

將軍澳-藍田隧道及跨灣連接路 Tseung Kwan O - Lam Tin Tunnel & Cross Bay Link

連接將軍澳及藍田的新道路網絡

New Road Network Connecting Tseung Kwan O & Lam Tin



土木工程拓展署
Civil Engineering and
Development Department

7

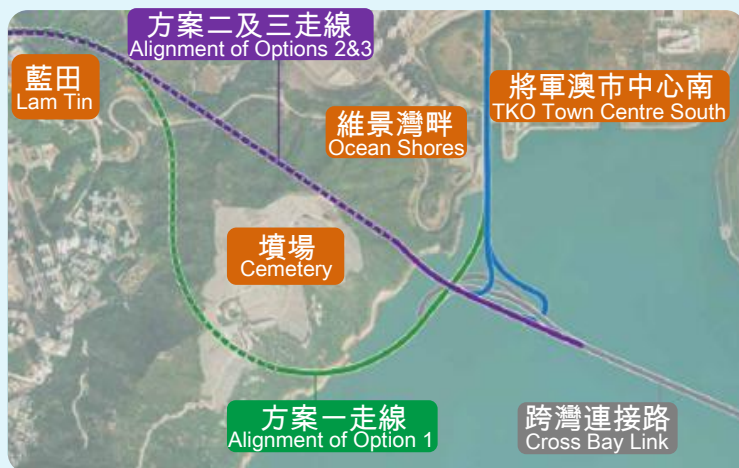
第七期 : 二零一零年十一月
Issue No 7 : November 2010

「將軍澳-藍田隧道」規劃 第二階段公眾參與 「將軍澳段」

我們於今年九月就將軍澳-藍田隧道「將軍澳段」走線方案舉行了一系列公眾參與活動，向市民介紹「將軍澳段」的走線方案，並聽取市民對走線方案的意見。活動包括出席西貢區議會會議、舉辦專題小組會議及公眾參與工作坊。

市民就「將軍澳段」提出的主要意見如下：

- 要求盡快興建將軍澳-藍田隧道，以緩解現時將軍澳隧道繁忙時段的交通擠塞
- 大部份市民支持不設收費廣場島的直線隧道方案 (方案三)
- 減少對附近屋苑的環境影響，特別是噪音、空氣及景觀方面
- 部份市民要求將軍澳-藍田隧道不收費。如果收費，隧道收費必須平衡將軍澳-藍田隧道及將軍澳隧道的車流
- 考慮設置巴士轉乘站的需要及其適合位置



日期 Date	公眾參與活動 Public Engagement Activities
7-9-2010	西貢區議會 Sai Kung District Council
11-9-2010	專題小組會議 Focus Group Meeting
21-9-2010	公眾參與工作坊 Public Engagement Workshop

Stage 2 Public Engagement for the Planning of Tseung Kwan O - Lam Tin Tunnel (TKO-LT Tunnel) - Tseung Kwan O (TKO) Section

We have conducted a series of public engagement activities in Sep 2010, introducing the alignment options for the TKO Section and collecting public views. Activities include attending Sai Kung District Council meeting, conducting focus group meeting and public engagement workshop.

Major public views on TKO Section are listed below:

- Construction of TKO-LT Tunnel was urged to commence as soon as possible, in order to alleviate the current traffic congestion in the Tseung Kwan O Tunnel during busy hours.
- Option 3 (Straight Tunnel without Toll Plaza Island) was supported by the public at large.
- Environmental impacts to nearby residents, especially noise, air pollution and visual impact, should be minimized.
- Some local residents proposed not to impose toll on TKO-LT Tunnel. In case the new tunnel would be tolled, tolls of both tunnels should be regulated to balance the traffic flow of the existing TKO Tunnel and TKO-LT Tunnel.
- The need for bus-bus interchange and its location should be properly considered.



「將軍澳-藍田隧道規劃」第二階段公眾參與 「藍田交匯處」及「藍田山區走線」

我們於七月至十月期間走訪藍田區多個屋苑，以介紹「藍田交匯處」及「藍田山區」的走線方案，並收集市民對方案的意見。

市民就「藍田交匯處」提出以下主要意見：

- 擔心藍田交匯處會導致更多空氣、噪音及光污染，要求另覓地點興建造匯處，或改良藍田交匯處
- 認為低於地面方案較為理想
- 擔心增加油塘道的交通流量，導致交通擠塞及影響行人安全

市民就「藍田山區走線」提出以下主要意見：

- 擔心隧道爆破工程會影響樓宇結構、增加屋苑保險費用及影響未來屋苑的重建權益
- 要求在施工期間設立公開監察站，讓市民監察隧道爆破時所產生的震動
- 提供更多工程相關資訊



日期 Date	公眾參與活動 Public Engagement Activities
25-7-2010 26 & 28-8-2010 26-9-2010	與油麗邨居民會面 Meetings with Residents of Yau Lai Estate
3-10-2010 18-10-2010	與廣田邨、康雅苑及康柏苑居民會面 Meetings with Residents of Kwong Tin Estate, Hong Nga Court and Hong Pak Court



Stage 2 Public Engagement for the planning of TKO-LT Tunnel - Lam Tin Interchange and alignment of Lam Tin Hill Section

From July to October, we have visited a number of housing estates, introducing the two options of Lam Tin Interchange and the alignment of Lam Tin Hill Section, as well as collecting public views on the options.

