

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

通訊
Newsletter

連接將軍澳及藍田的新道路網絡

New Road Network Connecting Tseung Kwan O & Lam Tin

第四期 - 二零一零年二月
Issue No. 4 – February 2010

土木工程拓展署
Civil Engineering
and Development
Department



甄選跨灣連接路大橋的最終設計方案 Determining the Preferred Option for Cross Bay Link

設計概念徵集活動的 12 份得獎作品 12 Winning Entries from Design Ideas Invitation Event

大橋基本功能要求
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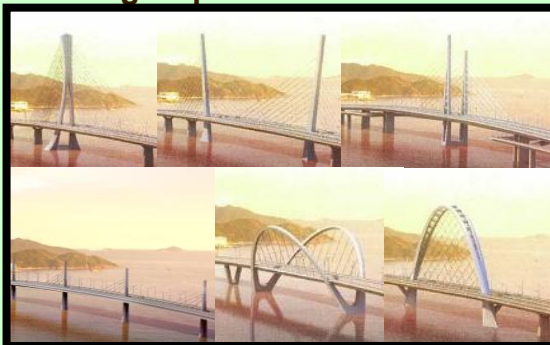


技術要求
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大橋結構形式
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Design Ideas

進一步技術評估
及公眾參與
Further
Technical
Assessment
and Public
Engagement

大橋最終
設計方案
Preferred
Option

甄選最終設計方案的準則 Selection Criteria to Determine the Preferred Option

(1) 美觀及優化將軍澳
Aesthetics and
Enhancement to Tseung
Kwan O

- a) 美觀性 Aesthetics
- b) 獨特性 Uniqueness

(3) 運作考慮
Viability to Operate

- a) 日常運作及維修 Operation & Maintenance
- b) 保安及安全 Security & Safety

(2) 建造考慮
Viability to Build

- a) 建築成本 Capital Cost
- b) 施工安全性 Safety During Construction
- c) 環境影響 Environmental Impact

(4) 公眾意向
Public Perceptions

- a) 區議會評分 Rating by District Council
- b) 喜好調查 Preference Survey

為優化將軍澳新市鎮，跨灣連接路將會設計成為富有特色的地標大橋。在下一階段公眾參與活動中，我們將收集您對六個大橋設計方案的意向，作為甄選設計方案的其中一項評估準則。加上技術評估的結果，我們會綜合評比各方案的特點，以訂出最終設計方案。其後我們將會展開初步設計及進行有關法定程序(包括環境影響評估及道路工程刊憲)。

To enhance Tseung Kwan O New Town, Cross Bay Link will be designed as a landmark bridge with distinctive characteristics. As one of the criteria to determine the preferred option, we will collect your preference on the 6 design options in the next stage public engagement. Together with the technical assessment results, we will summarize the performance of these design options in various aspects to determine the preferred option. We will then carry out the preliminary design and statutory procedures (including environmental impact assessment and road gazette).

有關跨灣連接路的進一步詳情，請瀏覽以下網頁：
For details of Cross Bay Link, please visit the following website:

<http://www.cbl-tko.hk>

大橋設計方案展覽及喜好調查

我們將於2010年3月11日至17日在5個地點舉行展覽，向市民介紹跨灣連接路的六個設計方案資料，並舉行喜好調查，了解公眾最喜愛的設計方案。投票表格隨本通訊派發及可於下列展覽場地索取，也可從我們的網站下載。請您把填好的表格送交至展覽場地的收集箱。您亦可於2010年3月24日前將表格郵寄至土木工程拓展署新界東拓展處。(地址見本通訊底頁。)

