

油尖旺區議會  
《九廣鐵路公司 -- 九龍南線》

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目的

- (一) 本文件旨在向油尖旺區議員匯報九龍南線的最新發展。按九廣鐵路公司(下稱九鐵公司)建議,有關計劃內容將根據《鐵路條例》刊登憲報。
- (二) 九鐵公司及有關政府部門最近一次是在二零零三年六月二十六日向油尖旺區議員介紹九龍南線的計劃內容。

項目內容

- (三) 自從去年七月向交通及運輸委員會匯報有關項目後,九龍南線的定線並沒有任何改動。整個項目唯一的主要改變,是九鐵公司決定只設置一個而非兩個車站。九龍西站將予以保留,而原本於廣東道設站的計劃將會擱置,原因將於下文詳述。附件一載有九龍南線的最新定線圖。
- (四) 根據初步設計及實地勘察,九鐵公司原先建議以明挖隨填的方式於廣東道建造車站。唯進一步的車站詳細設計顯示,明挖隨填方式不單對廣東道一帶的交通及行人構成嚴重滋擾,並會影響鄰近大廈的業主及住客。
- (五) 工程進行期間,廣東道不能保持兩條行車線,也不能在任何一旁保持兩米闊的行人通道。此外,廣東道東面的行人路的主要部分須要不時封閉,而工地圍板與商舖之間只可保持約一米闊的通道。就是工程完成後,廣東道亦必須永久減少至兩線行車,行人通道的闊度亦須同時減少,以騰出空間設置車站出入口及通風大樓等設施。

(六) 從施工角度而言，較值得關注的是九鐵公司發現廣東道東面某些大廈的樁柱深度位於石層之上。這種明挖隨填的建造方法將影響大廈結構及造成不可接受的風險。

(七) 倘若不使用明挖隨填的方法建站，唯一的選擇是在廣東道改用隧道鑽挖的方式，並把位於廣東道的車站大堂改移至其東面或西面。唯有關方案須徵收一定數量的大廈，以騰出位置挖掘及建造車站大堂，收地過程定必對店舖東主及商戶造成滋擾。此外，廣東道附近有兩個車站，包括現有的地鐵尖沙咀站及即將落成的九鐵尖東站，這些車站位於廣東道步行範圍之內，與廣東道相距不超過 600 米，從運輸需求的角度而言，並沒有足夠的理據支持在廣東道徵收物業設站。有見及此，九鐵公司因此擱置在廣東道設站的計劃。

(八) 取而代之，九鐵公司正致力研究如何讓往返廣東道的乘客可以方便地使用其他車站，比如設置行人隧道連接廣東道和其他車站，而該行人隧道如果有足夠空間更可配備自動人行道。

(九) 沿廣東道行走的兩條鐵路隧道將會以鑽挖形式建造。此舉將有助減低工程對交通及行人的滋擾，及避免將廣東道的行車線永久減少至兩條。但是，部分工程需要在地面上以明挖隨填的方式進行。這些工程包括：廣東道近北京道一號的三座豎井，這些豎井是用以取出鑽挖機的機殼；新港中心對開的通風井；以及港威大廈對開的隧道通風井。

(十) 此外，由於兩條行車隧道將十分接近，兩者之間必須灌漿以鞏固，而灌漿工程必須從地面開始進行，故廣東道會在一段時間內逐漸局部收窄至兩線行車（然後重開），以配合灌漿及隧道鑽挖的工程。

(十一) 九鐵公司正研究不同方案，把工程影響減至最低；這亦是負責建造及設計此項目的承建商在進行詳細設計時須要研究的課題之一。

(十二) 九鐵公司期望在設計細則落實後，九龍南線項目可根據《鐵路條例》在二零零四年第一季刊憲。整個項目工程預計於二零零八年底/二零零九年初完成。

九廣鐵路公司

九龍南線

二零零四年一月十六日



**Yau Tsim Mong District Council  
Kowloon-Canton Railway Corporation  
Kowloon Southern Link**

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**PURPOSE**

1. The purpose of this paper is to inform Yau Tsim Mong District Council Members of the latest position in respect of the Kowloon Southern Link (KSL), which the KCRC proposes should be gazetted under the Railway Ordinance.
2. The Corporation and the relevant government departments last met the Council Members on 26 June 2003. Members were briefed about the railway scheme.

