

穿越九龍新快線

■ 試想想，有一條地下隧道東起九龍灣、西至油麻地，讓你可輕鬆駕駛穿越中九龍。這夢想遙不可及？事實上，計劃興建的中九龍幹線將成為穿越九龍的一條新快線。將來，中九龍幹線完成通車後，往來啟德發展區的心臟地帶將更方便快捷。

在2007年路政署展開了中九龍幹線的勘測及初步設計工作，並進行第一期公眾參與活動，收集各界對走線的意見。結果達成共識，確定了興建中九龍幹線的需要，並就走線及重置受工程影響的公共設施安排，取得普遍支持。隨後即籌劃詳細的設計及制定施工方案。

第二期公眾參與活動亦於2012年12月初展開，邀請公眾就此項目提出意見。

地下脈絡 貫通九龍心臟地帶

中九龍幹線建造完成後，將成為另一項矚目的工程。該幹線全長4.7公里，採用雙程三線分隔車道的設計，

連接西九龍公路的油麻地交匯處、啟德發展區道路網的啟德交匯處，以至九龍其他地區。中九龍幹線主要由3.9公里長的隧道組成，西起友翔道，沿甘肅街經彌敦道進入京士柏、何文田、馬頭圍、馬頭角，再經過九龍灣海底，最後在啟德發展區返回地面。



中九龍幹線為駕駛人士及公眾帶來的裨益顯而易見。目前，連接九龍東西道路的交通流量已達飽和，某些路段甚至超出原來設計的負荷量。中九龍幹線將繞過現時擠塞的街道，使往來西九龍和九龍灣的行車時間大大縮短至約5分鐘，與沒有幹線的情況比較，可節省高達30分鐘。

地面交通同獲得益

中九龍幹線可減少現時經常擠塞的東西走向主幹道的交通流量，方便駕駛人士往來九龍各地外，亦減少路面的噪音及空氣污染，為行人和居民帶來更清新寧靜的環境。同樣地，黃大仙、何文田及九龍城等毗鄰地區亦會一起受惠。日後，當中九龍幹線接駁至啟德發展區內擬建的T2主幹線，以及將軍澳一藍田隧道之後，便會組成全長12.5公里的六號幹線，屆時將貫通西九龍和將軍澳。

對整個啟德發展區而言，中九龍幹線絕對是一條至為重要、四通八達的

通道。其東端將直接連接啟德交匯處，繼而透過發展區的道路網接連至南停機坪、北停機坪、前跑道及啟德郵輪碼頭。啟德交匯處亦設有支路通往九龍灣及觀塘地區，使中九龍幹線成為「起動九龍東」計劃中一個不可或缺的交通基建設施。

中九龍幹線西面的油麻地交匯處將設有四通八達的支路，南接西九龍發展區、西區海底隧道及香港島；西至葵青貨櫃碼頭及香港國際機場；北往新界西北，把香港各區緊密連繫。

穿越繁忙市區的挑戰

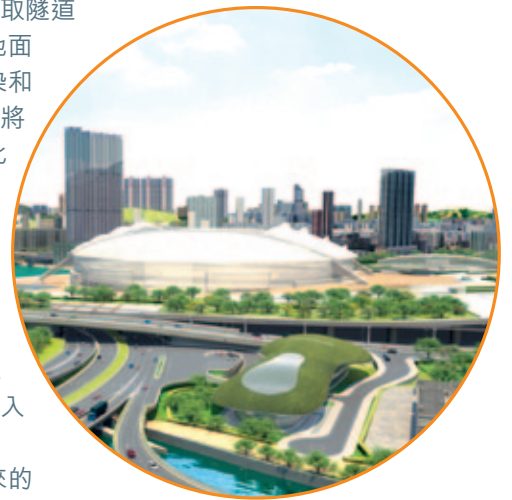
在香港人煙最稠密、街道最繁忙的市區建造如此一條重要幹線，既要盡量減少在施工期間對交通造成的不便，亦須避免滋擾居民的日常生活，所面對的重大挑戰可想而知。過往經探討的走線方案超過40個，考慮的因素包括對土地、環境及交通各方面的影響，以至如何與現有道路網絡互相連接。