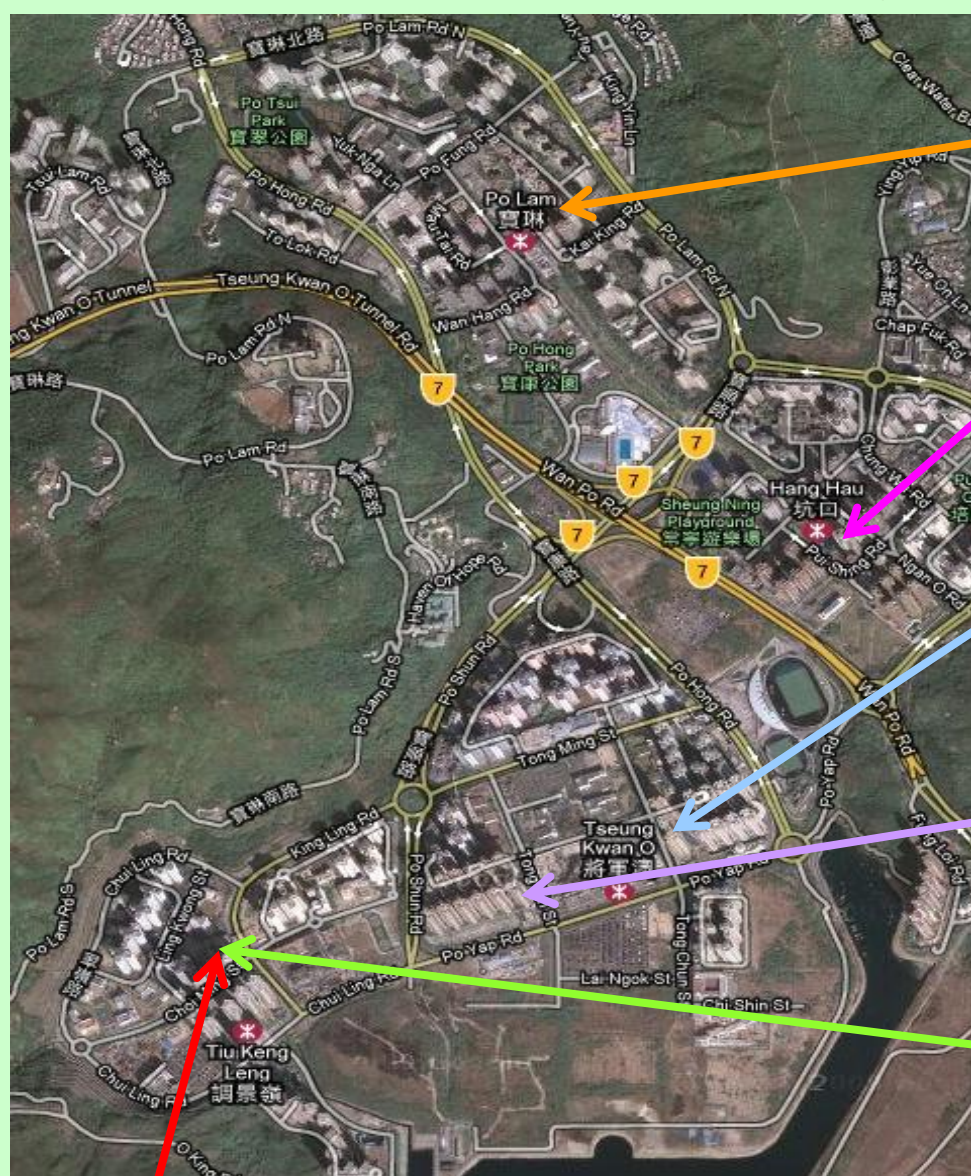
有關設計方案的詳細資料可瀏覽以下網址：

For details of the design options, please visit the following website:

<http://www.cbl-tko.hk>

BRIDGE DESIGN OPTIONS EXHIBITIONS & PREFERENCE SURVEY

The 6 design options for Cross Bay Link will be exhibited to the public at 5 locations from 11th to 17th March 2010. A survey will also be conducted simultaneously to gauge the preference of the public on these design options. The survey form is distributed together with this newsletter and is also available at the exhibition venues listed below. It is also available for download from the project website. Please return your survey form to the collection box at the exhibition venues, or by mail to the New Territories East Development Office, Civil Engineering and Development Department before 24th March 2010. (Our mailing address is on bottom page of this newsletter.)



