

**For discussion
15 March 2013**

Legislative Council Panel on Transport

**3277LP – Reprovisioning of Yau Ma Tei Police Station
Advance Project for Central Kowloon Route**

PURPOSE

This paper seeks Members' views on the funding proposal for advance works for the Central Kowloon Route (CKR) – Reprovisioning of Yau Ma Tei Police Station (YMTPS), and reports to Members on the progress of the works of CKR per se.

BACKGROUND

Central Kowloon Route

2. The proposed CKR will provide an alternative express route enabling the vehicles to bypass the congested road sections in Central Kowloon, thus reducing journey time significantly. The improved traffic conditions will also benefit adjacent areas including Wong Tai Sin, Ho Man Tin and Kowloon City.

3. The proposed CKR is an approximately 4.7 km long dual three-lane trunk road, connecting Yau Ma Tei Interchange of West Kowloon Highway with the road network at Kai Tak Development (KTD) and Kowloon Bay in East Kowloon. CKR consists mainly of tunnels of approximately 3.9 km long (general layout plan at **Enclosure 1**), the majority of which will be constructed deep in rock stratum; thus the foundations of the buildings along the tunnel alignment will not be affected and no demolition of private developments and rehousing will be involved. The historic building of the YMTPS can also be preserved. However, temporary reclamation at Kowloon Bay will be required to facilitate the construction of the underwater tunnel section.

Progress of CKR Project

4. After the funding for **582TH** – “Central Kowloon Route – consultants' design fees and site investigations” was approved by the Legislative Council Finance Committee (FC) in April 2007, the Highways Department (HyD) has started the investigation and preliminary design assignment of CKR and completed the phase 1 public engagement¹. The public generally supported the construction of CKR. HyD reported the progress of the project to the Legislative Council Panel on Transport in May 2008 and February 2009 respectively. In response to the comments and concerns raised by the Panel at the meeting in February 2009, implementation of appropriate measures have been considered in the detailed design stage of the project, details of which are provided at **Enclosure 2**.

5. Following the completion of the investigation and preliminary design in 2010, HyD engaged consultants in June 2011 to undertake the detailed design for CKR and to work out the construction arrangements, including the plan for reprovisioning of various major community facilities.

CKR Phase 2 Public Engagement

6. HyD commenced the phase 2 public engagement in December 2012 to collect public views on the detailed design and construction arrangements of CKR. Engagement activities include focus group meetings, roving exhibitions and public forums. The Harbourfront Commission was also consulted. In addition, HyD has consulted the relevant District Councils (i.e. Yau Tsim Mong, Kwun Tong, Wong Tai Sin and Kowloon City) respectively. The District Councils and various stakeholders are generally supportive of the early implementation of the CKR project. HyD also regularly distributes topical newsletters to residents along the alignment to update them with the latest information of the project.

7. Through the phase 2 public engagement, HyD has noted that the public generally agreed there is an urgent need for the construction of CKR. They expect early commencement of works, while improving the environment within the district through the project. The public also generally supported the reprovisioning arrangement for the community facilities (including the reprovisioning of YMTPS).

¹ During the phase 1 public engagement, HyD consulted the Kwun Tong District Council, Kowloon City District Council and Yau Tsim Mong District Council in April 2008 regarding the alignment of CKR, and also liaised with and collected views from relevant stakeholders including residents and community organizations through comprehensive public engagement activities, such as public forums, focus group meetings, interviews and site visits.

As far as the temporary reclamation at Kowloon Bay is concerned, the public generally accepted that there is a genuine need to carry out reclamation. HyD is now studying the comments received during the phase 2 public engagement so as to further optimise the design of the project.

Advance Works – Reprovisioning of YMTPS

8. Since construction of CKR will occupy the existing YMTPS, to ensure that the existing services of the police station will be maintained during construction, the site of the existing police station can only be vacated for the construction of CKR after the new police station has been reprovisioned and commissioned. The reprovisioning works project of YMTPS will be undertaken by the Architectural Services Department (ArchSD). The project is entitled **3277LP**.

