

**Central Kowloon Route Phase 2 Public Engagement**

**Objective**

This paper reports on the progress of the Central Kowloon Route (CKR) project and introduces the arrangements of the Phase 2 Public Engagement activities launched recently.

**Background**

2. CKR is a 4.7 km long dual 3-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 forming a trunk route through Central Kowloon. CKR, the planned Trunk Road T2 and Tseung Kwan O – Lam Tin Tunnel will form Route 6.

3. Highways Department (HyD) started the Investigation and Preliminary Design (I&PD) Assignment of CKR in 2007 and conducted the Phase 1 Public Engagement in parallel to collect public views on CKR for use as reference in developing the preliminary design. The first phase of public engagement was completed in 2009. We have already drawn up the alignment of CKR and the general arrangements for reprovisioning of the affected facilities in Yau Ma Tei area taking into account public feedback and have obtained the support of the Legislative Council Panel on Transport, the concerned District Councils and the public for these proposals.

4. The I&PD study was completed in 2010. We engaged consultants in 2011 to undertake the detailed design for CKR and to work out the construction arrangements.

### **Current Status**

5. We are carrying out the detailed design and developing the construction methods based on the results of I&PD study and public views. Considerable progress has been achieved on key aspects of the detailed design the details of which are included in Central Kowloon Route Phase 2 Public Engagement Digest (PE Digest) at **Annex A**. The progress in some key areas is summarized in the following paragraphs.

#### **(A) *Benefits of CKR (with details in Chapter 2 of PE Digest)***

6. Vehicles using CKR can bypass the congested road sections and quickly travel between Yau Ma Tei in West Kowloon and KTD as well as Kowloon Bay in East Kowloon. We estimate that, at peak hours in 2021, the journey time between Kowloon Bay and Yau Ma Tei via CKR would only take around 5 minutes thus saving 25 to 30 minutes in comparison to the travel time without CKR. CKR will also divert the traffic at using the surface roads network thus reducing the traffic flows along Lung Cheung Road, Boundary Street, Prince Edward Road West, Argyle Street, Waterloo Road, Gascoigne Road Flyover and Chatham Road North and relieving the traffic congestion that occurs along these major east-west corridors. As such, CKR will not only improve traffic conditions along its alignment but will also benefit adjacent areas such as Wong Tai Sin, Ho Man Tin and Kowloon City.

7. CKR will also connect with the high-speed roads on the eastern and western sides of Kowloon thus forming a key component of the strategic road network. The Kai Tak Interchange on the eastern end will connect CKR with the road network in Kowloon Bay, Kwun Tong and KTD facilitating convenient travel through the proposed Trunk Road T2 to East New Territories and through Kwun Tong Bypass to Tseung Kwan O and the eastern parts of Hong Kong Island. Similarly, the Yau Ma Tei Interchange located on the western side will provide comprehensive slip roads connecting West Kowloon Highway and Lin Cheung Road. Vehicles can make use of West Kowloon Highway to access Hong Kong Island in the south, Kwai Tsing Container Terminal and Hong Kong International Airport in the west as well as Northwest New Territories in the north. Vehicles can also access the West Kowloon Development Area, West Kowloon Terminus of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) and West Kowloon Cultural District via Lin Cheung Road.

**(B) Design of CKR (with details in Chapter 3 of PE Digest)**

8. CKR starts at Yau Ma Tei Interchange connecting West Kowloon Highway and Lin Cheung Road at its western end, running through a 3.9 km long tunnel to Kai Tak Interchange connecting Kowloon Bay, Kwun Tong and KTD at its eastern end. The recommended alignment would not involve resumption and demolition of any private properties or relocation of residents.

9. The tunnel sections at Yau Ma Tei and Ma Tau Kok will be constructed using cut-and-cover method.



10. The tunnel section starting from Shanghai Street going through Nathan Road, King's Park and Ho Man Tin to Ma Tau Wai will be constructed by drill-and-blast method. The tunnel will be constructed through strong rock strata and will not affect the structural integrity and normal use of buildings along the alignment.

11. To avoid any resumption or demolition of private properties, the recommended alignment includes the construction of a 370 m long underwater tunnel in the seabed at Kowloon Bay. Temporary reclamation is the only safe and practical method for constructing the tunnel because of various site constraints and has overriding public need. The extent of temporary reclamation will be kept to a minimum to lower its impact.