The map shows the Cross Bay Link area with five exhibition locations marked by colored stars and arrows pointing to callout boxes:

- 2010年3月15-17日
15-17 Mar 2010**
新都城中心三期
二樓展覽區
2/F Exhibition Area,
Metro City Plaza III
- 2010年3月15-17日
15-17 Mar 2010**
坑口港鐵站B出口
展覽區
Exit B Exhibition
Area, Hang Hau MTR
Station
- 2010年3月11-14日
11-14 Mar 2010**
君薈坊一樓展覽區
1/F Exhibition Area
C, The Edge,
Grandiose
- 2010年3月11-14日
11-14 Mar 2010**
將軍澳中心
地下展覽區
G/F Exhibition Area,
Park Central
- 2010年3月11-14日
11-14 Mar 2010**
健明邨
健彩社區會堂
Kin Choi Community
Hall, Kin Ming Estate

我們將於2010年3月11日晚上8時，在健明邨健彩社區會堂禮堂舉行公眾簡報會，歡迎各位市民到場了解跨灣連接路大橋設計方案及喜好調查的詳情。

A public briefing session will be held at Kin Choi Community Hall, Kin Ming Estate, at 8pm on 11th March 2010. We cordially invite you to attend the briefing session to get a better understanding of different design options for Cross Bay Link and the preference survey process. The public briefing session will be conducted in Cantonese and English translation service will be provided.

跨灣連接路大橋不同的設計方案簡介 *

CROSS BAY LINK - BRIDGE DESIGN OPTIONS *

方案一：箭步如飛 Option 1: The Bow



特色大橋跨度 Main Span Length	約200米 Approx. 200 m
橋塔高度 Tower Height	離海面約130米 Approx. 130 m above sea level
建築成本 Capital Cost	六個方案中最低 Lowest amongst the six options

橋塔是這斜拉橋最具特色及象徵性的部分。**箭步如飛**擁有一座富有獨特曲線的橋塔，橋塔穿過橋面並展現出如箭在弦似的拉弓形態。如弦般的鋼纜加上如飛箭般的橋面營造出一個**動態**的畫面，以配合將軍澳作為一個朝氣蓬勃的城市的長遠發展。

The tower of a cable stayed bridge is its most noticeable and symbolic feature. **The Bow** has a unique curved tower penetrating through the deck structure which is evocative of an archery bow being pulled back, as if about to fire an arrow. The cables shooting forwards from the tower and the deck symbolising the arrow in flight is a *dynamic* concept which is consistent with the long term vision for Tseung Kwan O as a developing vibrant town on the move.

方案二：展翅連城 Option 2: Link with Wings



特色大橋跨度 Main Span Length	約200米 Approx. 200 m
橋塔高度 Tower Height	離海面約120米 Approx. 120 m above sea level
建築成本 Capital Cost	比方案一高5% (約港幣1億元) 5% (approx. HK\$100M) higher than Option 1

此斜拉橋概念以大自然為主，擁有一對向外傾斜的橋塔，象徵雀鳥在將軍澳展翅；而纖巧的橋塔給予大橋**平靜和諧**的感覺。配合跨灣連接路橋面設有的綠化及環境美化措施，使這個強調大自然為主題的設計方案能真的**展翅連城**：在加強將軍澳兩岸連繫的同時，亦能達至與環境互融。

This cable stayed bridge has a pair of outwardly leaning towers, which rise up like a bird outstretching its wings at Junk Bay. This concept has a symbolic connection with nature, and the slender towers give the bridge a sense of *peace and tranquility*. Greening and landscaping features that are proposed on the bridge deck for Cross bay Link are particularly in harmony with this theme, therefore bringing the two sides of Junk Bay together to offer Tseung Kwan O a real **Link with Wings**.

