

A brief highlight of stations
along the alignment

顯徑站

Hin Keng Station





**Diamond Hill Station
and Depot**

**New Diamond Station and
depot facility located at
previous Tai Hom Village**

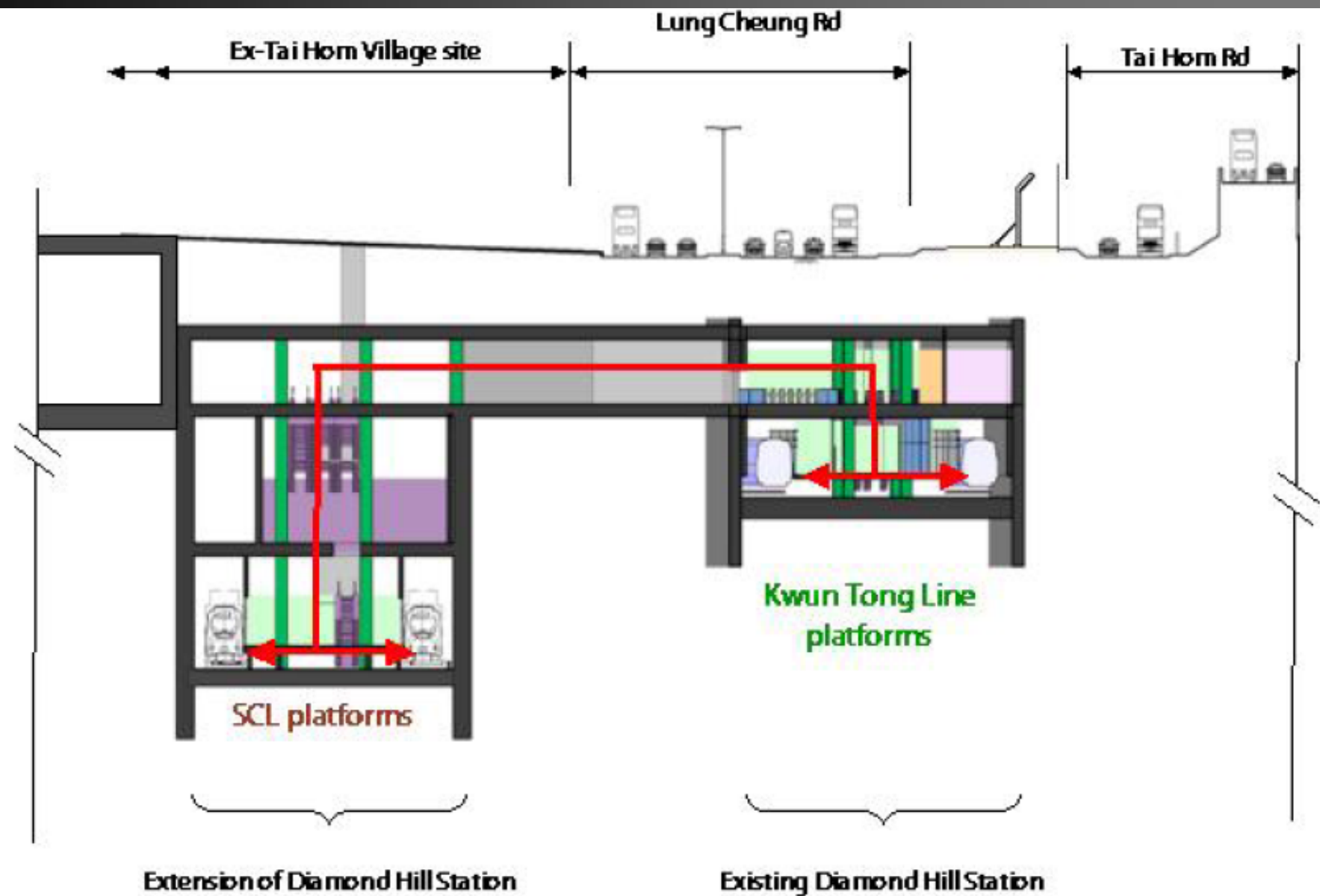


Existing MTR Kwun Tong Line

鑽石山站及列車停放處

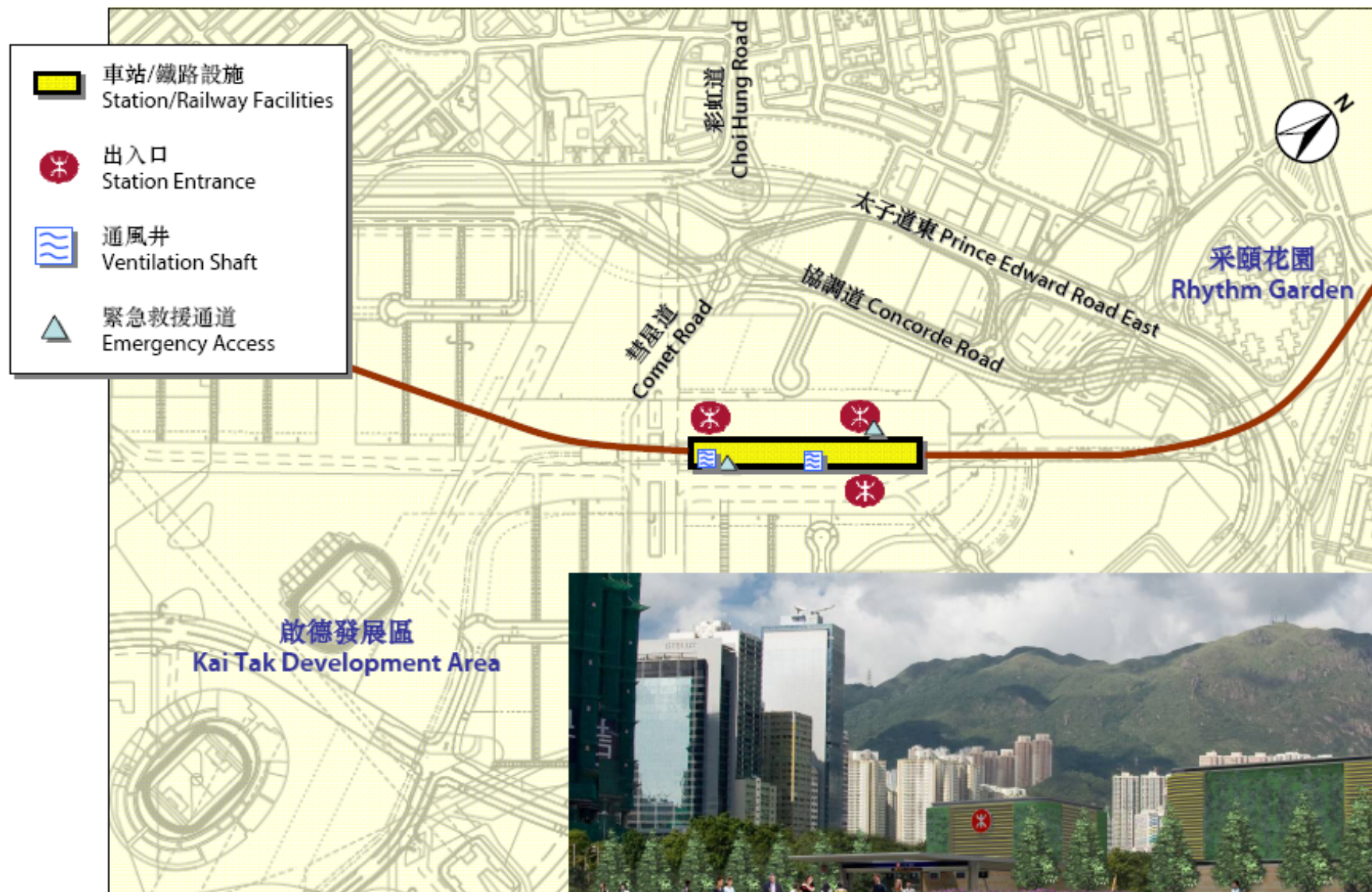
Diamond Hill Station and Stabling Sidings