**THE PROJECT**

3. The proposed alignment for the KSL has not changed since Members were last briefed in 17 July 2003. The only major change has been that the KCRC has decided to provide only one station along the alignment instead of two. The West Kowloon Station will be retained. The station originally planned to be located in Canton Road will not now be taken forward, as explained in the following paragraphs. The latest layout plan for the KSL is at **Annex A**.
4. Based on the preliminary design and site investigation work, the KCRC previously proposed to construct a station in Canton Road using cut and cover methods. Further detailed work on the design of this station has shown that using cut-and-cover methods would give rise to major disruption, not only

to traffic and pedestrians using Canton Road but also to the owners and occupiers of adjacent buildings.

5. It would be impossible to maintain two traffic lanes with two-metre wide footpaths on either side while the works are in progress. Major parts of the footpath on the eastern side of Canton Road would have to be closed from time to time, with only one metre of clearance from the site hoardings to the shop frontages. Even after completion of the works, Canton Road would have to remain permanently narrowed to two lanes, with the footpaths likewise reduced in places because of the need to provide sites for station entrances and station ventilation shafts, etc.

6. Of more concern from the construction aspect is that the KCRC has found that the pile foundations of some of the existing buildings located on the eastern side of Canton Road terminate well above bedrock. This method of construction could create instability in the buildings and poses unacceptable risks.

7. The only practical alternative to using cut and cover methods of construction for the station would be to adopt a bored-tunnel design along Canton Road, with the station concourse sited off Canton Road either to the east or to the west. However, this option would require resumption of several properties to provide the site to enable excavation for and construction of the station concourse. Resumption would involve serious disruption to both owners and occupiers. Since there will be two railway stations -- the existing MTR Tsim Sha Tsui Station and the future KCR Tsim Sha Tsui East Station-- within 600 metres walking distance of Canton Road, there is no justifiable transport need to support resumption. The KCRC has thus dropped any immediate plans to provide a station at Canton Road.

8. Instead, the KCRC is endeavouring to ensure that passengers travelling to or from the Canton Road area have convenient access to other stations. The KCRC is examining the provision of an underground pedestrian



subways, possibly incorporating travellers if space permits, to link these stations to the Canton Road area.

9. The two railway tunnels along Canton Road will now be constructed using bored-tunnel methods. This will minimise disturbance to traffic and pedestrians, and avoid permanently narrowing Canton Road to two traffic lanes. However, there will be a need for three shafts to be excavated using cut and cover methods in Canton Road near 1 Peking Road to enable the tunnel boring machine shields to be recovered, outside Silvercord to provide a ventilation shaft, and outside the Gateway Towers to provide a tunnel ventilation shaft.

10. Moreover, given the close proximity of the two railway tunnels to one another, the ground between them must be grouted to ensure their stability. This can only be done from ground level, and will require short sections of Canton Road to be progressively narrowed to two traffic lanes for a limited time (and then the road reopened) as the grouting progresses in sequence with the tunnel-boring works.

11. The KCRC are exploring possible options to see how to reduce to the absolute minimum any disturbance created by these works. This will also be the subject of further detailed design by the contractor as part of the design-build contracts which the KCRC will use to construct the civil works for KSL.