9. We recommend funding be approved for **3277LP** to upgrade the reprovisioning works of YMTPS to Category A. The reprovisioning works include construction of the new YMTPS on a site of about 3 912 m² at Yau Cheung Road which is within the same district. The new police station includes the following facilities –

- (i) report room and interview rooms;
- (ii) offices;
- (iii) support and operation facilities;
- (iv) dangerous goods storage facilities;
- (v) parking spaces for police vehicles, parade and inspection area;
- (vi) facilities for police staff including changing, dining and physical training facilities; and
- (vii) other ancillary facilities including briefing room, store rooms, equipment rooms, duty room and resource centre.

10. Subject to the support of the Panel and the Public Works Subcommittee (PWSC) as well as the funding approval of the FC, we plan to commence the

reprovisioning works of YMTPS in June 2013, and expect to complete the works by the first quarter of 2016.

11. The existing police station has been listed as a Grade II historic building. According to the current recommended alignment of CKR, the new wing and old wing of the existing police station can both be preserved. HyD is consulting the public regarding the long-term use of the existing police station. The location plan of the existing and new police station is shown at **Enclosure 3**.

12. The new YMTPS, after commissioning, will replace the existing one and continue to provide services to the public.

FINANCIAL IMPLICATIONS

13. We estimate that the total cost of the reprovisioning works of YMTPS is approximately \$980 million in MOD prices², which includes costs for building, drainage, domestic appliances and furniture, etc. The concerned appliances and equipments are similar to other government police station buildings.

PUBLIC CONSULTATION

14. During the public engagement activities conducted by HyD in December 2012, the public supported the arrangements for the reprovisioning of YMTPS. HyD consulted the Community Building Committee of Yau Tsim Mong District Council in February 2013 regarding the proposal for reprovisioning of YMTPS. Members supported the proposal.

ENVIRONMENTAL IMPLICATOINS

15. Although the works project of reprovisioning of YMTPS is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499), the Director of Architectural Services has engaged a consultant to conduct an

² ArchSD has invited tenders for the works in end 2012, and the relevant procedures for tender assessment will be completed in end March 2013. The works contract will be awarded upon funding approval by the FC.

environmental review. It was concluded that there would not be any long term adverse impact arising from this works project on the environment.

HERITAGE IMPLICATIONS

16. The reprovisioning of the YMTPS will not affect any heritage sites, i.e. all declared monuments, proposed monuments, graded historic sites/buildings, sites of archaeological interests and Government historic sites identified by the Antiquities and Monuments Office.