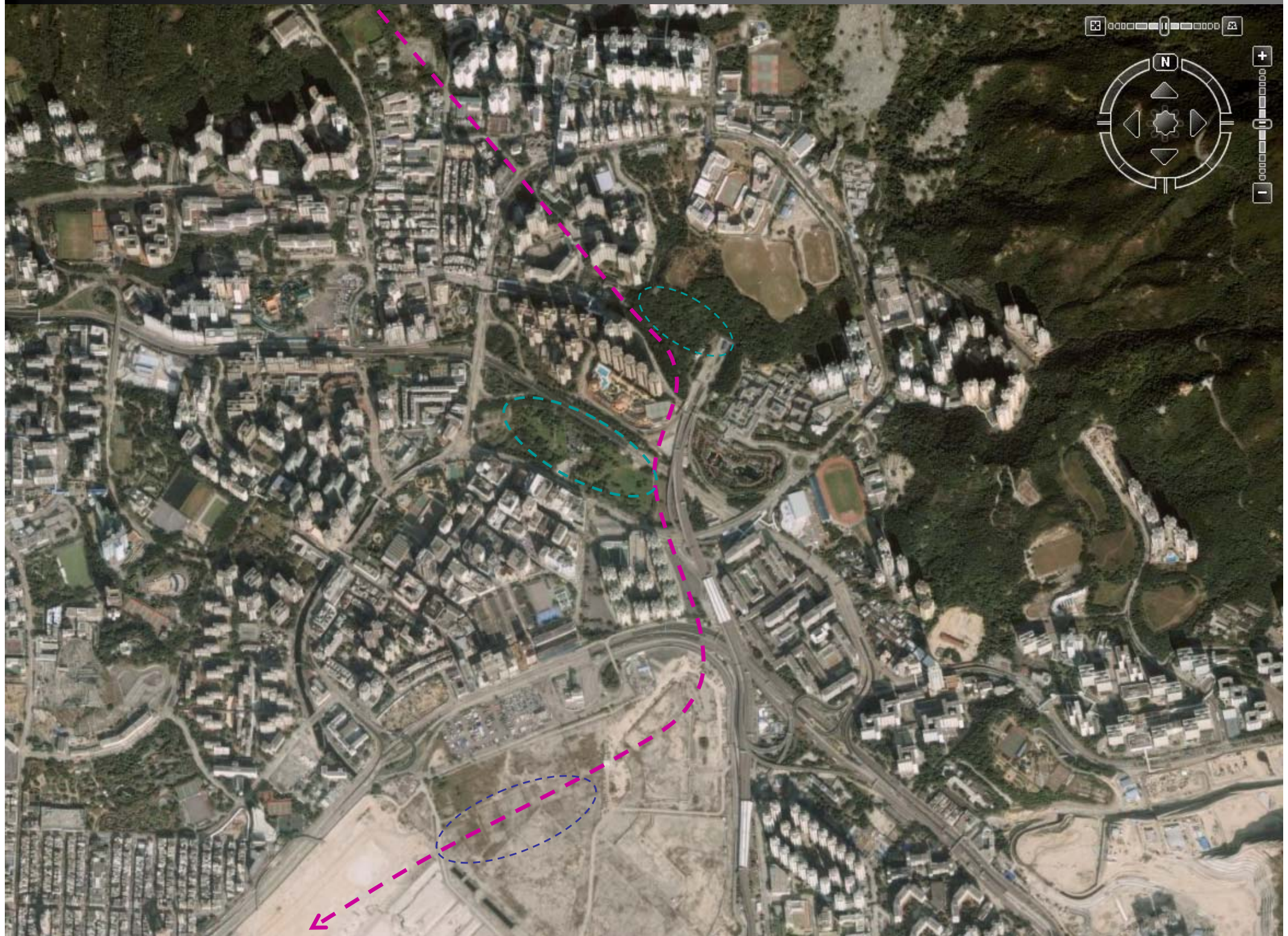





啟德站

Kai Tak Station







Approx. location of
Kai Tak Station

This is an aerial photograph of the Kai Tak area in Hong Kong. The image shows a large, mostly undeveloped plot of land in the upper half, which is the site of the Kai Tak Station. This area is outlined by a dashed cyan line. A dashed magenta line runs diagonally from the top right towards the bottom left, with an arrowhead pointing left at the bottom. The lower half of the image features a complex highway interchange with multiple lanes and overpasses. To the right of the highway, there are several large, multi-story buildings, including a prominent white building with a grid-like facade. In the bottom left corner, there is a construction site with visible scaffolding and a yellow crane. The background shows a dense urban skyline with various skyscrapers and a body of water with ships.



Hung Hom

To Kwa Wan

Kowloon City



Approximate run of
Shatin-Central Link

Location of the Kai Tak Station of SCL



Advance works for Kai Tak Development
nearby the Kai Tak Station of SCL



土瓜灣站 To Kwa Wan Station



-  車站/鐵路設施
Station/Railway Facilities
-  出入口
Station Entrance
-  通風井
Ventilation Shaft
-  緊急救援通道
Emergency Access
-  升降機
Passenger Lift
-  行人隧道
Pedestrian Subway

