Yau Ma Tei area were developed out for more in-depth consideration.



從交通、工程及影響評估的角度來說，較可取的方案應可接駁油麻地交匯處現已興建的連接點，主要採用隧道形式及儘量減少影響私人物業或公共設施。

提出方案 4、6、11、12、13和14是基於他們完全避免影響油麻地警署、油麻地賽馬會診所及油麻地專科診所新翼幾個社區設施。但是，方案 4、6、12、13和14會影響多座私人樓宇物業。方案11的深層隧道雖然不影響地面設施，但建造連接路須於油麻地避風塘進行填海工程。此外，方案12不能直接與油麻地交匯處連接，而方案13則與窩打老道地下大型排水道衝突並且太過接近港鐵油麻地站。

方案8、9 和10是採用分開隧道管道形式，即一方向的隧道管道跟另一方向的隧道管道離開一段距離。這個安排減少單一工程範圍，但卻需要兩個工地。經過詳細考慮，在不影響駿發花園下，東莞街和眾坊街的闊度是不足夠容納隧道管道。所以這等方案視為不可行或高風險。

方案1、2、3、5 和 7 (重新排名為走線方案A 至E，並於附頁詳細報告)是為較可行的方案。因為根據初步評估，這些方案對社區設施、私人物業、交通改道和敏感受體等方面的影響較為可處理。

我們將繼續研究落實走線方案，並會諮詢區議會及立法會。我們現正收集市民對以上研究結果和走線方案的意見，請參照“我們重視你的意見”一欄的聯絡方法，讓我們知道你的看法。

The general preferred features of an alignment option under traffic, engineering and impact assessments are that they should connect to West Kowloon Highway at the already constructed connecting points at the Yau Ma Tei Interchange, should be mainly in the form of a tunnel and affect private properties or public facilities as little as possible.

Options 4, 6, 11, 12, 13 and 14 are put forward as they totally avoid the community facilities namely the Yau Ma Tei Police Station, Yau Ma Tei Jockey Club PolyClinic and Specialist Extension. However, Options 4, 6, 12, 13 and 14 affect a number of private residential properties. Option 11 is a deep tunnel running under ground level facilities but it requires reclamation at the Yau Ma Tei Typhoon Shelter to construct connecting ramps. Option 12 cannot be directly connected to the Yau Ma Tei Interchange. Option 13 clashes with a large underground drain at Waterloo Road and is too close to the Yau Ma Tei MTR underground station.

Options 8, 9 and 10 adopt split tunnel format where the tunnel tube for one direction runs along a route some distance away from the other tube. This arrangement reduces the width of the site for construction locally but two such sites will be required. Upon further examination, Tung Kun Street and Public Square Street are not wide enough to accommodate a tunnel tube without affecting Prosperous Garden. As such these options are either not feasible or carry high risks.

Options 1, 2, 3, 5 and 7 (re - designated Alignment Options A to E and presented in detail in the attachment) are considered the more feasible options as they have manageable impacts in terms of community facilities affected, resumption of private properties, traffic disruption and proximity to sensitive receivers.

We continue to further refine these alignments to arrive at a preferred alignment with which we will consult District Councils and Legislative Council. We are now collecting public views on the findings and the alignments. **Please refer to the contact details in the “We Value Your Comment” section of this issue and let us know your comments.**

## 報告板 Bulletin Board

「中九龍幹線與你」公眾論壇 Central Kowloon Route and You – Public Forum  
第三階段公眾論壇，詳情如下： Stage 3 Public Forum, details as follows:

日期 Date: 2008年3月15日 (星期六) 15 March 2008 (Saturday)

時間 Time: 下午2時30分至5時30分 2:30pm to 5:30pm

地點 Venue: 梁顯利油麻地社區中心 (油麻地眾坊街60號)

Henry G Leong Yau Ma Tei Community Centre  
(60 Public Square Street, Yau Ma Tei)

查詢及報名: 請致電2859 0101 或電郵到 [ckr@meinhardt.com.hk](mailto:ckr@meinhardt.com.hk)

For enquiries and enrolment: Please call 2859 0101 or email to [ckr@meinhardt.com.hk](mailto:ckr@meinhardt.com.hk)



## 第二階段公眾論壇 一同參與 齊來規劃

第二階段的公眾論壇，已於2008年1月19日舉行。

當日有超過100位公眾人士參與，包括居民、商販、業界組織、專業團體、區議員、分區委員會委員、學生、社會服務中心長者以及少數族裔人士。

各參與的人士都很踴躍發言。在分組討論環節中，大家就可持續發展原則積極討論，表達自己的意見，並詳細考慮各中九龍幹線走線方案。

## Stage 2 Public Forum Let's Join Hands in Planning

The Stage 2 Public Forum was completed on 19 January 2008.