經過詳盡的研究和分析後，最終選取了一個隧道走線方案，主要在深入地底的岩層建造，從而避免影響及遷拆任何私人樓宇。馬頭角與啟德發展區之間，將以一段長約370米的海底隧道連接，工程會採用臨時填海配合明挖回填方法在九龍灣海床進行。選擇這路線可避免收回或清拆任何私人物業。

優化環境設計

優化環境是第二期公眾參與活動的重要議題。採取隧道走線方案有助減少地面車輛引致的空氣污染和噪音滋擾。通風大樓將安裝先進的空氣淨化系統，能過濾多達八成由車輛排放出的二氧化氮及可吸入懸浮粒子。大樓的排風口亦會安裝消音裝置，減低噪音。此外，隧道油麻地出入口將設置園景平台，減少對附近居民帶來的環境影響，亦提供更多的公共休憩空間和綠化景觀。

第二期公眾參與活動亦會收集各界對馬頭角海濱長廊設計的意見，包括一個約1萬平方米的園景平台，覆蓋重置後的九龍城碼頭公共運輸交匯處；以及一條長約160米、闊40米，位於交匯處對開的海濱長廊。該長廊最少四成面積為綠化地帶，日後將是組成全長11公里的啟德發展區海濱長廊的其中一段，提供多用途的休憩及康樂設施。□



啟德交匯處構想圖
Artist's impression of the Kai Tak Interchange

廣邀公眾踴躍參與



第二期公眾參與活動正透過不同形式收集公眾意見，其中包括逾20個供沿線居民、環保組織、專業團體及其他持份者參與的焦點小組會議，及於油麻地、何文田、土瓜灣和觀塘舉辦五輪巡迴展覽。同時亦諮詢了油尖旺、九龍城、黃大仙及觀塘區議會，以及海濱事務委員會。

兩場公眾論壇已於2013年1月12日及19日分別在油尖旺和九龍城區舉行。此外，關於九龍灣段隧道臨時填海工程的公眾論壇亦於2013年2月2日舉行。出席的講者包括香港理工大學的林興強教授及香港科技大學的吳宏偉教授，兩位學者就有關工程的凌駕性公眾需要發表專業見解。三場論壇的反應踴躍，合共吸引約310位人士參與，並收集了不少寶貴意見，作為進行詳細設計工作的參考。

為加強與公眾溝通，中九龍幹線位於油麻地甘肅街/上海街交界的社區聯絡中心將於2013年4月成立，以發放項目的資訊及處理公眾查詢。

The Cross-Kowloon Connection

■ Imagine one day, you can drive through the Central Kowloon in an underground tunnel stretching from Kowloon Bay in the east to Yau Ma Tei in the west. An impossible dream? Not at all. The planned Central Kowloon Route (CKR) will provide a new cross-Kowloon connection. Once the CKR is completed, the heart of the Kai Tak Development (KTD) will be easy to reach and convenient for everyone.

In 2007, the Highways Department (HyD) commissioned the Investigation and Preliminary Design for the CKR, which was followed by a series of Phase 1 Public Engagement activities to gather views on the route. A consensus was built confirming the need for the route, preferred alignment and arrangements for affected public facilities. Subsequently the detailed design and construction plans could be prepared. The Phase 2 Public Engagement has been started since early December 2012, and the public is invited to share their views on the project.

An underground artery through the heart of Kowloon

Once it is completed, the CKR will be an impressive feat of engineering. The planned route is a 4.7 km long dual three-lane trunk road linking the Yau Ma Tei Interchange of the West Kowloon Highway with the KTD's road network at the Kai Tak Interchange and beyond to other areas in

Kowloon. The main part is a 3.9 km long tunnel that starts at Yau Cheung Road, runs along Kansu Street, under Nathan Road, King's Park, Ho Man Tin, Ma Tau Wai and Ma Tau Kok, beneath Kowloon Bay before surfacing again at the KTD.

The benefits of the CKR are clear both for drivers and the general public. The route will bypass the congested streets of Kowloon, many of which are approaching or have already exceeded the capacity of traffic they were designed for. This will drastically reduce journey times between West Kowloon and Kowloon Bay to about 5 minutes, saving up to 30 minutes of a normal journey without the CKR.

