

Proposed works of Central Kowloon Route

- (i) construction of a dual three-lane trunk road of approximately 4.7 kilometres (km) long connecting the Yau Ma Tei (YMT) Interchange and the road networks on the proposed Kai Tak Development (KTD) and Kowloon Bay. Approximately 3.9 km of the trunk road is in the form of tunnel with associated pedestrian cross passages;
- (ii) construction of approach roads connecting to the proposed tunnel portals;
- (iii) construction of slip roads connecting the proposed tunnel with YMT Interchange in the west, as well as the proposed KTD and Kowloon Bay in the east;
- (iv) construction of a footbridge across Kai Fuk Road;
- (v) modification and realignment of a section of Hoi Wang Road, Lin Cheung Road, Kai Fuk Road, Kai Cheung Road and Gascoigne Road Flyover;
- (vi) modification and realignment of a section of the access road to petrol filling stations on Kai Fuk Road eastbound;
- (vii) modification of the Kowloon City Ferry Pier Public Transport Interchange;
- (viii) permanent closure and demolition of sections of the existing at grade carriageways, elevated carriageways, at grade footpaths, pedestrian subways, central reserves/refuge islands and amenity areas;
- (ix) permanent closure of sections of the existing at grade carriageways and elevated carriageways;
- (x) permanent closure and conversion of sections of the existing at grade carriageways into elevated carriageways, at grade footpaths, central reserves/refuge islands and amenity areas;
- (xi) permanent closure and conversion of sections of the existing at grade footpaths into at grade carriageways, elevated carriageways, central reserves/refuge islands and amenity areas;
- (xii) permanent closure and conversion of sections of the existing central reserves/refuge islands into at grade carriageways and at grade footpaths;

- (xiii) permanent closure and conversion of sections of the existing amenity areas into at grade carriageways, at grade footpaths and central reserve/refuge island;
- (xiv) temporary closure and reconstruction of sections of the existing at grade carriageways, elevated carriageways, at grade footpaths, central reserves/refuge islands and amenity areas;
- (xv) temporary protection and precautionary works on existing seawall, as well as phased temporary reclamation of a total of approximately 3.8 hectares of government foreshore and/or sea-bed at Kowloon Bay. After the construction of the relevant sections of the proposed tunnel, the temporary protection and precautionary facilities on seawall, as well as the phased temporary reclamation will be removed. Affected government foreshore and/or sea-bed at Kowloon Bay will be reinstated; and
- (xvi) ancillary works including drainage and landscaping works; construction of noise barriers/enclosures, lifts and staircase; construction of pedestrian subway, administration building, ventilation buildings and associated ventilation facilities, as well as tunnel control operation facilities serving the proposed tunnel; demolition of government structures and public facilities, as well as reprovisioning of public facilities.

Ends