

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

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「將軍澳-藍田隧道」及「跨灣連接路」 第二階段公眾諮詢

「將軍澳-藍田隧道」及「跨灣連接路」項目現正處於走線研究及規劃階段。透過於2009年所舉辦的第一階段公眾諮詢，我們聽取了公眾就工程計劃的初步意見和關注事項。

因應公眾意見及初步的技術研究及評估結果，我們為兩項工程制定了多個設計方案。我們並於2010年3月至12月期間分別為兩項工程進行了第二階段公眾諮詢，向觀塘及西貢區議會、有關地區人士、居民、專業團體及環保組織介紹各路段走線的不同設計方案及收集公眾意見。有關過往公眾參與活動的詳情及公眾意見的摘要，請參閱我們的工程計劃網站：www.tkoltt-cbl.hk

「跨灣連接路」研究進展

在第二階段公眾諮詢，我們就「跨灣連接路」的大橋舉行了公眾喜好調查及公眾參與活動。根據技術評估、喜好調查的結果及所收集的意見，大橋設計已選定為最受公眾歡迎的「活力無限」方案。

「活力無限」方案的概念旨在將軍澳海灣建立一個有特別意義的標記。兩個向外傾斜的橋拱與逐漸收窄的橋墩，構成一個相連的環，像數學符號「無限」，像徵永恆不息的意念。

Stage 2 Public Engagement of Tseung Kwan O - Lam Tin Tunnel and Cross Bay Link

Tseung Kwan O - Lam Tin Tunnel (TKO-LT Tunnel) and Cross Bay Link (CBL) projects are currently in the planning and alignment investigation stage. The first phase of public engagement took place in 2009, in which the preliminary views and concerns of the public were collected.

Taking into consideration public comments and the preliminary findings of technical studies and assessments, we formulated design options for the two projects. We then conducted the second phase of public engagement for the two projects from Mar to Dec 2010 to present the different design options for different sections of the projects to collect public views from Kwun Tong and Sai Kung District Councils, representatives of local community, residents, professional bodies and green groups. For details of the previous public engagement activities and summary of public views, please visit our project website: www.tkoltt-cbl.hk

Study Progress of Cross Bay Link

In the second phase of public consultation, we conducted a public preference survey and public engagement activities for the feature bridge of CBL. With reference to the findings of technical assessments, results of the preference survey and public views collected, the most popular option, "Eternity Arch", was adopted as the proposed scheme of the feature bridge.

The concept for the "Eternity Arch" is to create an object with special symbolic meaning. Two outwardly leaning arches are visually connected to sculpted piers to create the mathematical symbol of infinity, which is a well known expression of eternity or never-ending.



「跨灣連接路」大橋的最終設計方案「活力無限」

Final design scheme of the feature bridge of CBL: Eternity Arch

「將軍澳-藍田隧道」「將軍澳段」研究進展

Study Progress of TKO Section of TKO-LT Tunnel

「將軍澳-藍田隧道」之「將軍澳段」將採用「不設收費廣場的直線走線方案」，以盡量減少興建隧道的地質風險和達至良好的工程設計。此方案所需填海面積可減至最少，因此可將環境影響減至最低。而「將軍澳-藍田隧道」的收費方法將於工程項目的詳細設計階段研究。

“Straight tunnel alignment without Toll Plaza Island” scheme will be adopted for Tseung Kwan O Section of TKO-LT Tunnel in order to minimize the geological risk in the construction of the tunnel and achieve an optimum engineering design. The scheme also has the lowest environmental impacts due to the minimal reclamation required. The tolling method for the TKO-LT Tunnel will be studied in the detailed design stage of the project.



「跨灣連接路」能見度測量

Visibility Measurement for CBL

在設計跨灣連接路時，我們除了考慮工程和景觀因素外，道路運作的安全性亦是重要的元素。尤其大霧的情況偶爾會在將軍澳海灣出現，因而大大減低將軍澳一帶的能見度。有見及此，我們在將軍澳灣海濱安裝了一套量度能見度的儀器，並於今年初開始運作。能見度數據的收集會為期一年，而有關數據將會用作制定適當的交通管理方案。

Apart from engineering and aesthetic considerations, traffic safety is also an essential element in the design of CBL. In particular, heavy fog has been occasionally observed in Junk Bay which reduces the visibility in the area significantly. In view of this, we have installed a visibility measurement device at the seashore of Junk Bay and put in operation since early this year. Collection of the visibility data will last for one year and the data will be used to design suitable traffic management scheme.



下一步工作 Next Step

我們現正就「將軍澳-藍田隧道」將軍澳段及「跨灣連接路」項目進行交通及環境影響評估和初步設計，預計於本年底或明年初完成。

「將軍澳-藍田隧道」觀塘段的走線現時仍未有一個定案。為確定最佳的方案，我們現正就「觀塘段」走線及「藍田交匯處」的選址進行覆檢。我們亦會同時研究如何改良「藍田交匯處」的設計，加進優化元素。

完成上述研究後，我們會將研究結果及就兩個項目的建議整體走線再次諮詢公眾。

We are undertaking the traffic and environmental impact assessments and the preliminary designs for the TKO Section of TKO-LT Tunnel and CBL, which are anticipated for completion by end of this year or early next year.

We have not determined the final alignment scheme for Kwun Tong Section of TKO-LT Tunnel. We are now reviewing the alignment of Kwun Tong Section and the location of Lam Tin Interchange with a view to confirm an optimum scheme. In addition, we are also investigating additional improvement measures to enhance the design of the Lam Tin Interchange.

Upon completion of the above studies, we will consult the public again on the findings of the studies and the proposed overall alignments of the two projects.

歡迎提出意見及建議

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Your Views and Comments are welcome

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