Big benefits above the ground

The impact will be felt above ground with substantially reduced traffic volumes on the current, frequently congested, major east-west corridors. This will make local journeys within Kowloon easier for drivers, as well as reducing noise and air pollution to the benefit of pedestrians and residents. It should also bring similar benefits to neighbouring areas including Wong Tai Sin, Ho Man Tin and Kowloon City. When the CKR links with the proposed Trunk Road T2

at the KTD and the Tseung Kwan O – Lam Tin Tunnel, it will form a key part of Route 6 running for 12.5 km all the way from West Kowloon to Tseung Kwan O.

The CKR is undoubtedly an important and useful connection for the KTD as a whole. Its eastern end will link directly to the Kai Tak Interchange and from there to the road network at the KTD with access to the South Apron, North Apron, former runway and the Kai Tak Cruise Terminal. The Kai Tak Interchange also has slip roads leading to Kowloon



馬頭角海濱長廊及園景平台構想圖
Artist's impression of Ma Tau Kok Waterfront Promenade and Landscape Deck

Bay and Kwun Tong, making the CKR part of the essential transport infrastructure that will support the whole “Energizing Kowloon East” initiative.

On the western side, the Yau Ma Tei Interchange will provide comprehensive slip roads connecting to the West Kowloon Development, Western Harbour Crossing and Hong Kong Island in the south; Kwai Tsing Container Terminal and Hong Kong International Airport in the west; as well as the Northwestern New Territories in the north, that largely enhance linkages between districts across the territory.

A challenging project through a busy urban area

There are significant challenges in constructing this major project in Hong Kong’s busiest and most crowded urban areas, while keeping disruption to traffic and life to a minimum. Over 40 alignment options were considered for the CKR, taking into account factors such as the impact to the land and environment, traffic implications and connections to existing road networks.

Eventually a tunnel option was chosen and will be mainly built in rock stratum deep underground, thus avoiding demolition of private developments and rehousing issues. The section between Ma Tau Kok and the KTD will be connected through an underwater tunnel of about 370 m long, which is constructed in the seabed

of Kowloon Bay using temporary reclamation and the cut-and-cover method. This route is chosen to avoid resumption or clearance of private properties.

Environmentally optimised design

Environmental optimisation was an important topic featured in the Phase 2 Public Engagement activities. Air pollution and noise nuisance caused by vehicles on ground can be reduced by the tunnel alignment. The ventilation buildings will

be equipped with advanced air purification system that can remove up to 80 per cent of nitrogen dioxide and respirable suspended particles from the vehicles exhaust. Silencers will also be installed on the exhaust of the ventilation buildings to reduce noise. In addition, the landscape deck at the tunnel portal in Yau Ma Tei will be designed to reduce the environmental impact on nearby residents and provide more public space and greenery.

Phase 2 Public Engagement is also seeking views on

the design of the Ma Tau Kok waterfront, including a landscape deck of about 10 000 m² in size, covering the re-provisioned Kowloon City Ferry Pier Public Transport Interchange and a waterfront promenade. The promenade is a 160-m long, 40-m wide harbour-side area, fronting the public transport interchange that will form part of the 11 km long KTD waterfront promenade. This area will have at least 40 per cent of greenery filled with a range of multi-function sitting outs and recreational facilities. □

Actively engaging the public



A series of activities are taking place in the Phase 2 Public Engagement to gather the views of the public. These include over 20 focus group meetings with residents along the proposed route, green groups, professional institutes and other stakeholders, as well as 5 rounds of roving exhibitions at locations in Yau Ma Tei, Ho Man Tin, To Kwa Wan and Kwun Tong. The District Councils of Yau Tsim Mong, Kowloon City, Wong Tai Sin and Kwun Tong, and the Harbourfront Commission have also been consulted.

On 12 and 19 January 2013, two public forums in the Yau Tsim Mong and Kowloon City districts were conducted and another public forum on the temporary reclamation for the tunnel section in Kowloon Bay was held on 2 February 2013 with two independent experts – Prof. William Lam of HKPU and Prof. Charles Ng of HKUST – offering their views on the overriding public need for the works. Around 310 people attended the three public forums and many valuable views were collected. Public feedback will now be taken into account for the refinement of the detailed design.

To enhance communication with the public, a community liaison centre for the CKR will be set up in April 2013 at junction of Kansu Street/Shanghai Street in Yau Ma Tei to disseminate project information and handle public enquiries.