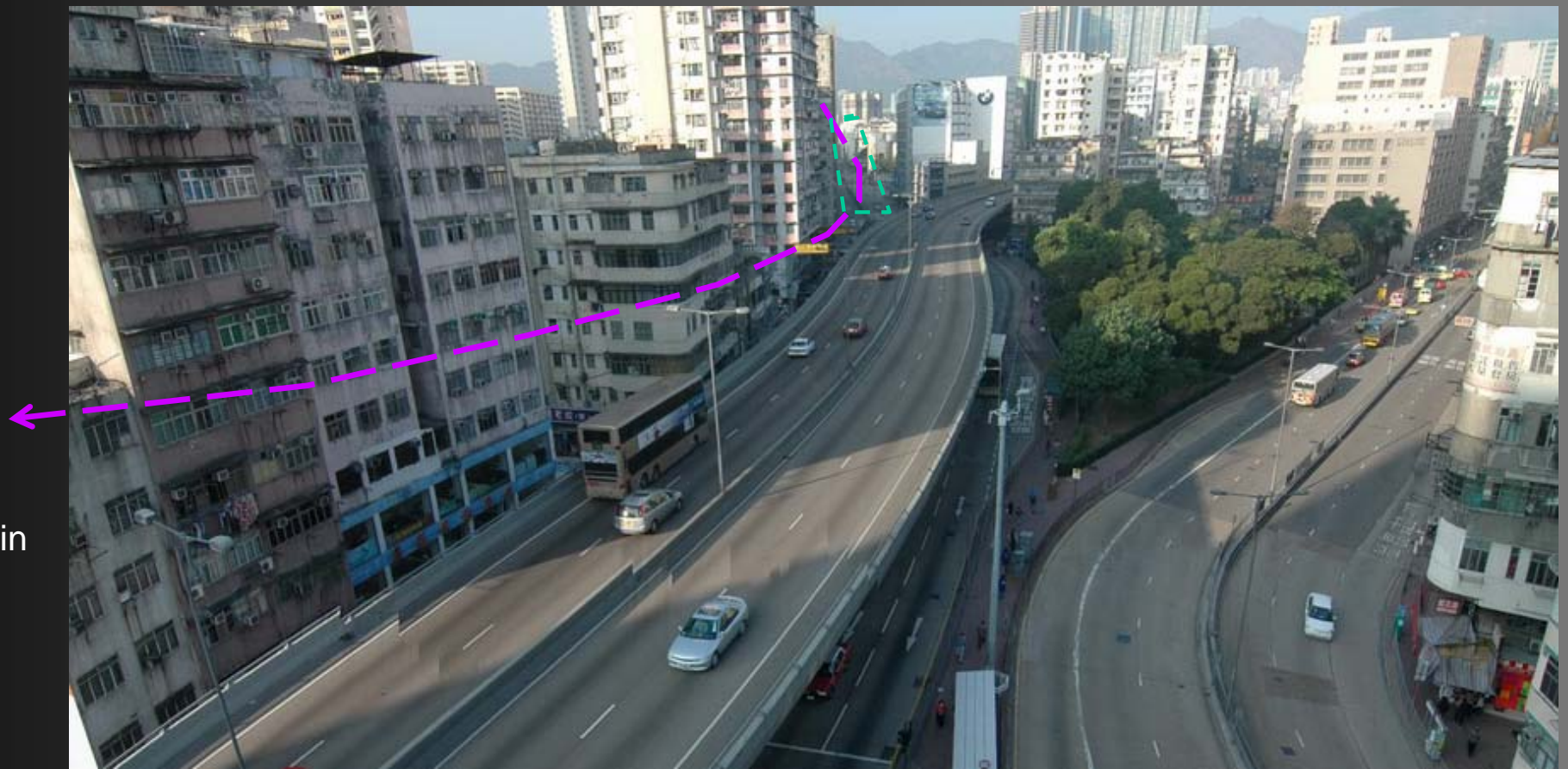
馬頭圍站

Ma Tau Wai Station

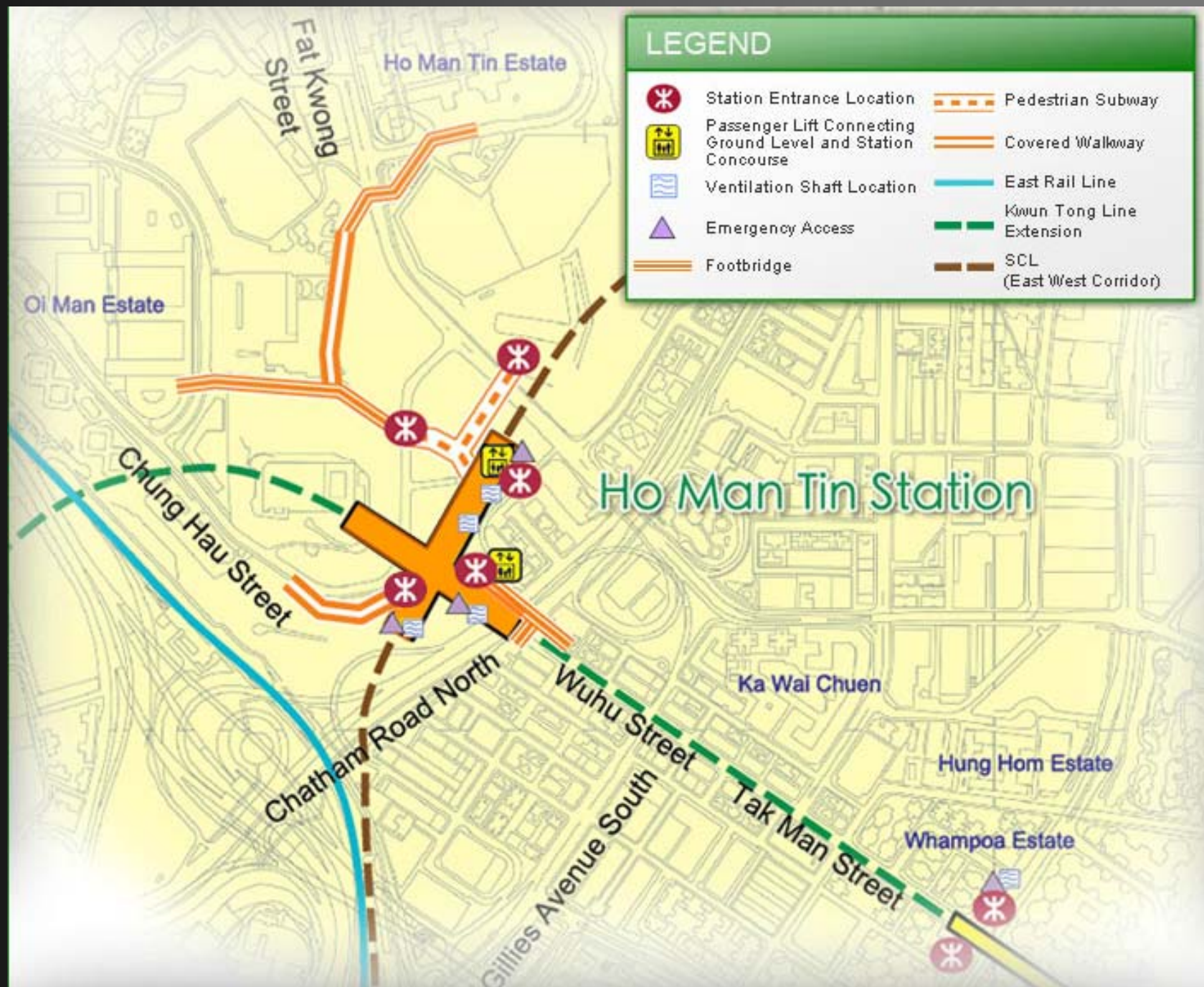


-  車站/鐵路設施
Station/Railway Facilities
-  出入口
Station Entrance
-  通風井
Ventilation Shaft
-  緊急救援通道
Emergency Access
-  升降機
Passenger Lift