跨灣連接路大橋不同的設計方案簡介*

CROSS BAY LINK - BRIDGE DESIGN OPTIONS *

方案三：揚帆萬里 Option 3: The Sail

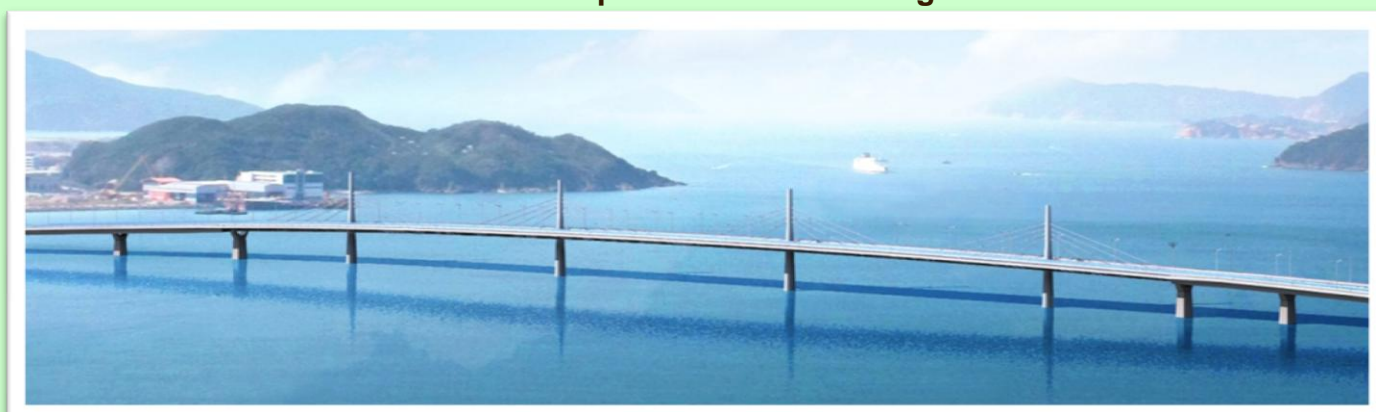


特色大橋跨度 Main Span Length	約170米 Approx. 170 m
橋塔高度 Tower Height	離海面約120米 Approx. 120 m above sea level
建築成本 Capital Cost	比方案一高 10% (約港幣2億元) 10% (approx. HK\$200M) higher than Option 1

揚帆萬里擁有一對形似風帆的橋塔，使這斜拉橋看似一艘在將軍澳海灣上行駛的雙桅船。此海洋主題與將軍澳的歷史及未來的水上活動發展相配合。有別於其他方案，此方案的單車徑/行人道是設在一條獨立的大橋上，稍為低於隔鄰的主行車橋。此獨有的設計使行人及騎單車者能沿途飽覽將軍澳港灣、鯉魚門及藍塘海峽的美景。

The Sail appears like a two-mast junk on the horizon of Junk Bay thanks to the two sail-like towers of the cable stayed bridge. This *maritime theme* is consistent with the history of Junk Bay and the future plan for Tseung Kwan O coastal area as a destination location for water related activities. Unique to this option, the cycle/footway are on a separate structure, slightly offset, and below the main highway bridge. This separation allows pedestrians and cyclist to enjoy views along the route of Junk Bay, Lei Yue Mun and Tathong Channel.

方案四：四海一家 Option 4: Alliance Bridge



特色大橋跨度 Main Span Length	約160米 Approx. 160 m
橋塔高度 Tower Height	離海面約60米 Approx. 60 m above sea level
建築成本 Capital Cost	比方案一高 5% (約港幣1億元) 5% (approx. HK\$100M) higher than Option 1

四條並列低矮柱型的橋塔給予人堅毅不拔的形像，配合多組的鋼纜，看似四個伙伴在手牽手，一起支撐起大橋。手牽手的概念象徵市民透過彼此間之友誼和合作，*攜手協力*地使將軍澳向前邁進。四海一家比較短小的橋塔，予人簡單優雅的印象，與海灣及四週環境融和地配合。

The four short pillar-like towers give the image of strength, which when coupled with the cables appear like four companions, linking hands to support the bridge. The concept of people linking hands symbolizes how by *working together* and through great friendships, residents can build Tseung Kwan O into a great place. The low profile nature of the towers, gives the **Alliance Bridge** its elegant and simple impression that appears as a seamless addition across the bay.