共建啟德河

Building our Kai Tak River

■有數十年歷史的啟德明渠，是東九龍其中一條主要的排洪渠道，由蒲崗村道蜿蜒而下，經啟德發展區後，流入維多利亞港。隨著啟德發展計劃展開，多次公眾諮詢活動所得的結果均顯示，市民期望把這條排水道轉化成一條優美的市區綠化河道走廊，稱為「啟德河」。

啟德河將貫穿繁忙市區，為市民提供休憩和公共活動空間。

為了加強明渠的排洪能力，必須進行重建及改善工程。因此渠務署於2011年10月展開蒲崗村道至東光道上游段的防洪及活化河道工程，預計於2017年年中完成。此外，渠務署亦計劃在2013年年底在東光道至太子道東的中游段展開重建及改善工程。

土木工程拓展署已於2013年1月開展下游段的改善工程。此段河道位於啟德發展區內，全長約1.3公里。工程包括把明渠改建成為一條由排水道和多管道箱形暗渠組成的河道、建造兩個密封式淤泥清理站，以及進行多項園景美化工程。

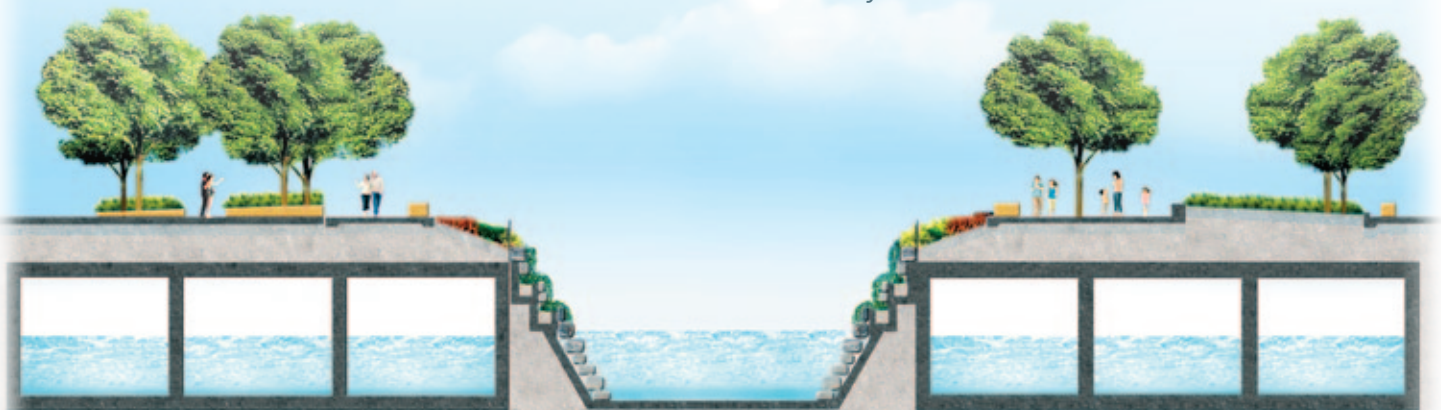
提升明渠排洪能力的工程現正進行中，這亦是實現公眾對啟德河的期望的良好時機。土木工程拓展署會在2014-15年度舉辦啟德河下游段園景概念設計比賽，屆時將再次徵詢公眾的意見。□

■ Built decades ago to serve as the main drainage channel to collect storm water runoff from the Kowloon East area, the Kai Tak Nullah runs from Po Kong Village Road through the KTD area and finally discharges into the Victoria Harbour. With the development of Kai Tak, public consultations revealed a desire to turn this drainage channel into an attractive green urban river corridor which would be named the "Kai Tak River". Kai Tak River would traverse the urban areas, providing space for leisure and public activities.

To enhance the drainage capacity of the nullah, reconstruction and upgrading works are required. The Drainage Services Department (DSD) commenced drainage enhancement cum revitalisation works at upstream section of the nullah between Po Kong Village Road and Tung Kwong Road in October 2011 for completion by mid 2017. DSD plans to commence the reconstruction and upgrading works at midstream section of the nullah between Tung Kwong Road and Prince Edward Road East in end 2013.