**(C) *Greening and Landscaping*** (with details in Chapter 4 of PE Digest)

12. We will implement greening in conjunction with the construction of CKR to improve the surrounding environment.

13. As some of the public facilities along Kansu Street will be reprovisioned to facilitate the construction of CKR, space will become available for greening and the provision of recreational facilities for the public.

14. In addition, a landscape deck will be constructed to cover the road section to the west of Yau Cheung Road so as to mitigate the impact of CKR on nearby residents.

15. The existing Kowloon City Ferry Pier Public Transport Interchange (PTI) will be temporarily relocated to facilitate the construction of CKR and will be reprovisioned at the original location after the completion of the works. The new PTI will be covered by a landscape deck in accordance with environmental requirements in order to minimize the impacts of the operation of the PTI on nearby residents. In addition, a 160m long 40m wide waterfront promenade will be constructed along the frontage of the PTI. The design concept will be in harmony with the landscape deck to create a better living environment.

**(D) *Preservation of Cultural Heritage* (with details in Chapter 5 of PE Digest)**

16. The existing Yau Ma Tei Police Station has been classified as a Grade II historic building. Both New and Old Wings of the Police Station will be preserved under the current alignment. Suggestions on the long term use of the Police Station are welcome.

17. The Yau Ma Tei Multi-storey Car Park Building (YMTCPB) will be demolished for the construction of CKR. Cantilever hoardings will be erected along the footways of the sections of Temple Street and Shanghai Street adjacent to the building to avoid affecting the night time activities of Temple Street.

(E) *Reprovisioning of Public Facilities (with details in Chapter 6 of PE Digest)*

18. To facilitate the construction of CKR and to cater for the need for expanding the police station, Yau Ma Tei Police Station will be relocated to the new building at Yau Cheung Road. The existing site will be temporarily closed during the construction of CKR.

19. The new Yau Ma Tei Police Station will be located at Yau Cheung Road where traffic is less congested which will facilitate better operational deployment and quicker response time to events on the new reclamation area. Please refer to **Annex B** for the location of the new police station and **Annex C** for the facilities in the new police station.

20. Funding approval from Finance Committee of Legislative Council for the construction of new police station will be sought in early 2013. Works are scheduled to commence in mid 2013 for completion in early 2016.

21. YMTCPB will be demolished for the construction of CKR. In the long term, the offices of Social Welfare Department, Lands Department and Transport Department in the building will be reprovisioned at West Kowloon Government Offices (WKGO). These offices will be temporarily reprovisioned on suitable locations before completion of WKGO. The public library in the building will be reprovisioned temporarily in the sitting out area south of Henry G. Leong Yau Ma Tei Community Centre and will be relocated back to a new building to be constructed on the original site upon completion of the works.



22. The Jade Hawker Bazaars at Canton Road and Battery Street will be demolished for the construction works. The existing stalls will be temporarily reprovisioned at nearby locations. The Jade Hawker Bazaars will move back to the original locations upon the completion of the works.

23. The Yau Ma Tei Specialist Clinic Extension will also be demolished. The facilities of Hospital Authority within the building will be reprovisioned in a new building in Queen Elizabeth Hospital. Hospital Authority has arranged to consult the Community Building Committee of Yau Tsim Mong District Council on 6 December 2012 on the reprovisioning arrangements. Funding approval from Finance Committee of Legislative Council for the construction of new building will be sought in early 2013. Works are scheduled to commence in mid 2013 for completion in mid 2016.

24. The facilities of Department of Health within the Yau Ma Tei Specialist Clinic Extension including the Dermatological Clinic and Methadone Clinic will be reprovisioned in the adjacent Yau Ma Tei Jockey Club Polyclinic. Food and Health Bureau and Department of Health are considering the possibility of permanently reprovisioning the Maternal and Child Health Centre in the proposed Community Health Centre to be constructed on the ex-Mong Kok Market site.

**(F) *Environmental Impact* (with details in Chapter 7 of PE Digest)**

25. CKR consists mainly of tunnel and will help reduce the number of vehicles on the surface road network in Central Kowloon thus reducing air pollution and noise nuisance caused by congestion and improving the living quality of residents in Central Kowloon.

26. In response to the public concerns on the environmental impact resulting from the west tunnel portal, a landscape deck will be constructed at the west tunnel portal to cover a 250m section of the CKR mainline as well as the section of Hoi Wang Road between Waterloo Road to Yan Cheung Road to minimize the environmental impacts of the tunnel portal. A section of the CKR tunnel will be constructed under the foundation of the Kansu Street section of Gascoigne Road Flyover. The affected section of the flyover will be underpinned or reconstructed. In addition, the existing Gascoigne Road Flyover (Ferry Street Section) will be modified as a result of the works of CKR. We will install noise enclosures and noise barriers along these two sections of flyover.