The urban environment of
the nearby district

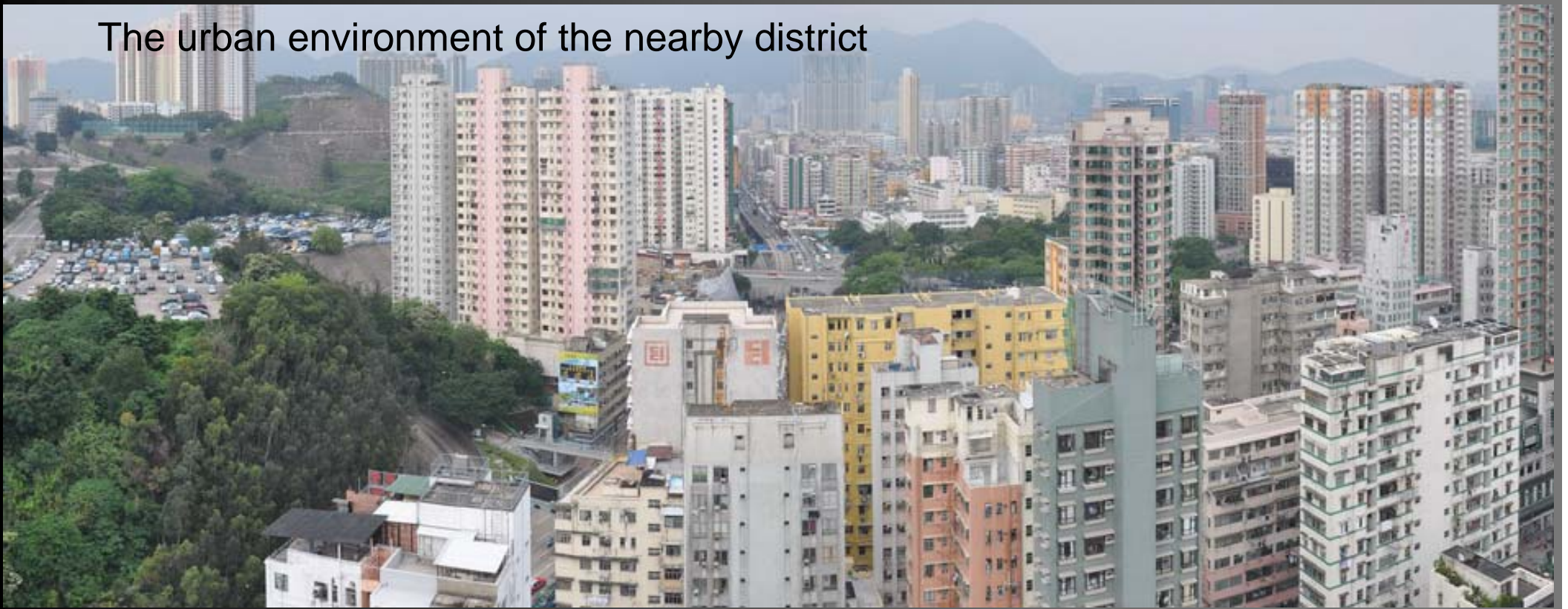


Toward
Ho Man Tin
Station



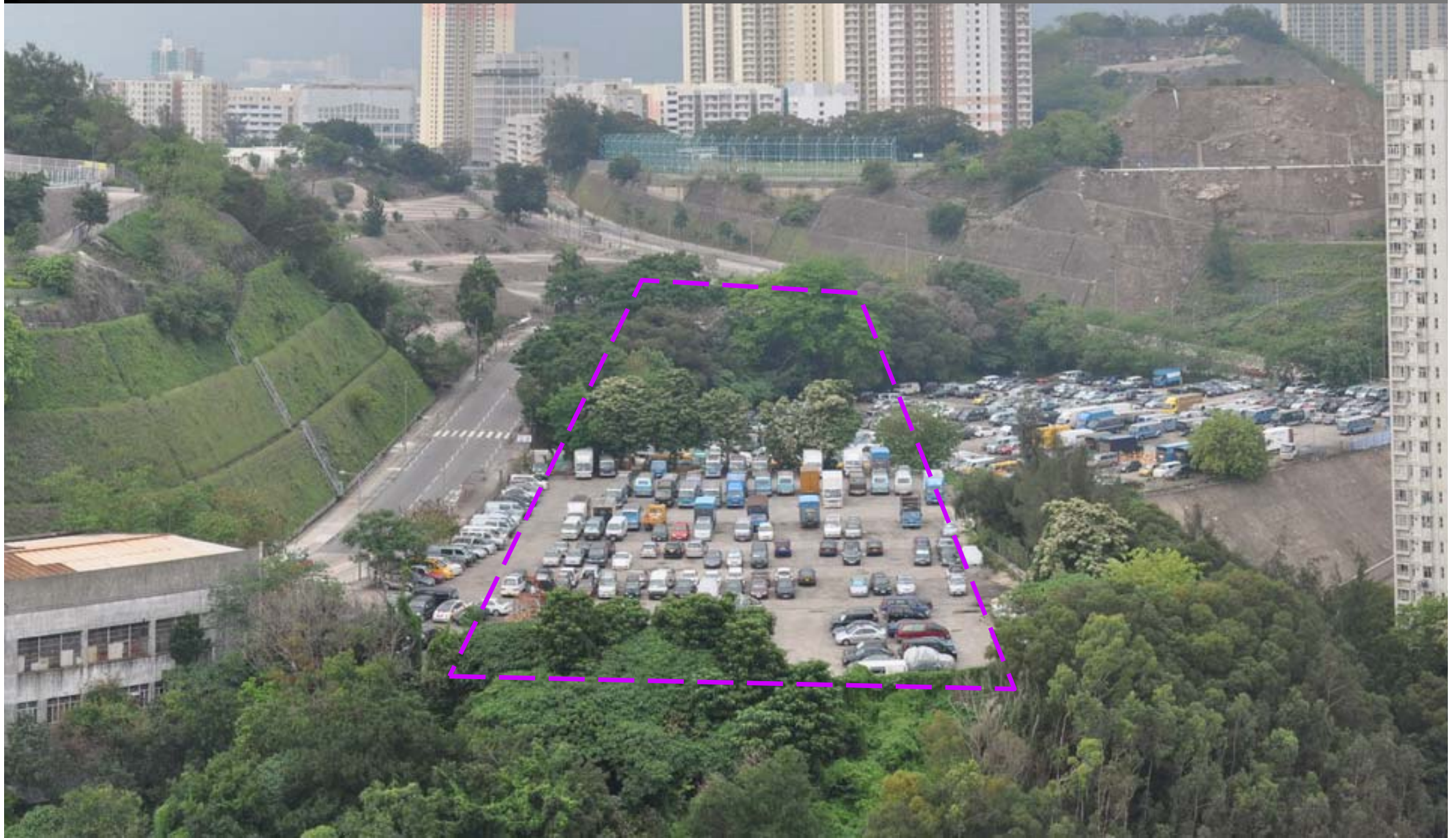
Kwun Tong Line Extension as a sub-network to the Shatin Central Link serving the Whampoa District