Major public views on Lam Tin Interchange are listed below:

- It was worried that Lam Tin Interchange would worsen air, noise and light pollution in the area. It was requested to relocate the Lam Tin Interchange to elsewhere or improve the options.
- The option below ground level was preferred.
- It was worried TKO-LT Tunnel would increase traffic flow on Yau Tong Road, thereby endangering pedestrians and causing traffic congestion.

Major public views on Lam Tin Hill Section are listed below:

- It was worried that the tunnel blasting works might affect the existing building structures, increase expenditure on the insurance and affect the redevelopment rights.
- Monitoring stations should be set up and data should be opened to the public, such that the public could monitor vibration created by blasting.
- More project information should be provided.



下一步工作

我們正綜合市民的意見，並進行進一步評估及加以改良各段走線方案。我們將於明年初就整條將軍澳-藍田隧道擬定一份最可取的走線計劃，並再次諮詢公眾。

Next Step

We are now incorporating public views, further assessing and improving the alignment of each section. In early next year, we would propose the optimum alignment for the whole TKO-LT Tunnel, and consult the public again.

「將軍澳-藍田隧道」及「跨灣連接路」地質勘測工程

不少將軍澳居民近來留意到，在照鏡環山上有多个小型工程正在進行中，而在調景嶺山上間中有直升機在盤旋，並在將軍澳灣中有數艘躉船在作業。

其實上述工程均是我們為「將軍澳-藍田隧道」及「跨灣連接路」所展開的前期地質勘測工作。我們從中搜集地底及海床的地質資料，以便進行隧道及橋樑的初步設計。

「將軍澳-藍田隧道」地質勘測主要在調景嶺照鏡環山及藍田地區約九十個地點進行。我們會使用鑽探機深入地底以抽取泥土及岩石樣本，樣本會送往實驗室進行各種測試，以取得隧道設計所需之地質資料。

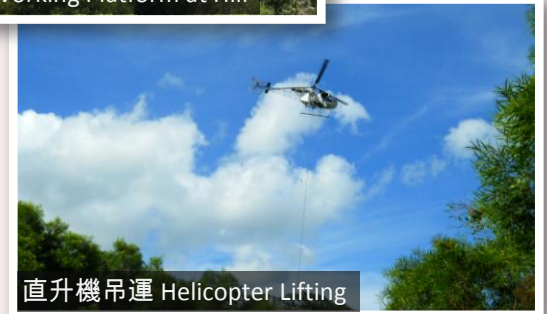
當中有部份地點位於照鏡環山上，位置偏遠車輛未能到達。因此我們會在山上搭建小型臨時工作平台，並使用直升機將工程物資及鑽探設備吊運至山上以進行勘測工作。

「跨灣連接路」地質勘測主要會在將軍澳灣海床約四十個地點進行勘探。鑽探機能深入海床下三十至八十米之深度，而所有海上勘探工程都是在躉船或海上自升式平台上進行，並採用了全球衛星定位系統(GPS)，以確保鑽孔位置準確。

此外，我們在本港同類型工程中首次使用懸吊式地震波探測儀(Suspension P-S Logging)，以測量未來「跨灣連接路」大橋地基地層對地震波的反應，以獲取更多資料使大橋設計能抵禦地震風險。我們亦會收集海洋沉積物樣本以進行環境影響評估。



山上的工作平台 Working Platform at Hill



直升機吊運 Helicopter Lifting

TKO-LT Tunnel and Cross Bay Link Ground Investigation

Many Tseung Kwan O residents might have noticed there were some minor construction works being carried out in Chiu Keng Wan Shan recently. Occasionally, helicopters had also been found circling around Tiu Keng Leng and several vessels were staying in the Tseung Kwan O Bay.

All the above activities were part of the ground investigation works for the projects, 'TKO-LT Tunnel' and 'Cross Bay Link'. Through carrying out these works, we could collect the essential geological and seabed information for the preliminary design of the tunnel and bridge.

TKO-LT Tunnel ground investigation works were mainly carried out at about 90 locations in Chiu Keng Wan Shan and Lam Tin district. The underground soil and rock samples were collected by drilling machines and then delivered to laboratory for testing, so as to obtain the geological information for the tunnel design.