More than 100 members of the public attended the Forum including local residents, business operators, different trade associations, professional institutes, district councillors, area committee members, students, elderlys from social service centre as well as ethnic minority.

The participants all actively voiced out their opinions and views. During the group discussion sessions, they dynamically shared their ideas on the topics about sustainability development principles, and considered the proposed alignments of CKR.



油麻地，知多少？上期答案

How much do you know about Yau Ma Tei? Answer for the last Issue

榕樹頭

Yung Shu Tau

### 我們重視你的意見 We Value Your Comment



「中九龍幹線及加士居道行車天橋擴闊工程-油麻地通訊」是以月刊形式出版。如對本工程有任何疑問及意見，歡迎提供意見

郵寄 香港皇后大道西421號華明中心4樓 或  
電郵 [ckr@hyd.gov.hk](mailto:ckr@hyd.gov.hk) 或 [ckr@meinhardt.com.hk](mailto:ckr@meinhardt.com.hk) 或  
致電 2859 0101 或  
傳真 2540 1580

“CKR and Widening of GRF-Yau Ma Tei Newsletter” is a monthly publication. Should you have any comments on the project, please send letter to 4/F Wah Ming Center, 421 Queen's Road West, Hong Kong

send email to [ckr@hyd.gov.hk](mailto:ckr@hyd.gov.hk) or [ckr@meinhardt.com.hk](mailto:ckr@meinhardt.com.hk)  
call 2859 0101  
fax to 2540 1580

我們的網站

Our website : <http://www.central-kowloon-route.com.hk>



# 中九龍幹線及加士居道行車天橋 擴闊工程 – 油麻地通訊

## Central Kowloon Route & Widening of Gascoigne Road Flyover – Yau Ma Tei Newsletter

### Attachment

**採用平行管道設計  
Adopt Side-by-side Tunnel Design**

- 避開甘肅街及油麻地賽馬會分科診所  
Avoid Kansu Street and Yau Ma Tei Jockey Club Polyclinic
- 私人樓宇不受影響  
No private building affected
- 三座政府樓宇及玉器市場受影響  
Three government buildings and Jade Market affected
- 需加固油麻地警署舊翼  
Old wing of police station would require underpinning
- 需拆卸或加固油麻地警署新翼  
New wing of police station would require either demolition or underpinning

### 走線方案 A Alignment Option A

走線避開甘肅街  
Alignment avoids Kansu Street

**採用平行管道設計  
Adopt Side-by-side Tunnel Design**

- 避開油麻地警署舊翼、新翼及油麻地賽馬會分科診所  
Avoid old and new wings of police station and Yau Ma Tei Jockey Club Polyclinic
- 兩座私人樓宇受影響  
Two private buildings affected
- 中電400仟伏電站受影響  
CLP 400kV Substation affected
- 四座政府樓宇及玉器市場受影響  
Four government buildings and Jade Market affected
- 需在甘肅街進行交通改道  
Temporary traffic arrangement would be required in Kansu Street

### 走線方案 B Alignment Option B

走線避開油麻地警署新舊翼  
Alignment avoids old and new wings of police station





**採用平行管道設計  
Adopt Side-by-side Tunnel Design**

- 避開油麻地警署舊翼及油麻地賽馬會分科診所  
Avoid old wing of police station and Yau Ma Tei Jockey Club Polyclinic
- 私人樓宇不受影響  
No private building affected
- 三座政府樓宇及玉器市場受影響  
Three government buildings and Jade Market affected
- 需拆卸或加固部分油麻地警署新翼  
New wing of police station would require partial demolition or underpinning
- 需在甘肅街進行交通改道  
Temporary traffic arrangement would be required in Kansu Street