*註：設計方案一、二、三和六 是從設計概念徵集活動中的得獎作品演變出來。
作品及作者詳情請參閱網址 <http://www.cbl-tko.hk/CBL-invitation/chi/results.html>

跨灣連接路大橋不同的設計方案簡介*

CROSS BAY LINK - BRIDGE DESIGN OPTIONS *

方案五：活力無限 Option 5: Eternity Arch



特色大橋跨度 Main Span Length	約200米 Approx. 200 m
橋拱高度 Arch Height	離海面約70米 Approx. 70 m above sea level
建築成本 Capital Cost	比方案一高 10% (約港幣2億元) 10% (approx. HK\$200M) higher than Option 1

兩個向外傾斜、高度較矮的橋拱與逐漸收窄的橋墩，構成一個相連的環，配合跨灣連接路設有環繞將軍澳海灣的行人及單車徑，給人循環不息的永恆意念。此外，橋拱充滿活力地跨越港灣，彷彿把大橋瞬間凝住，為將軍澳居民帶來一個活力無限的地標建設。

Two relatively low profile outwardly leaning arches are visually connected to carefully sculpted piers to create an eternal never-ending loop, like the one created by the cycle track loop around the shores of Junk Bay, which is completed by Cross Bay Link. The **Eternity Arch** leaps across the channel with an *energetic movement* frozen in time, which reinforces the concept of eternity. The use of a strong symbolic identity creates a landmark sculpture for the residents of Tseung Kwan O to enjoy and contemplate.

方案六：魚躍龍門 Option 6: The Gateway



特色大橋跨度 Main Span Length	約200米 Approx. 200 m
橋拱高度 Arch Height	離海面約110米 Approx. 110 m above sea level
建築成本 Capital Cost	比方案一高 5% (約港幣1億元) 5% (approx. HK\$100M) higher than Option 1

魚躍龍門中的單一橋拱左右對角式橫跨東行行車道，形成一道雄偉的門廊，迎接進入將軍澳的車輛及進出海灣的船隻。橋拱山狀似的形態加強了門廊的效果，更能融合大橋與附近的山坡，配合交叉重疊的橋索，也狀似一條從海灣躍出的魚。橋拱在陽光下會產生光影交錯的有趣效果。

The single arch of **The Gateway** crosses the eastbound carriageway diagonally, thus creating a grand gateway to Junk Bay and Tseung Kwan O for both road users and boats entering the bay. The mountain shaped profile of the arch reinforces this sturdy gateway image and gives the bridge the sense that it is a harmonious continuation of the surrounding hillside. In addition, the split-box arch structure creates an interesting effect of light and shade.

*Remark : Design Options 1, 2, 3 and 6 were developed or inspired based on some winning entries of the Design Ideas Invitation Event. For details and authors of these entries, please refer to website <http://www.cbl-tko.hk/CBL-invitation/eng/results.html>

「我眼中的跨灣連接路」設計概念徵集頒獎典禮及作品巡迴展覽 Prize Presentation and Roving Exhibitions of “My Vision of Cross Bay Link” Design Idea Invitation Event

「我眼中的跨灣連接路」設計概念徵集活動巡迴展覽已於2009年11月順利完成。我們在2009年11月6日於東港城，舉行了頒獎及作品巡迴展覽的開幕典禮。出席典禮的主禮嘉賓包括土木工程拓展署蔡新榮署長、立法會何鍾泰議員、西貢區議會吳仕福主席、香港建築師學會鄭心怡會長、香港工程師學會陳嘉正會長和西貢民政事務處胡錦賢專員。此外，多名西貢區議會議員及地區人士亦撥冗光臨。