Works on the about 1.3 km downstream section within the KTD by the Civil Engineering and Development Department (CEDD) commenced in January 2013 and involve transformation of the nullah into a combination of drainage channel and multi-cell box culverts, construction of two enclosed desilting compounds, and various landscape works.

While upgrading works to improve its drainage capacity are being carried out, this is the ideal opportunity to turn the public aspirations of the Kai Tak River into reality. Input from the public will once again be sought with the launch of a landscape ideas competition for the downstream of the Kai Tak River to be held by the CEDD in 2014/15. □



啟德「公共創意研究」

“Study on Public Creatives” of Kai Tak

基因條碼元素圖案 DNA Bar design elements



空氣 / 風
Air / Wind



樹葉
Leaves



樹枝
Branches



樹幹
Trunk



樹根
Roots



泥土中的
礦物 / 水分
Soil mineral /
Water



樹的年輪
Tree Ring



■啟德發展計劃的「公共創意研究」在完成街道命名後，研究顧問繼續把啟德的公共創意概念深化和發展，創造出一個具前瞻性、高靈活性和富現代氣息的視覺平面設計，以代表啟德發展區的獨特個性。

為承傳街道命名過程中有關「樹」的概念，研究顧問發現，在有關「樹」的不同文化的歷史文獻中，樹經常被描繪為一種由地底向上擴展的圖像，展現出能量的傳送和轉移，印證大自然中生命與能量之間的微妙關係，能反映啟德發展區可持續發展、富生命力，及不停蛻變的獨特個性。因此，研究顧問抽取了樹木的各個組成部分，包括樹葉、樹枝、樹幹和樹根，把它們與四周的空氣、風，以及泥土中的礦物和水元素結合，以簡單的圖形設計意念，活潑及輕快的線條，配合與留白空間微妙的靈活互動結合，整合並塑造出啟德獨有的「基因條碼 (DNA Bar)」：一個代表著遺傳基因及生命的圖像。

這個基因條碼的視覺平面設計更可配合日後各種不同技術和新媒體而不斷演變，創造出新的設計及新的視覺效果，給人聯想起啟德發展區的內涵與個性。例如，研究顧問進一步把構成基因條碼的各元素圖案演化，設計出一個獨特的輔助圖案：一個以基因條碼從中心點向外擴散後而組成的圖案，就好像樹的年輪和生物繁衍的蛻變，構成一個不斷轉變的動態圖案。

此外，為了讓公眾能更容易把這種能量與生命力形象化，研究顧問建議以一個名為「活力磁場」的口號來代表啟德，希望更易傳達這個概念。他們現正在啟德發展區內尋找可應用這套視覺平面設計的合適地方，希望能盡快讓公眾感受啟德發展區的活力。□

■Following the street naming process for the KTD under the “Study on Public Creatives”, the consultant built on the Public Creatives concept and continued to develop a forward-looking, highly flexible and modern graphic design representing the unique character of the KTD.

To inherit the concept of “Tree” from the street naming process, the consultant found in archaic art of different cultures that trees were often portrayed as an image emanating from the ground, expressing the delivery and transfer of energy and affirming the subtle relationship between life and energy in nature. It was felt that these ideas worked well to reflect the unique characteristics of sustainability, vitality and constant evolution of the KTD. Extracting various elemental units of a tree including leaves, branches, the trunk and roots, and combining them with the surrounding elements of air, wind, and minerals and water in soil, the consultant has developed a distinct “DNA Bar” that represents the genetic code and the life form of the KTD in a simple graphic design concept. The vibrant and nimble graphic elements interact subtly with negative space to deliver a delicate and dynamic message.

This graphic design can, in future, evolve with new complementary technology and media, to create new designs bringing in a new visual impact that would enable people to associate with the spirit and character of the KTD. For example, the graphical elements of DNA Bar have been rearranged into a supporting graphic that shows the elements growing outwards from a central point similar to the rings of a tree or the proliferation of living things to form an ever-changing and dynamic graphic.