**走線方案 C  
Alignment Option C**

走線避開油麻地警署舊翼  
Alignment avoids old wings of police station

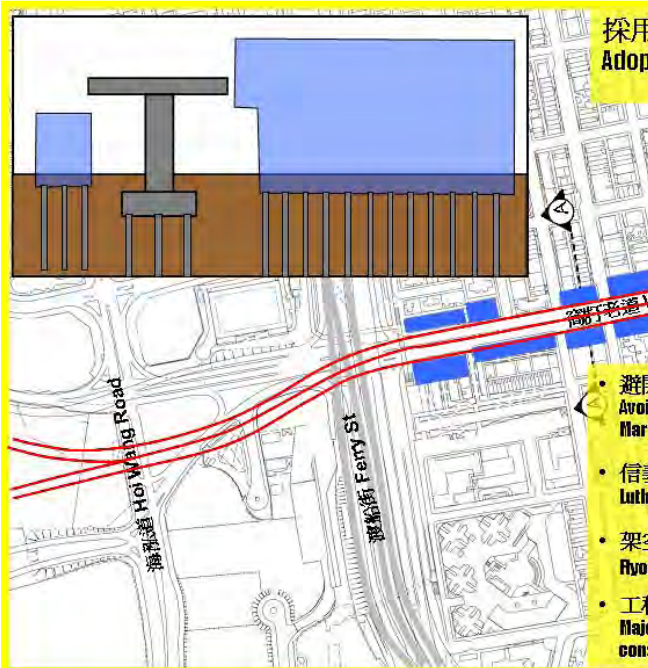


**採用雙層式隧道設計  
Adopt Double Deck Tunnel Design**

- 避開油麻地警署舊翼、新翼及油麻地賽馬會分科診所  
Avoid old and new wings of police station and Yau Ma Tei Jockey Club Polyclinic
- 私人樓宇不受影響  
No private building affected
- 三座政府樓宇及玉器市場受影響  
Three government buildings and Jade Market affected
- 下層隧道斜度達9%—不理想  
Gradient of 9% would be required for lower deck of tunnel – highly undesirable
- 工程難度比較高  
Engineering comparatively difficult
- 需在甘肅街進行交通改道  
Temporary traffic arrangement would be required in Kansu Street

**走線方案 D  
Alignment Option D**

雙層式隧道  
Double deck tunnel



**採用架空天橋設計(沿窩打老道)  
Adopt Flyover Design (Along Waterloo Road)**

- 避開油麻地警署、其他政府樓宇及玉器市場  
Avoid police station, government buildings and Jade Market
- 信義學校受影響  
Lutheran Secondary School affected
- 架空天橋太接近民居  
Flyover too close to residential buildings
- 工程進行時嚴重影響窩打老道的交通  
Major traffic impact on Waterloo Road during construction

**走線方案 E  
Alignment Option E**

沿窩打老道架空天橋  
Flyover scheme along Waterloo Road



典型鑽挖式隧道橫切面  
TYPICAL SECTION FOR BORED TUNNEL  
不按比例 N.T.S.




典型明挖回填式隧道橫切面  
TYPICAL SECTION FOR CUT-AND-COVER TUNNEL  
不按比例 N.T.S.



- 圖例 LEGEND:
- 擬建鑽挖式隧道 PROPOSED BORED TUNNEL
  - 擬建明挖回填式隧道 PROPOSED CUT-AND-COVER TUNNEL
  - 擬建沉管式隧道 PROPOSED IMMERSED TUBE TUNNEL
  - 擬建高架/地面道路 PROPOSED ELEVATED/AT-GRADE ROAD
  - 擬建低於地面道路 PROPOSED DEPRESSED ROAD
  - 擬建隧道出入口 PROPOSED TUNNEL PORTAL
  - 擬建綠化平台 PROPOSED LANDSCAPED DECK
  - 擬建通風大樓 PROPOSED VENTILATION BUILDING
  - 擬建行政大樓 PROPOSED ADMINISTRATION BUILDING

圖則名稱 plan title  
中九龍幹線 - 首選走線計劃的位置圖及典型隧道橫切面  
CENTRAL KOWLOON ROUTE - LOCATION PLAN AND TYPICAL SECTIONS FOR TUNNEL OF THE PREFERRED ALIGNMENT SCHEME

設計 designed	SIGNED	繪圖 drawn	SIGNED	圖則編號 plan no.	比例 scale
C.H.CHAN	30/04/08	W.L.LAM	30/04/08	HMW6461TH-SP0012	1:15000 或另示 OR AS SHOWN
覆核 checked	SIGNED	核准 approved	SIGNED	© 版權所有 COPYRIGHT RESERVED	
W.C.KWAN	30/04/08	C.W.CHOW	30/04/08	 HONG KONG 香港 路政 署	
主要工程管理局 MAJOR WORKS PROJECT MANAGEMENT OFFICE					

**Proposed Reprovisioning Arrangements for Major Community Facilities affected by  
the Central Kowloon Route (CKR) Project**