整個巡迴展覽有大約三萬人次參觀，多謝您們對這次活動的支持！



主禮嘉賓主持巡迴展覽開幕儀式
Officiating guests to preside at opening ceremony of roving exhibitions



部份得獎者
Some of the prize winners



主禮嘉賓及部份西貢區議員
Officiating guests and some of the Sai Kung District Council members



巡迴展覽
Roving Exhibitions

“My Vision of Cross Bay Link” Design Ideas Invitation Event roving exhibitions were successfully completed in Nov 2009. The prize presentation cum roving exhibitions opening ceremony was held on 6th Nov 2009. The officiating guests included the Director of Civil Engineering and Development Mr John Chai, Legislative Council member Dr Raymond Ho, Chairman of Sai Kung District Council Mr Ng Sze-fuk, President of the Hong Kong Institute of Architects Ms Anna Kwong, President of the Hong Kong Institution of Engineers Dr Chan Ka-ching, and Sai Kung District Officer Mr Wu Kam-yin. Moreover, many Sai Kung District Council and local community members attended the ceremony.

Approximately 30,000 people visited the roving exhibitions. Thanks very much for your support!

將軍澳-藍田隧道的部份設計方案

Design of Tseung Kwan O – Lam Tin Tunnel

維景灣畔對開休憩平台的概念設計

Conceptual Design of Landscape Deck besides Ocean Shores

畫家筆下的休憩平台 (Conceptual Visualisation of Landscape Deck)



將軍澳進一步發展可行性研究建議P2公路於維景灣畔東面對開的路段採用設有休憩平台的地下通道的形式。休憩平台的設計一方面可以連接寶順路兩側的地區休憩用地，同時也能帶來更多的綠色休閒用地。根據我們的初步研究，建議休憩平台之長度約160米，並於兩端提供通風口。休憩平台的設施將會考慮包含綠化種植及康樂用地、小型公園、休憩處、海濱長廊及單車徑等。

Under the Further Development of Tseung Kwan O – Feasibility Study, a depressed section of Road P2 with landscape deck at the eastern side of Ocean Shores was proposed. The landscape deck was designed to link up the two DO sites separated by Po Shun Road, producing more green amenity areas. According to our preliminary study, around 160 m length of landscape deck was proposed with the provision of openings at two ends. Facilities of the landscape deck including green planting and recreation areas, pocket parks, sitting out areas, promenade and cycle track, etc, will be considered.

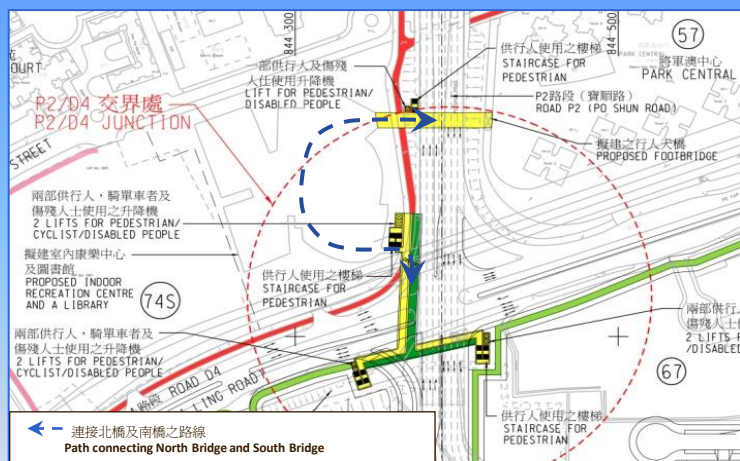
維景灣畔對開休憩平台的概念設計 (行人路走線及平台設施有待詳細設計)

Conceptual Design of Landscape Deck besides Ocean Shores (Footpath alignment and deck facilities are subject to detailed design)



寶順路/寶邑路/翠嶺路 路口道路連接行人天橋及單車徑概念設計

Conceptual Design of Footbridge and Cycle Track at Po Shun Road/Po Yap Road/Chui Ling Road Junction