To give the general public a better visualization of this energy and vitality, the consultant has proposed a slogan for the KTD: “Current of Vitality”, which will help communicate the concept more easily. They are now looking for suitable areas to apply the design concept so that the public can experience the KTD’s vitality at the earliest opportunity. □

龍津石橋 全面挖掘完成

Lung Tsun Stone Bridge Full Excavation Complete



■繼土木工程拓展署於2010年及2011年舉辦的兩階段公眾參與活動後，《啟德分區計劃大綱圖》已作出修訂，增闢一條闊30米、長約200米的「保育長廊」，以便原址保存石橋遺跡，供市民觀賞。《啟德分區計劃大綱圖》亦已由行政長官會同行政會議核准，並於2012年9月根據城市規劃條例展示，以供公眾查閱。

為探討保育石橋遺跡的最佳方法，全面挖掘工作於2011年11月展開，並於2012年7月完成。是次挖掘工作進一步確定了龍津石橋的範圍，以及詳盡記錄了所有找出的遺跡。之後，我們以沙、碎石及填土等惰性物料回填挖掘地點，以便可在一個較為穩定及受到充分保護的環境下妥善保存遺跡，免受附近建造工程影響。古物古蹟辦事處現正就龍津石橋遺跡進行歷史及詮釋研究，以及建造遺跡的三維電腦模型。

此外，一項概念設計比賽將於今年稍後時間舉行，為保育長廊徵集別具創意及與別不同的設計概念。屆時將邀請市民及建築、工程、規劃、園景建築、文物保存等專業界別人士參與。□

■ Following a two-stage public engagement exercise held by the CEDD in 2010 and 2011, the “Kai Tak Outline Zoning Plan” (OZP) was amended to include a 30-m wide and nearly 200-m long “Preservation Corridor” to preserve the Lung Tsun Stone Bridge remnants in situ for public appreciation. Since then, the OZP has been approved by the Chief Executive in Council and was exhibited under the Town Planning Ordinance in September 2012.

With a view to finding the best approach for preserving the remnants, a full excavation commenced in November 2011 and was completed in July 2012. The extent of the Lung Tsun Stone Bridge was further

demarcated. Detail records of all the remnants identified in the excavation were made. The excavation site was backfilled with inert materials such as sand, gravel and soil to properly preserve the remnants in a more stable and well-protected environment. This can ensure their safety while construction work takes place nearby. The Antiquities and Monuments Office is currently conducting historical and interpretation studies of the Lung Tsun Stone Bridge remnants and building a 3D computer model of the remnants.

Later this year, an ideas competition will be held to gather creative and exceptional design concepts for the Preservation Corridor. Members of the public and various professional sectors such as architecture, engineering, planning, landscape architecture and heritage conservation will be invited to take part. □

中九龍幹線工程計劃的下一步工作是什麼？

中九龍幹線的下一步工作是完成有關法律程序，包括完成環境影響評估報告、領取環境許可證、為幹線項目刊憲，並向立法會申請撥款，進行建造工程。工程將於2015年展開，預計約在5年多的時間內完成。

What is the next step of the CKR project?

The next step of CKR will see the project going through the required statutory procedures, including completion of the Environmental Impact Assessment report, issuance of the Environmental Permit, gazette of the project, and application for funding approval of the Legislative Council for construction. The project will commence in 2015 and be completed in about 5 years.

下一步...

我們已於2013年3月，為啟德發展計劃前北面停機坪第3A期及第4期基礎設施工程進行招標，以配合在前北面停機坪的各項發展項目。

What's next...

We have invited tenders for Stage 3A and Stage 4 infrastructure works at the former north apron area of the KTD in March 2013, to serve the developments at the former north apron.

有問 必答

Frequently Asked Questions

啟德點滴 Kai Tak Revealed

2013年1月底及2月初，我們分別邀請了九龍城、黃大仙和觀塘區議會議員，以及傳媒代表參觀位於啟德發展計劃北停機坪內的新建高架行人道及經優化的行人隧道。

In late January and early February 2013, members of the Kowloon City, Wong Tai Sin and Kwun Tong District Councils, as well as the media representatives were invited separately to visit the newly built elevated pedestrian walkways and enhanced pedestrian subways at the KTD's North Apron.



九龍城區議會議員
Members of Kowloon City District Council



觀塘區議會議員
Members of Kwun Tong District Council



黃大仙區議會議員
Members of Wong Tai Sin District Council



傳媒代表
Media representatives

下期精彩內容

我們會介紹啟德發展計劃在2013年完成的各首期工程項目。

Look out for the next issue

We will introduce the first phase projects to be completed in 2013 at the KTD.