Some ground investigation works were carried out at Chiu Keng Wan Shan and they were too remote for vehicular access. Thus, temporary working platforms were erected at these locations, and drilling machines and equipments were transported by helicopters.

Ground investigation for Cross Bay Link were mainly carried out at about 40 locations in Tseung Kwan O Bay. Drilling machines could drill 30m to 80m below seabed level. All investigation works were conducted on vessels or jack-up platform. GPS was adopted for accurate positioning of the drill holes.

Besides, it was the first time to adopt Suspension P-S Logging by similar projects in Hong Kong. The device would assist predicting the seismic response of the bridge foundation works, thereby providing essential information for the design of the Cross Bay Link against earthquake. Also, we would collect marine sediment for environmental impact assessment.



鑽探躉船 Drilling Vessel



海上自升式平台 Jack-up platform

「茶果嶺」與「將軍澳-藍田隧道」

Cha Kwo Ling and the Tseung Kwan O - Lam Tin Tunnel

「將軍澳-藍田隧道」將途經茶果嶺村。我們在進行走線研究時，對茶果嶺村的歷史背景作詳細研究，了解到茶果嶺村民對「茶果嶺天后廟」及「四山公立學校」有著一份特別的情懷。

TKO-LT Tunnel is proposed to pass through the Cha Kwo Ling Village. During the alignment study, we studied the historical background of Cha Kwo Ling Village. It was understood that Cha Kwo Ling villagers have a special sentiment for the Cha Kwo Ling Tin Hau Temple and the Four Hills Public School.

茶果嶺天后廟 Tin Hau Temple

「茶果嶺天后廟」又稱茜草灣天后廟，座落於茶果嶺毗鄰觀塘灣畔，為區內兩所供奉天后娘娘的宮廟之一。茶果嶺天后廟為麻石建築，是本港現存最大型以麻石建造的天后廟，並於2010年被古物古蹟辦事處評為三級歷史建築物。

原天后廟於清朝道光年間由官府興建，四山地區居民亦有集資籌建。及後天后廟經歷數次重修。於1948年，為配合亞世亞火油公司補給站的發展，天后廟遷往茶果嶺現今的位置。新天后廟採用原有石材建成，而開幕儀式由當時的華民政務司杜德主持。

Cha Kwo Ling Tin Hau Temple, also called Sai Tso Wan Tin Hau Temple, is located in Cha Kwo Ling and next to the Kwun Tong Wan. It is one of the two Tin Hau temples in the district and is the largest Tin Hau Temple made of granite block in Hong Kong. In 2010, it is confirmed as a Grade 3 Historic Building by the Antiquities and Monuments Office.

The former Tin Hau Temple was built by the feudal officers during the Daoguang Reign of the Qing Dynasty. Villagers in the Four Hills area also contributed by donation. The former temple was renovated a few times. In 1948, it was relocated to the current location in Cha Kwo Ling in order to cope with the Supply Station development of the Asiatic Petroleum Company. The current Tin Hau Temple was built by using the materials in the former temple. Its opening ceremony was hosted by the Ronald Ruskin Todd, who was the contemporary Secretary for Chinese Affairs.



四山公立學校 Four Hills Public School

「四山公立學校」座落於茶果嶺天后廟旁。學校前身為四山義學，設於茜草灣天后廟內。直至1948年天后廟遷往茶果嶺，政府答應興辦一所小學，並由居民及各界人士募捐籌建。學校遂於1952年落成啟用，校舍樓高兩層並附設操場。

至六十年代初，學校發展蓬勃，學生人數達四百餘人。現時四山公立學校已結束辦學，然而學校見證著茶果嶺及四山地區的發展，在推動地區教育事業方面亦曾發揮重要作用。

Four Hills Public School situated beside the Cha Kwo Ling Tin Hau Temple. It was formerly named as Four Hills Community School and built inside the Sai Tso Wan Tin Hau Temple. When the Tin Hau Temple was moved to Cha Kwo Ling in 1948, the government promised to build a primary school and the school was funded by villagers and communities. The two-storey school with playground was completed in 1952.

In the early 1960s, the school developed vigorously and the number of students reached 400. Nowadays, the school no longer serves its purpose. However, the Four Hills Public School witnessed the development of Cha Kwo Ling and Four Hills district, and played a crucial role in the local education system.



歡迎提出意見及建議

電郵：tkoltt-cbl@cedd.gov.hk

電話：將軍澳-藍田隧道 (方先生 2301 1377)
跨灣連接路 (朱先生 2301 1375)

地址：九龍尖沙咀東部麼地道77號華懋廣場1213室

Your Views and Comments are welcome !

Email: tkoltt-cbl@cedd.gov.hk

Tel: TKO-LT Tunnel (Mr. Fong 2301 1377)
Cross Bay Link (Mr. Chu 2301 1375)

Address: Suite 1213, Chinachem Golden Plaza, 77 Mody Road
Tsimshatsui East, Kowloon