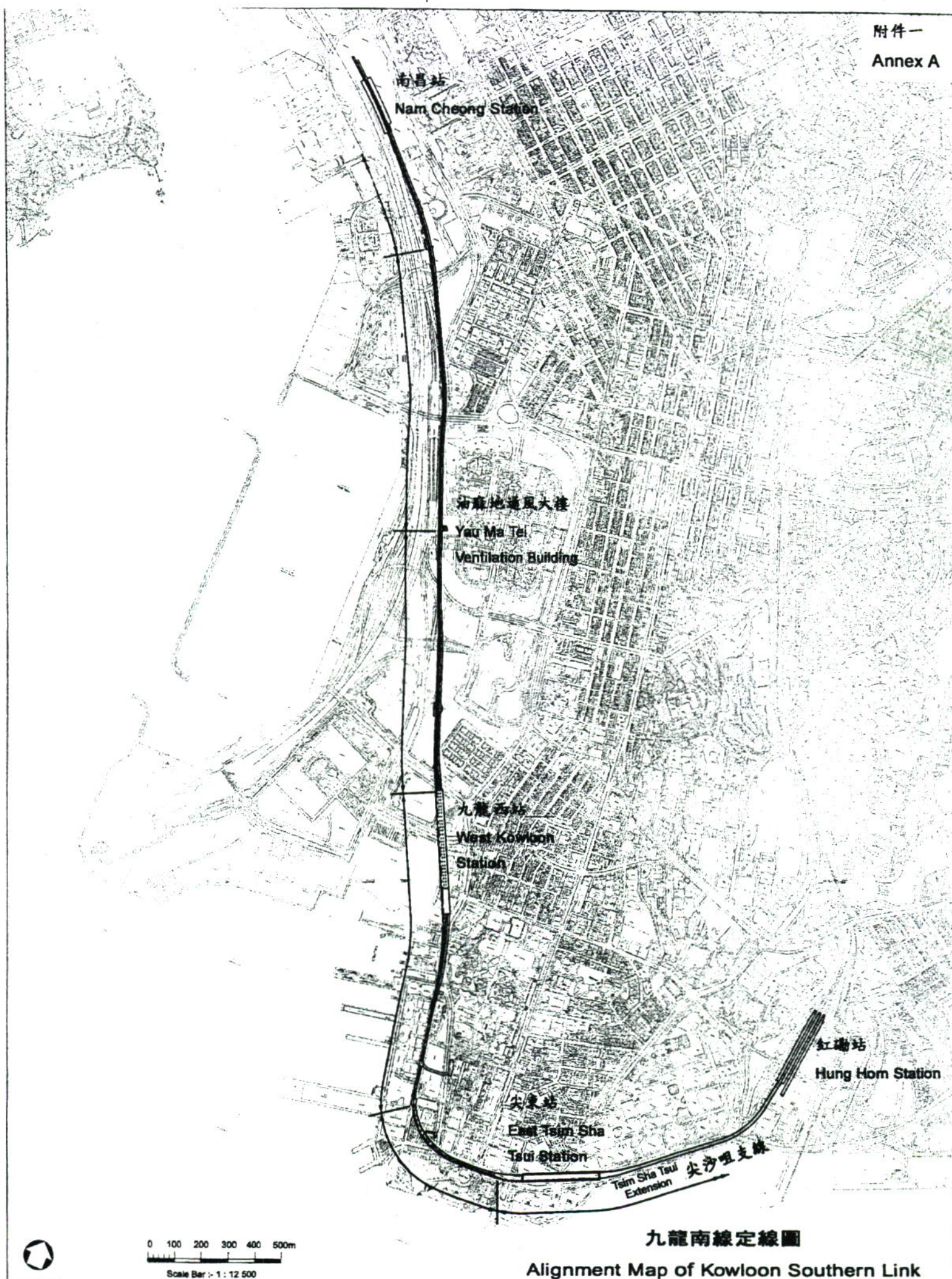
12. Having finalised the design for the KSL, the KCRC hopes to see the project gazetted under the Railway Ordinance in the first quarter of 2004. It is expected that the project would be completed by end 2008/early 2009.

KSL

KCRC

16 January 2004





九龍南線定線圖

Alignment Map of Kowloon Southern Link