The urban environment of the nearby district





Satellite map showing the original layout of the site Homantin Station, which is an interchanging station for the SCL and KTE lines



The land reserved for the Ho Man Tin Station
(previous Valley Road Estate) before site formation



Site formation for the Ho Man Tin Station

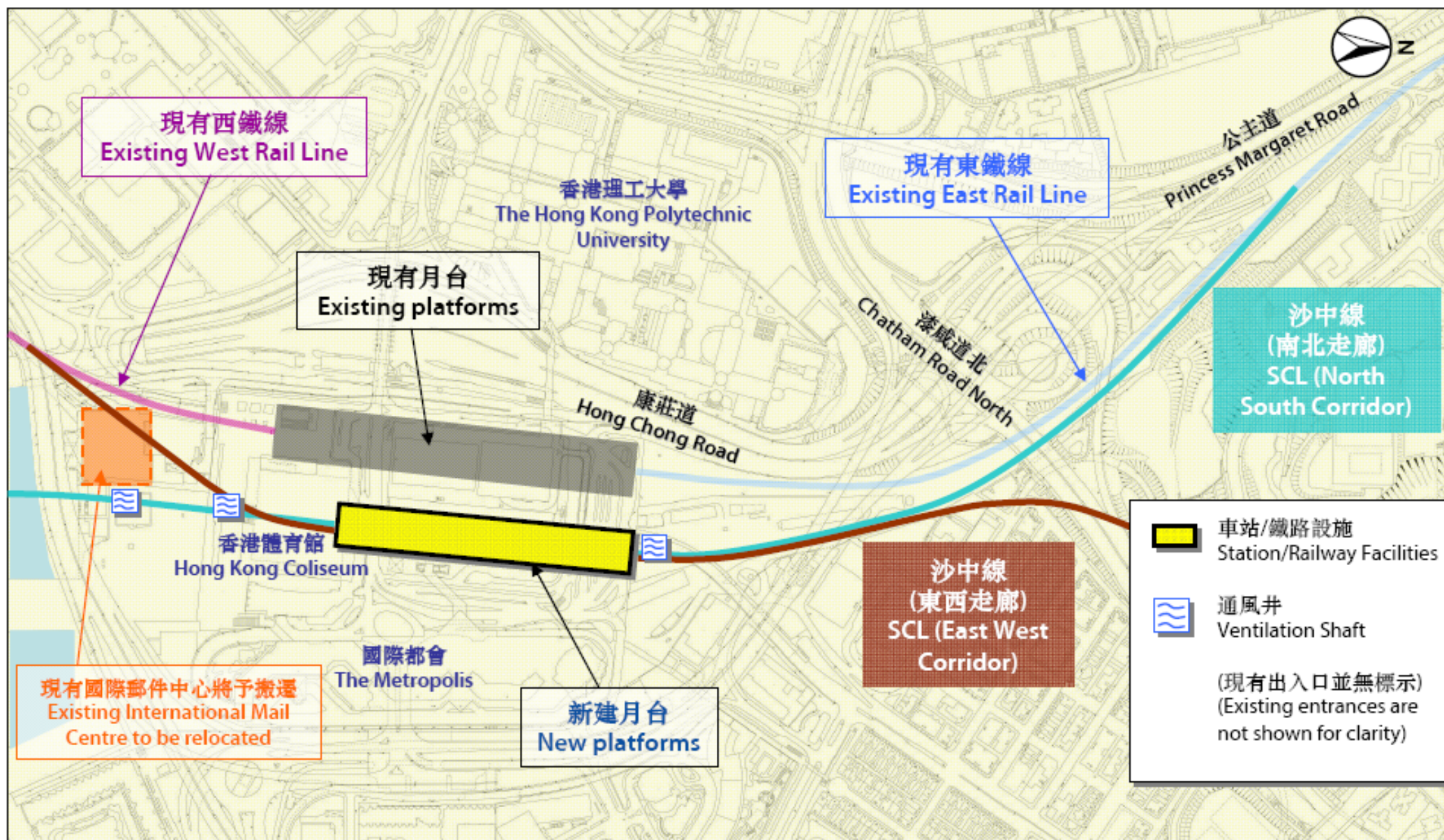




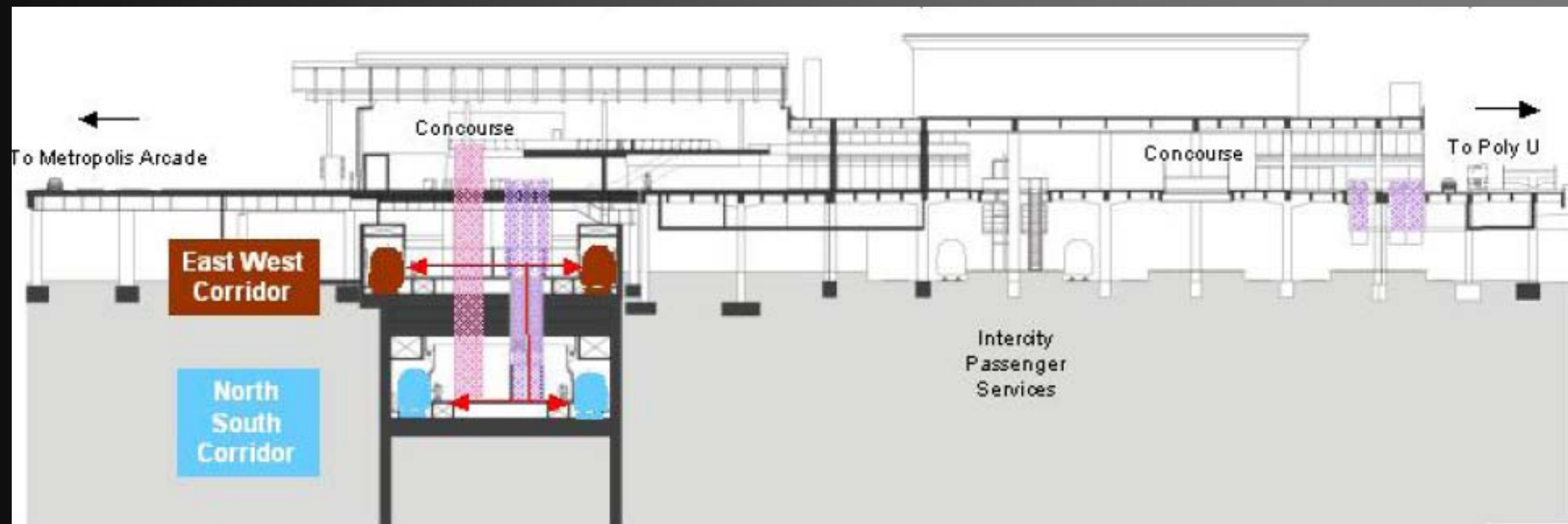
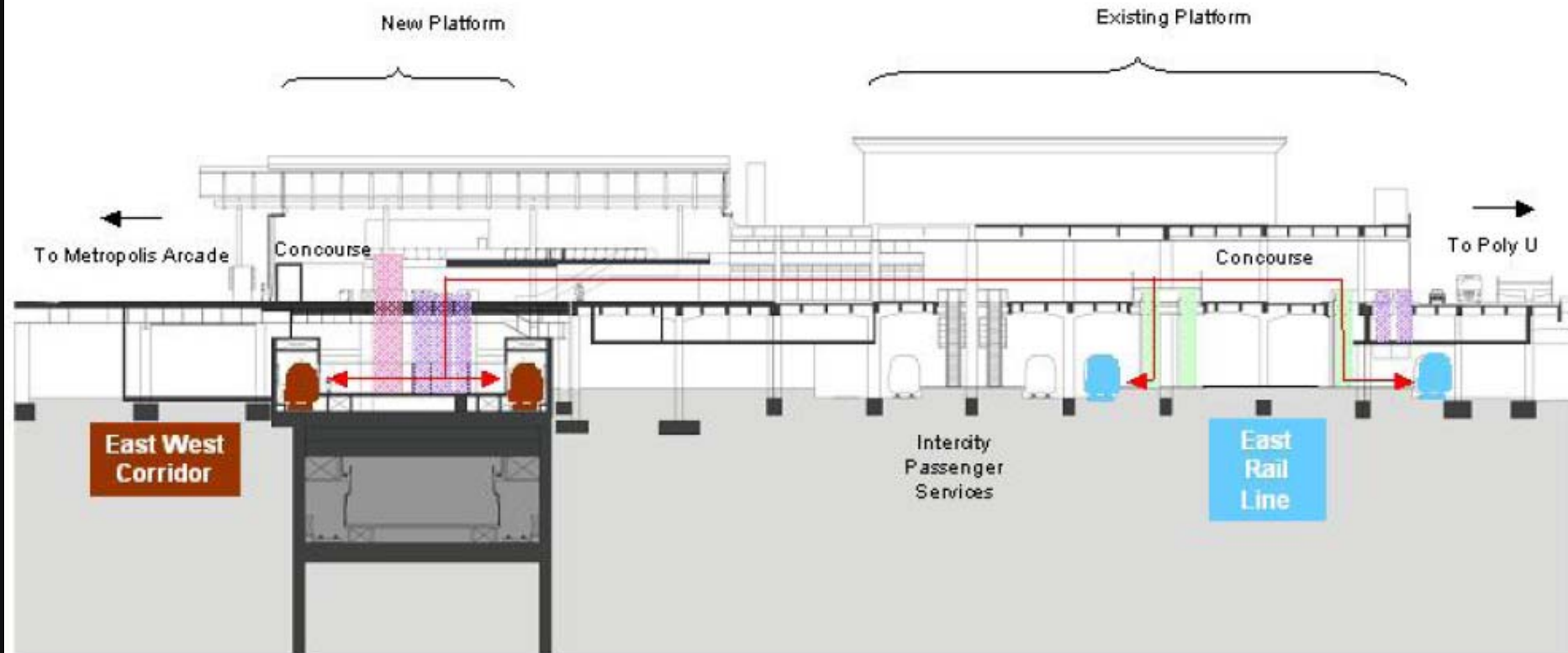
Advance work for the Whampoa Station in early 2012