27. The ventilation building in Yau Ma Tei has been relocated to a location further away from residential buildings to minimize the effect of CKR on the nearby residents.

28. Advanced air purification systems will be installed in the three ventilation buildings in Yau Ma Tei, Ho Man Tin and KTD to effectively remove up to 80% of nitrogen dioxide and respirable suspended particulates from the exhaust. Silencers will also be installed in the system to reduce noise levels.

**(G) Construction arrangements (with details in Chapter 8 of PE Digest)**

29. Since CKR will pass through the highly developed areas in Kowloon, the construction works will inevitably affect adjacent residents. We will try to minimize impacts arising from the construction works.



30. During the construction of CKR, some temporary traffic arrangements (TTA) will be implemented, including temporary closure of some road sections, traffic diversions etc. We will plan, design and implement the TTA properly in order to minimize the impacts on vehicles and pedestrians. We will also conduct public consultation on the TTA prior to their implementation.

### **Public Consultation**

31. Since substantial progress has been achieved on the detailed design, we are conducting the second phase of public engagement to collect public feedback on the detailed design and construction arrangements with a view to enhancing the design. The Phase 2 Public Engagement activities includes various focus group meetings to be held with individual groups and organizations, roving exhibitions and two public forums to be held in January 2013 to encourage the public to conduct wider and comprehensive discussions on the key aspects of CKR.

32. Another thematic public forum will be held in early February 2013 to discuss the temporary reclamation for the construction of underwater tunnel in Kowloon Bay. The arrangements of the Phase 2 Public Engagement activities are set out in Chapter 9 of the PE Digest. We cordially invite the public to actively participate in the public engagement activities and express their views.

## **Way Forward**

33. We will complete the Environmental Impact Assessment (EIA) report in parallel with the public engagement and will apply to the Director of Environmental Protection for the approval of the EIA report and issue of the Environmental Permit in accordance with the EIA Ordinance. The CKR project will also be gazetted under the Roads (Works, Use and Compensation) Ordinance. Upon completion of the relevant statutory procedures, we will apply to Legislative Council in accordance with the procedures for the Public Works Programme for funding for construction works. Subject to achieving the targets on completing the various procedures, we anticipate that the project will commence around 2015 and will be completed in around five years time at the earliest.

## **Advice Sought**

34. Members are invited to take note of the progress of CKR (including the reprovisioning arrangements of all public facilities) and the details of the Phase 2 Public Engagement activities and express their views on these matters.