LAND ACQUISITION

17. The reprovisioning of the YMTPS does not require land acquisition.

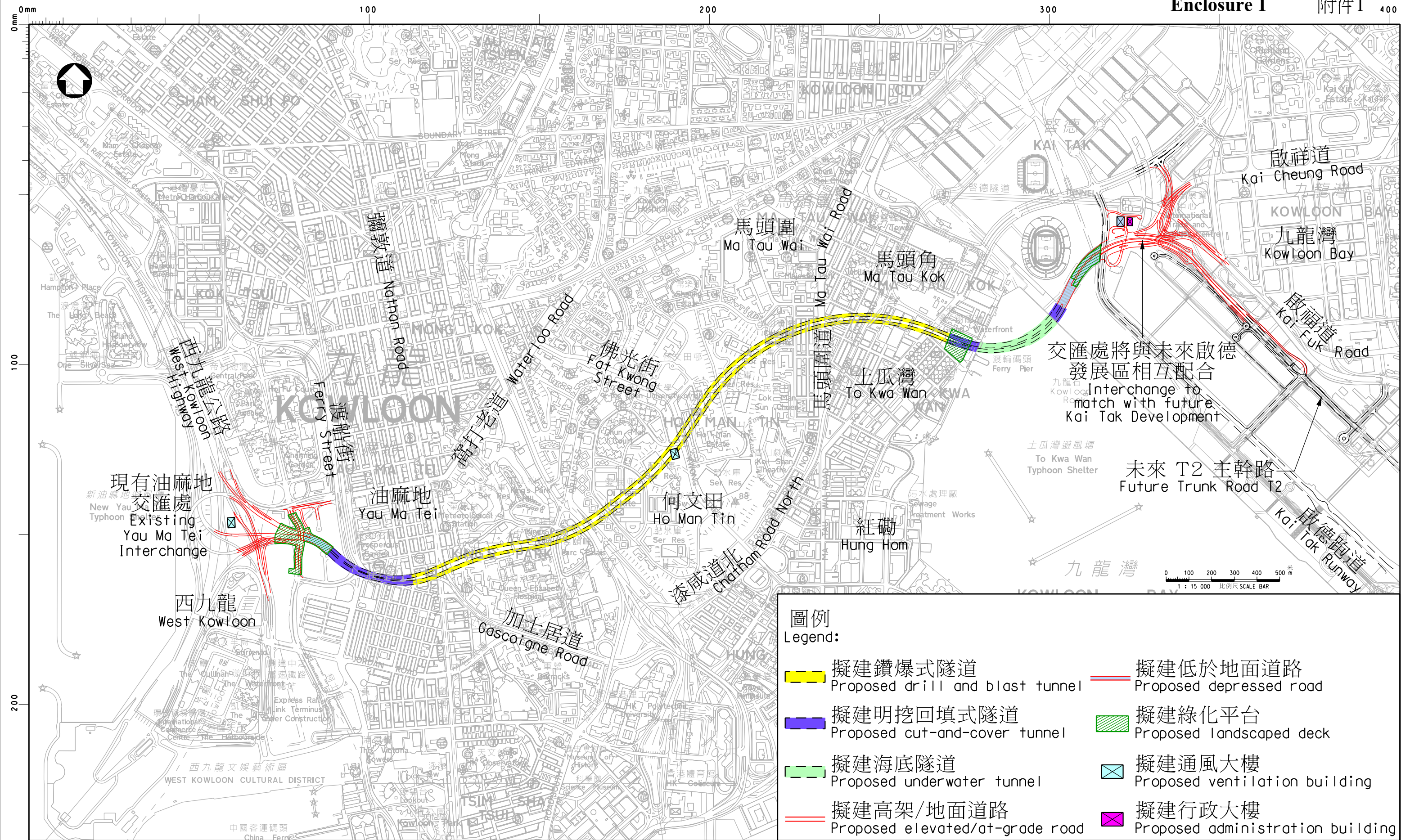
WAY FOWARD

18. Subject to the support of the Panel, we plan to submit the proposal to PWSC in May 2013 for upgrading the reprovisioning of YMTPS as mentioned in paragraph 10 above to Category A, and to seek funding approval from FC in June 2013.

ADVICE SOUGHT

19. Members are invited to support the above funding proposal for implementation of the reprovisioning works of YMTPS.


Transport and Housing Bureau
March 2013



圖例 Legend:

- 擬建鑽爆式隧道 Proposed drill and blast tunnel
- 擬建明挖回填式隧道 Proposed cut-and-cover tunnel
- 擬建海底隧道 Proposed underwater 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 - 總平面圖
 Central Kowloon Route - General layout plan

設計 designed	SIGNED	繪圖 drawn	SIGNED	圖則編號 plan no.	比例 scale
Y.C.FUNG	18/12/12	W.L.LAM	18/12/12	HMW6461TH-SK0399	1:15000
覆核 checked	SIGNED	批准 approved	SIGNED	© 版權所有 COPYRIGHT RESERVED	
Y.C.FUNG	18/12/12	C.L.LEUNG	18/12/12	 HIGHWAYS DEPARTMENT HONG KONG 路政署	
主要工程管理處 MAJOR WORKS PROJECT MANAGEMENT OFFICE					