紅磡站

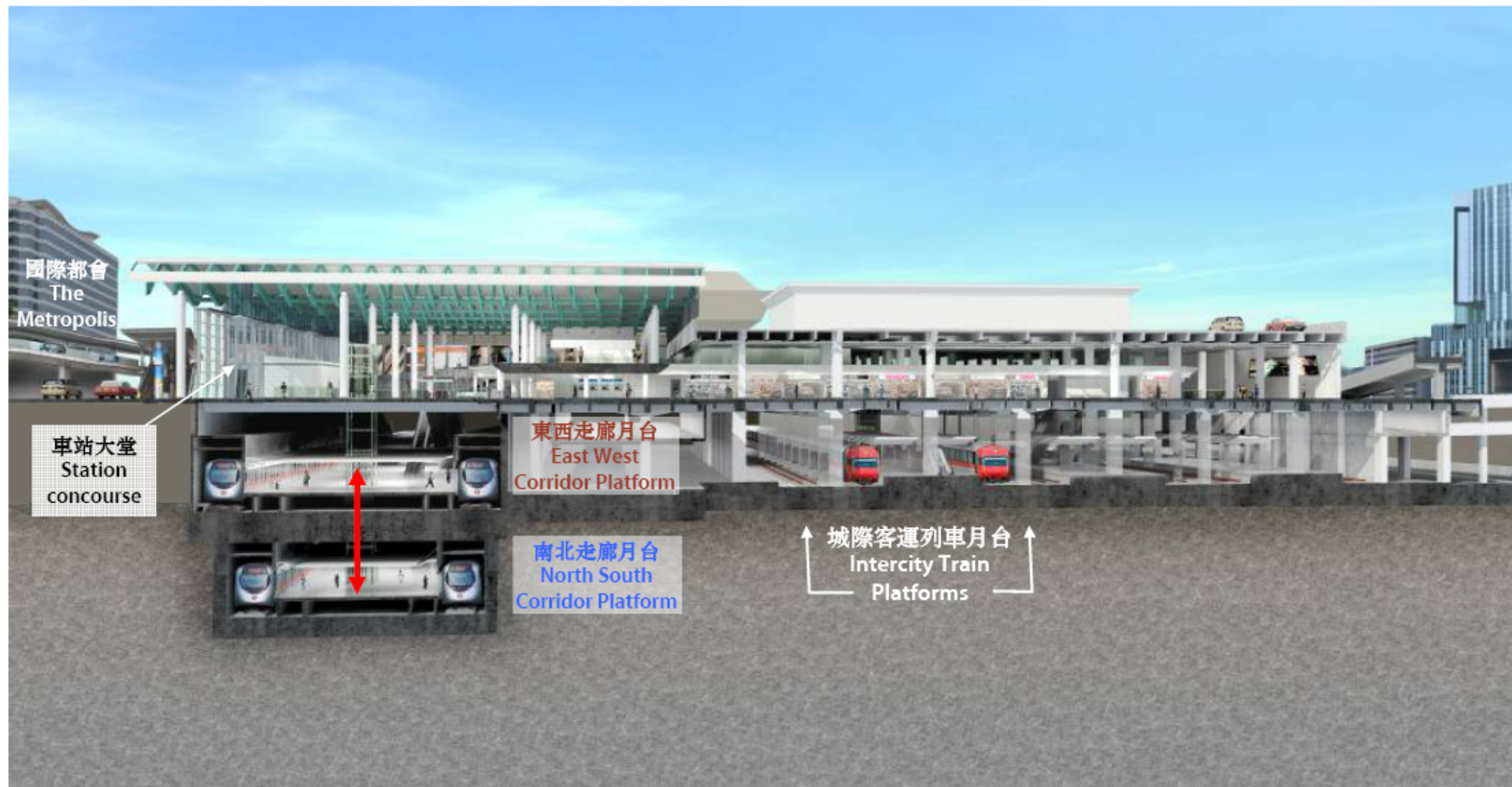
Hung Hom Station



Phasing arrangement to convert Hung Hom Station into an interchanging station



紅磡站 Hung Hom Station



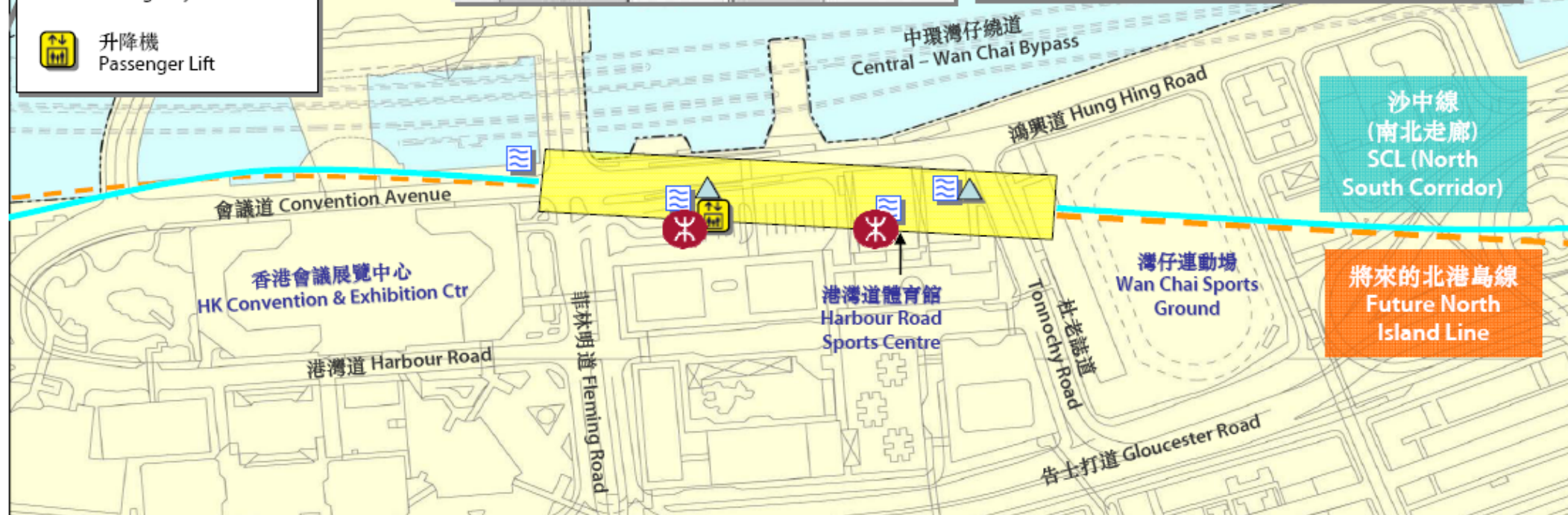
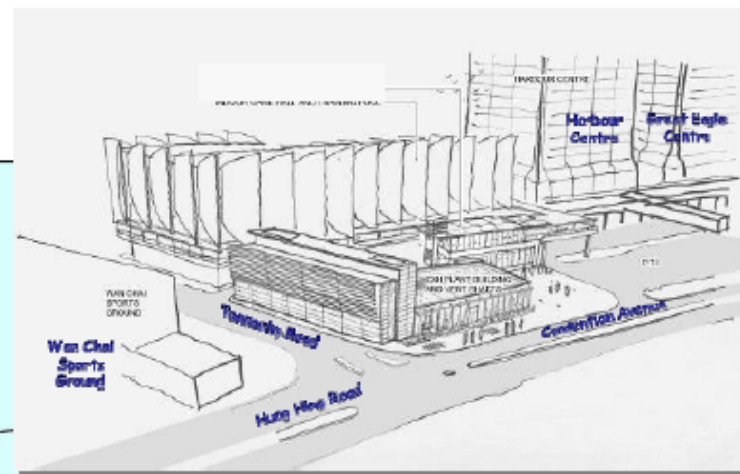
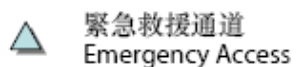
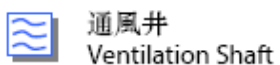
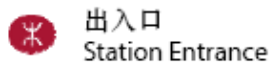