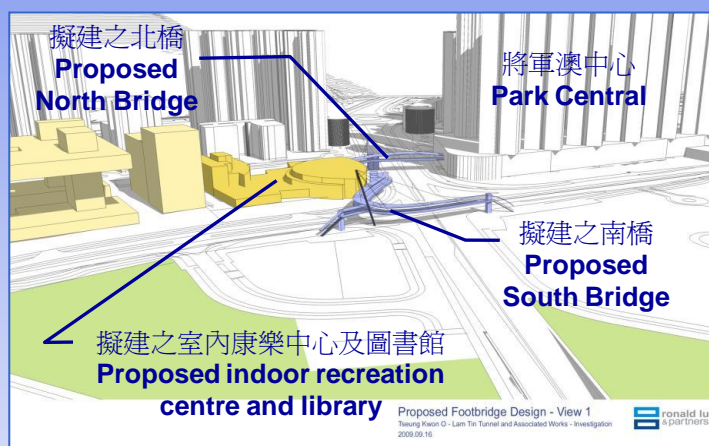
寶順路/寶邑路/翠嶺路路口
道路連接行人天橋及單車徑概念設計
Conceptual Design of Footbridges and Cycle Tracks
at Po Shun Road/Po Yap Road/Chui Ling Road Junction

基於交通流量龐大，寶順／寶邑／翠嶺的路口將不會在地面設置行人過路設施，除了南橋外，我們建議了一條行人天橋（擬建之北橋）連接將軍澳中心及將軍澳74S區擬建之室內康樂中心及圖書館。行人可透過擬建之室內康樂中心及圖書館的平台來往這條北橋以跨越寶順路，行人同時亦可享用設於平台上的綠化及地區休憩用地設施。

Based on the design capacity of roads, there will not be any pedestrian crossing facilities at the junctions of Po Shun/Po Yap/Chui Ling Road. Apart from the South Bridge, a footbridge (proposed North Bridge) is recommended to connecting Park Central and proposed indoor recreation centre and library in Tseung Kwan O Area 74S has been proposed. Pedestrians can travel through the podium of the proposed indoor recreation centre and library to access this North Bridge, as well as enjoying the greenery and district open space facilities at the podium.

根據將軍澳調景嶺發展藍圖，在寶邑路/翠嶺路的行人橋會包括單車徑，以連接寶順路/寶邑路/翠嶺路路口的單車徑。考慮到寶順路/寶邑路/翠嶺路路口將成為來往將軍澳地區及將軍澳-藍田隧道的“門廊”，以及為行人和單車使用者提供一條既安全又舒適的路線來橫過寶順路/寶邑路/翠嶺路路口，我們建議配備升降機的單車行人天橋（擬建之南橋）組成分流單車徑路線。

Under the Tseung Kwan O Tiu Keng Leng Layout Plan, provision of cycle track at Po Yap Road/Chui Ling Road South Bridge was proposed in order to connect the cycle tracks at Po Shun Road/Po Yap Road/Chui Ling Road Junction. In consideration that the Po Shun Road/Po Yap Road/Chui Ling Road Junction will be “Gateway” between Tseung Kwan O district and Tseung Kwan O – Lam Tin Tunnel, and the need for provision of a convenient and safe route for pedestrians and cyclists crossing the Po Shun Road/Po Yap Road/Chui Ling Road Junction, a cycle track route combined with lifts and cycle track cum footbridge (proposed South Bridge) and separated cycle track has been proposed.



行人天橋概念設計(行人天橋的外觀有待詳細設計)
Conceptual Design of Footbridges
(Appearance of Footbridges is subject to detailed design)

歡迎提出意見及建議

Your Views and Comments are welcome !

電郵/ by email : tkolt-cbl@cedd.gov.hk

電話/ telephone :

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跨灣連接路(CBL) - 朱先生 Mr. Chu (2301 1375)

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