<b>Affected buildings / areas</b>	<b>Way forward of buildings / areas</b>	<b>Proposed reprovisioning arrangements as reported on 24.11.2006</b>	<b>Proposed reprovisioning Arrangements as in May 2008</b>
Yau Ma Tei Police Station	The old wing will be avoided and the new wing can be retained by underpinning. The future use of the Police Station is subject to further study and discussion with the public.	<ul style="list-style-type: none"> <li>• A new Police Station at Hoi Wang Road.</li> <li>• The old wing will be partially taken down and then restored, and the new wing will be demolished.</li> </ul>	<ul style="list-style-type: none"> <li>• A new Police Station at Hoi Wang Road.</li> <li>• Provision of a reporting centre in the area is under consideration.</li> </ul>
Yau Ma Tei Jockey Club Polyclinic	The building will be retained.	<ul style="list-style-type: none"> <li>• Building to be demolished.</li> <li>• Facilities of the Department of Health will be reprovisioned in West Kowloon Government Offices.</li> <li>• Facilities of the Hospital Authority will be reprovisioned in a new building in Queen Elizabeth Hospital.</li> </ul>	<ul style="list-style-type: none"> <li>• Building and all facilities will be retained.</li> </ul>
Yau Ma Tei Specialist Clinic Extension  a) Facilities of the Department of Health  b) Facilities of the Hospital Authority	The building will be demolished.	<ul style="list-style-type: none"> <li>• Facilities of the Department of Health will be reprovisioned in West Kowloon Government Offices.</li> <li>• Facilities of the Hospital Authority will be reprovisioned in a new building in Queen Elizabeth Hospital.</li> </ul>	<ul style="list-style-type: none"> <li>• Facilities of the Department of Health will be reprovisioned in the nearby Yau Ma Tei Jockey Club Polyclinic.</li> <li>• Facilities of the Hospital Authority will be reprovisioned in a new building in Queen Elizabeth Hospital.</li> </ul>

Affected buildings / areas	Way forward of buildings / areas	Proposed reprovisioning arrangements as reported on 24.11.2006	Proposed reprovisioning Arrangements as in May 2008
<p>Kowloon Government Offices</p> <p>a) Offices</p> <p>b) Post Office Counter Portion</p>	<p>The building will be demolished.</p>	<ul style="list-style-type: none"> <li>• Offices will be reprovisioned in West Kowloon Government Offices.</li> <li>• Post Office Counter Portion will be temporarily reprovisioned and subsequently reinstated in the vicinity.</li> </ul>	<ul style="list-style-type: none"> <li>• Offices will be reprovisioned in West Kowloon Government Offices or other government offices.</li> <li>• Post Office Counter Portion will be temporarily reprovisioned and subsequently reinstated in the new Government Offices in the district.</li> </ul>
<p>Yau Ma Tei Multi-storey Carpark Building</p> <p>a) Carpark</p> <p>b) Offices</p> <p>c) Library</p>	<p>The building will be demolished.</p>	<ul style="list-style-type: none"> <li>• Carpark will not be reprovisioned.</li> <li>• Offices will be reprovisioned in West Kowloon Government Offices.</li> <li>• Library will be reprovisioned in West Kowloon Government Offices.</li> </ul>	<ul style="list-style-type: none"> <li>• Carpark will not be reprovisioned.</li> <li>• Offices will be reprovisioned in West Kowloon Government Offices or other government offices.</li> <li>• Library will be temporarily reprovisioned and subsequently reinstated in the new Government Offices in the district.</li> </ul>
<p>Yau Ma Tei Jade Hawkers' Bazaar</p>	<p>The area will be vacated during construction and reinstated afterwards.</p>	<ul style="list-style-type: none"> <li>• The area will be temporarily reprovisioned in Man Cheong Street and subsequently reinstated.</li> </ul>	<p>The area will be temporarily reprovisioned in the area currently occupied by the Multi-storey Carpark Building, and subsequently reinstated in the original location.</p>

Affected buildings / areas	Way forward of buildings / areas	Proposed reprovisioning arrangements as reported on 24.11.2006	Proposed reprovisioning Arrangements as in May 2008
Kansu Street Hawker Bazaar	The area will be vacated.	<ul style="list-style-type: none"> <li>• The area will be temporarily reprovisioned in the vicinity and subsequently reinstated.</li> </ul>	<ul style="list-style-type: none"> <li>• The area will be reprovisioned in the New Reclamation Street Market.</li> </ul>
Refuse collection point and Public toilet	The buildings will be demolished.	<ul style="list-style-type: none"> <li>• The buildings will be temporarily reprovisioned in the vicinity and subsequently reinstated.</li> </ul>	<ul style="list-style-type: none"> <li>• The buildings will be temporarily reprovisioned in the vicinity and subsequently reinstated in the vicinity of the original locations.</li> </ul>