**Highways Department**

**December 2012**

# Central Kowloon 中九龍 Route 幹線

Phase 2

Public Engagement Digest

December 2012



路政署  
Highways Department



# 中九龍幹線

## Central Kowloon Route



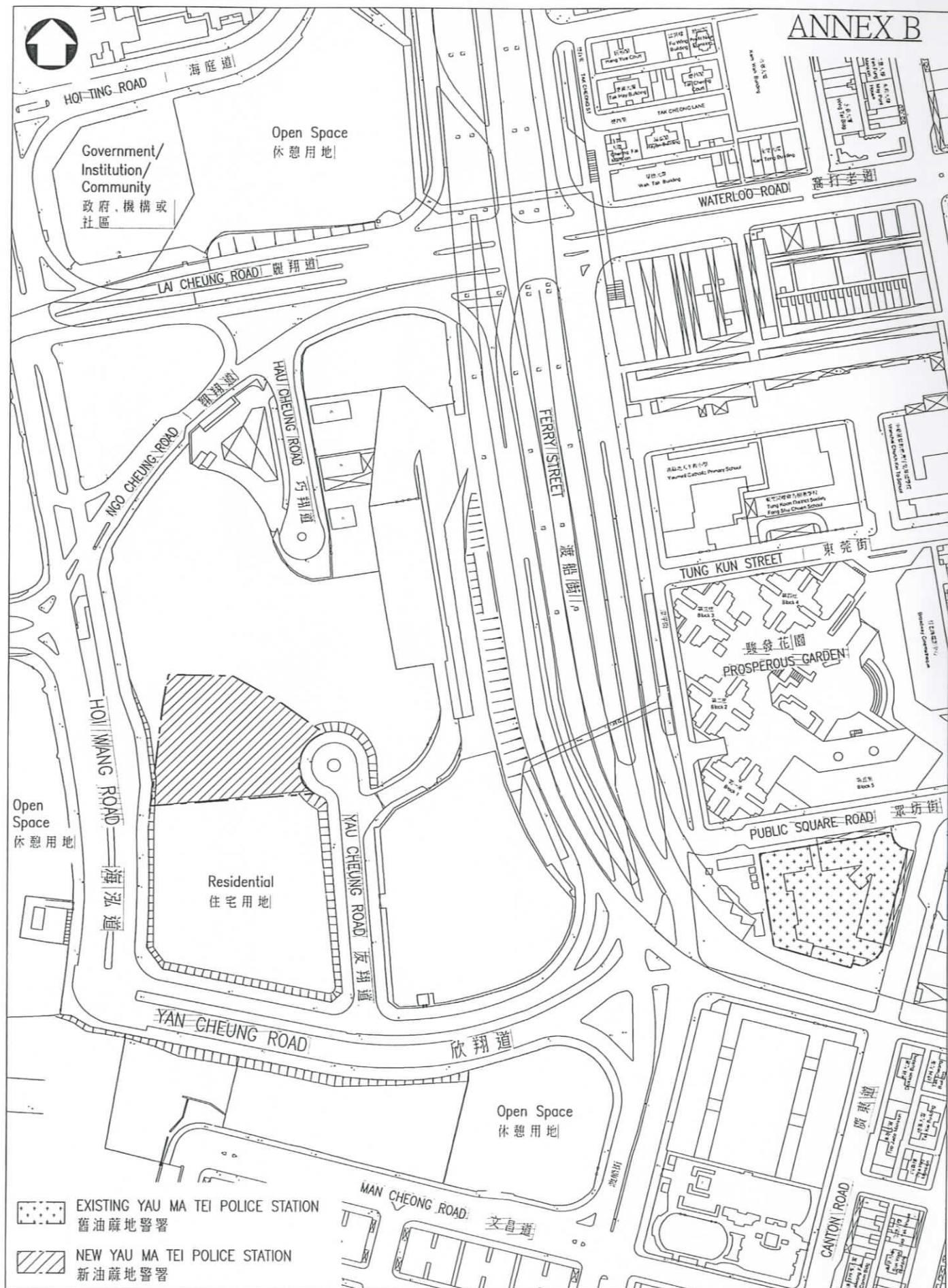
路政署  
Highways Department

ARUP  Mott MacDonald

奧雅納-莫特麥克唐納顧問聯營公司  
Arup-Mott MacDonald Joint Venture

Disclaimer : A person or an organization providing any comments and suggestions to the "Central Kowloon Route - Design and Construction" shall be deemed to have given consent to the Highways Department to partially or wholly publish the comments and suggestions (including the names of the individuals and organizations). If you do not agree to this arrangement, please state so when providing comments and views.





LOCATION PLAN OF EXISTING AND NEW YAU MA TEI POLICE STATION  
新舊油蔴地警署位置圖

**Facilities in New Yau Ma Tei Police Station**

**Facilities**

1. The new station at Yau Cheung Road will provide better facilities to serve the community, e.g. the provision of barrier-free access facilities in the building.
2. The provision of modern IT facilities and accommodation will help enhance the effectiveness and efficiency of police operations and internal communication thus improving the service for the community.
3. The New Generation Report Room (NGRR) will be adopted in the new Yau Ma Tei Police Station in order to enhance service quality for the public in a more comfortable and user-friendly report room. The design concept of NGRR will provide more privacy in reporting area, more interview rooms and a purpose-built trauma room for vulnerable victims and witnesses in sensitive cases.
4. Cell/Temporary Holding Area facilities in the new building will comply better with the relevant standards than the existing ones improving the privacy and security of detainees.

**Traffic Arrangement**



5. There will be two vehicular access points at the new Yau Ma Tei Police Station respectively located on Yau Cheung Road and Hoi Wang Road. The main vehicular access point is at Yau Cheung Road.

6. Sufficient parking spaces will be provided in the new police station in addition to a loading/unloading area in the station to avoid on-street loading and unloading activities of police vehicles thus reducing noise generation and traffic impact.

7. Architectural Services Department has commissioned an independent consultancy firm to conduct a traffic impact assessment (TIA) for the impact on the reprovioning on the adjacent traffic. The TIA report indicates that the project will not cause traffic congestion in the area. The TIA report has also been endorsed by relevant departments.