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Central Kowloon Route

Environmental Mitigation Measures

At the meeting of the Legislative Council Panel on Transport on 27 February 2009, Members commented on the proposed Central Kowloon Route (CKR) project and requested the Administration to follow up appropriately, and to provide the following information to the Panel –

- (i) measures to be taken to mitigate air and noise impact on residents within the district that might be caused by the west tunnel portal of CKR.
- (ii) the estimated noise impact (in terms of decibels) as a result of construction works of the CKR project and the mitigation measures, including the noise level at the Ferry Street Flyover (FSF) sections fronting Prosperous Garden; details of other mitigation measures and the mitigation effects expected to be achieved; as well as the mitigation measures considered to be adopted for the relevant sections of FSF.

2. At the moment, Environmental Impact Assessment (EIA) for CKR has been completed. The Highways Department (HyD) submitted the EIA report to the Director of Environmental Protection (DEP) on 18 January 2013 in accordance with the Environmental Impact Assessment Ordinance (EIAO). If DEP considers that the EIA report complies with the requirements of the EIA study brief and the technical memorandum, HyD will then exhibit the EIA report for public inspection and comment in accordance with the EIAO's requirements. The details of the noise impact assessment during construction and operation of CKR have been provided in the EIA report. HyD has adopted appropriate measures at the detailed design stage to address the abovementioned comments raised by the Panel on Transport.

(i) West Tunnel Portal

3. Central Kowloon Route (CKR) will provide an alternative route for vehicles to bypass the congested road network in central Kowloon, relieving congestion along the existing major east-west corridors. According to the Traffic Impact Assessment, with the commissioning of CKR, the traffic flow along Gascoigne Road Flyover in 2021 will be reduced by 15% in comparison with the situation without CKR.

4. In order to assess the potential air and noise impact on nearby residents to be brought about by the west tunnel portal, HyD has conducted further studies at the detailed design stage, and recommended a set of mitigation measures, including the construction of a landscape deck at a section of CKR from Yau Cheung Road to Hoi Wan Road, so that the tunnel portal would be farther away from existing residential areas; and installation of noise enclosures/barriers along the sections of Gascoigne Road Flyover that will be reconstructed or modified due to the construction of CKR, so as to mitigate the noise impact that might be brought about by CKR.

5. In addition, the air purification system (APS) of the CKR will direct the exhaust from the vehicles to the ventilation buildings for treatment to minimise the environmental impact near the tunnel portal. Each ventilation building will be equipped with advanced APS that will effectively remove up to 80% of nitrogen dioxide and respirable suspended particulates from the exhaust. Also, silencers will be installed on the exhaust of the buildings to reduce noise levels.

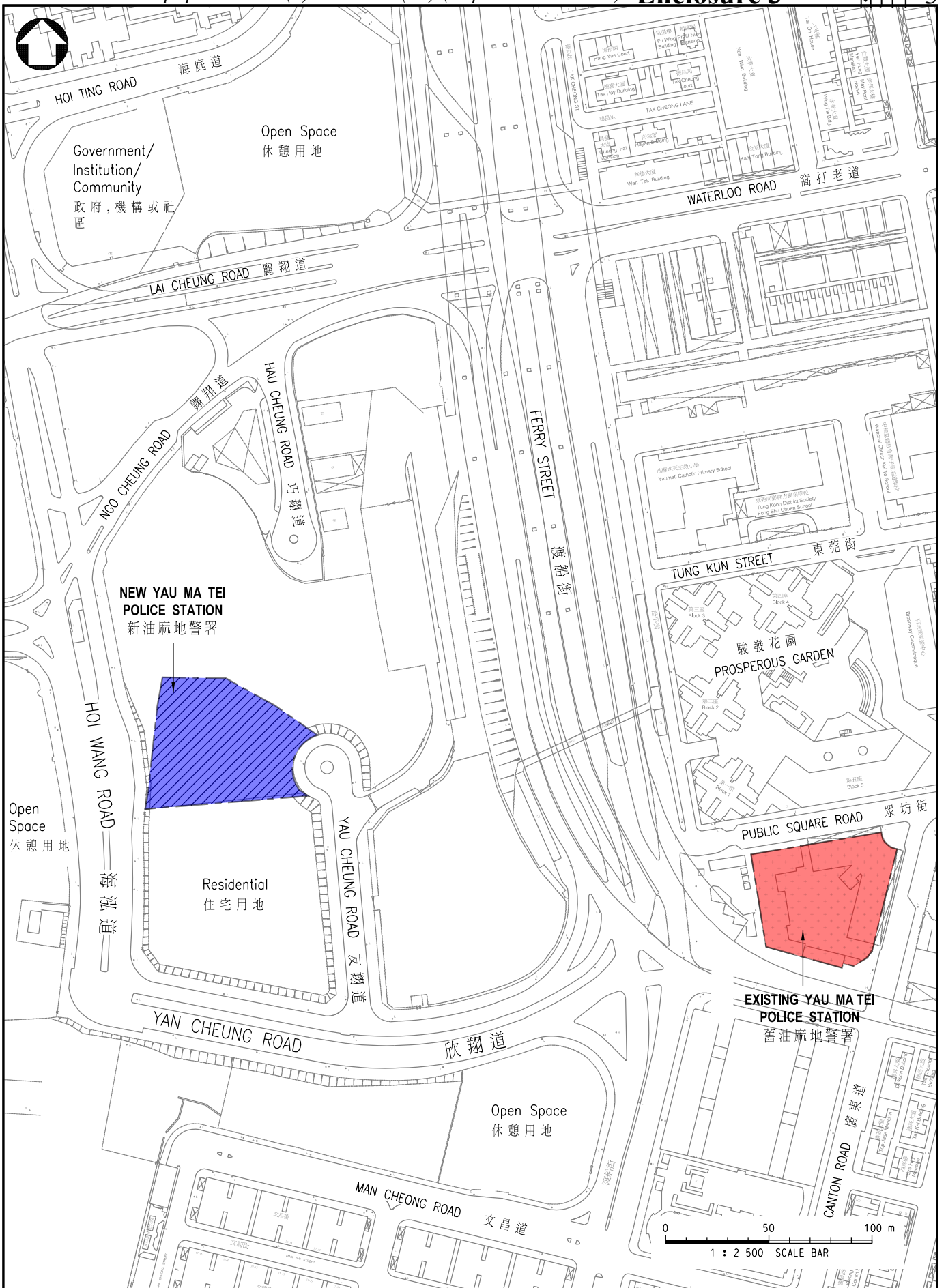
(ii) Noise Mitigation Measures

6. The Kansu Street section and the Tung Kun Street to Kansu Street section of the Gascoigne Road Flyover have to be underpinned or reconstructed due to the CKR works. HyD will install noise enclosures/barriers at these two sections of the flyover in order to mitigate the potential noise impact of CKR.

7. According to the findings of the EIA, after installation of the abovementioned noise enclosures/barriers, the traffic noise level at the residential units of Prosperous Garden fronting the Gascoigne Road Flyover which are more sensitive to noise will be significantly reduced.¹

8. Furthermore, in order to keep the CKR tunnel portal as far away from Prosperous Garden as possible, HyD has relocated the west tunnel portal from the original proposed location at Ferry Street to Hoi Wan Road, and will construct a landscape deck at the tunnel portal, so as to minimise the impact on nearby residents.

¹ For residential units of Prosperous Garden fronting the Gascoigne Road Flyover which are more sensitive to noise, the traffic noise level is approximately 74 to 78 decibels (A)L₁₀(1h). If the abovementioned noise enclosures/barriers are installed, the traffic noise impact level will be reduced to 65 to 74 decibels (A)L₁₀(1h). The unit of measurement “decibels (A)L₁₀(1h)” generally indicates that the noise level exceeds certain level for 10% of the time within the 1-hour period with the highest traffic flow.



LOCATION PLAN OF YAU MA TEI POLICE STATION
油麻地警署位置圖