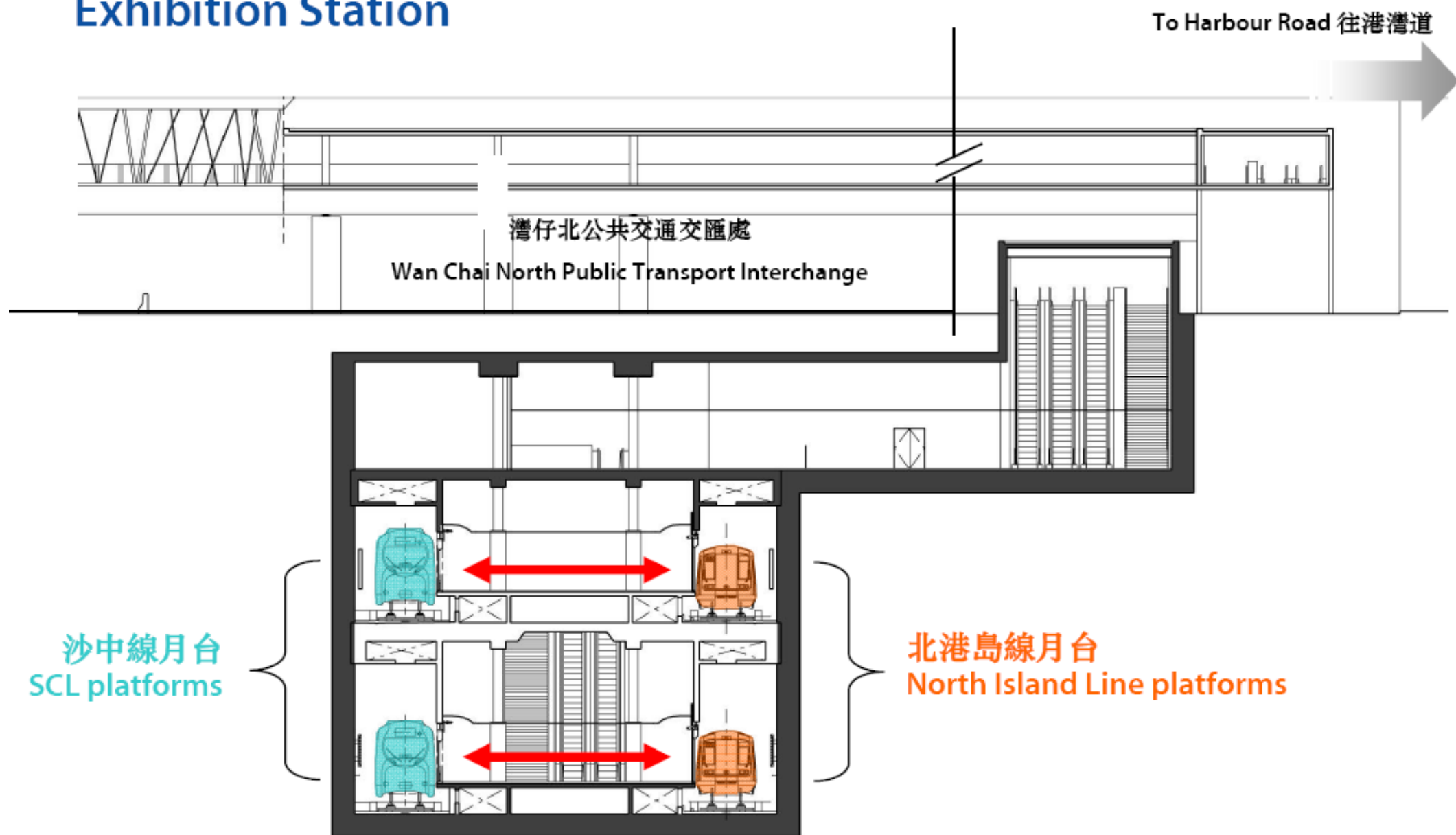


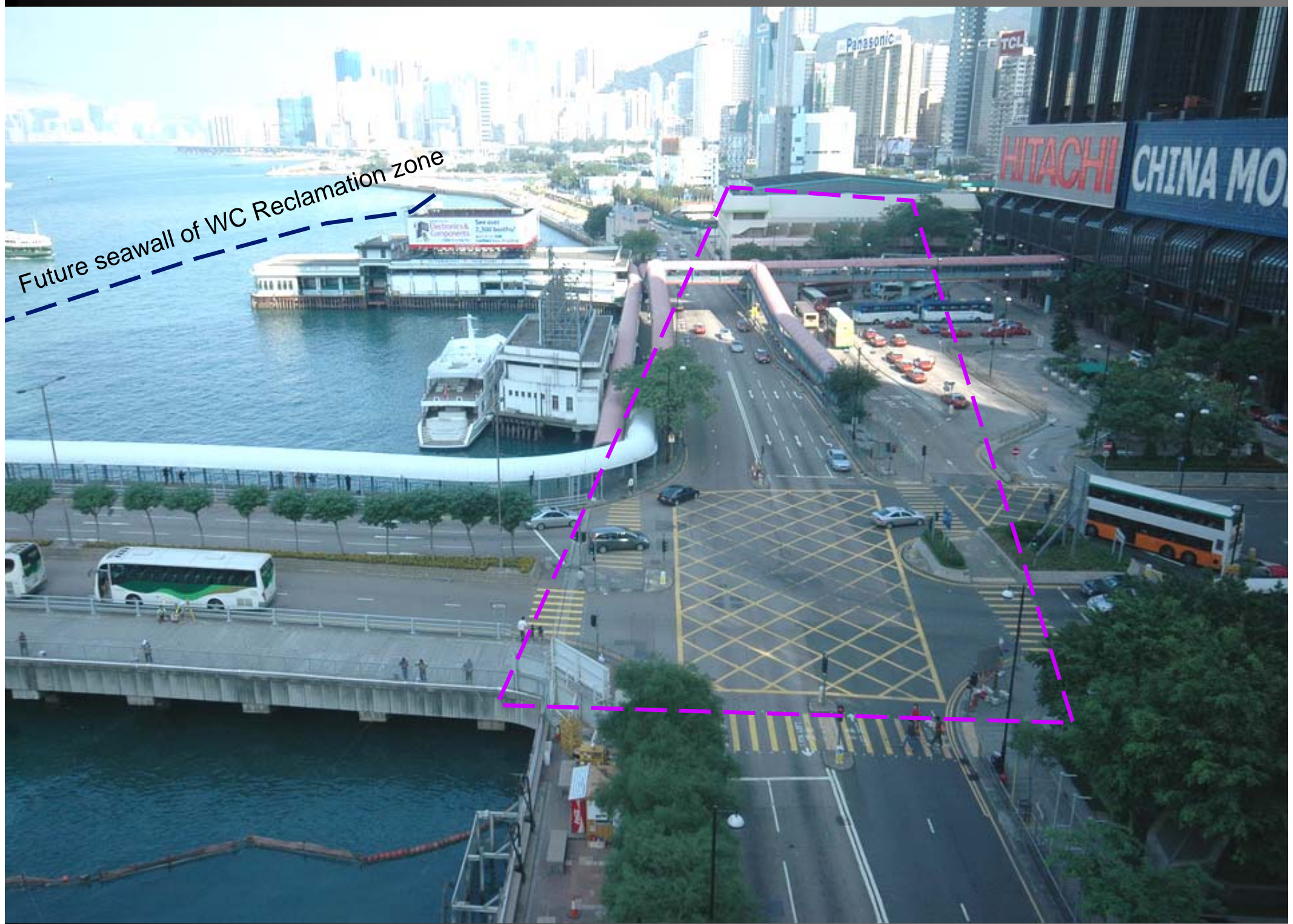
The International Mail Centre – to be relocated to Kowloon Bay due to part of the building foundations will be infringed by the SCL harbour crossing tunnel

會展站
Exhibition Station



會展站 Exhibition Station





Future seawall of WC Reclamation zone

金鐘站 Admiralty Station





Storing of explosive for drill-and-blast tunnel works



The Tuen Mun Western Bypass and Tuen Mun-Chek Lap Kok Link

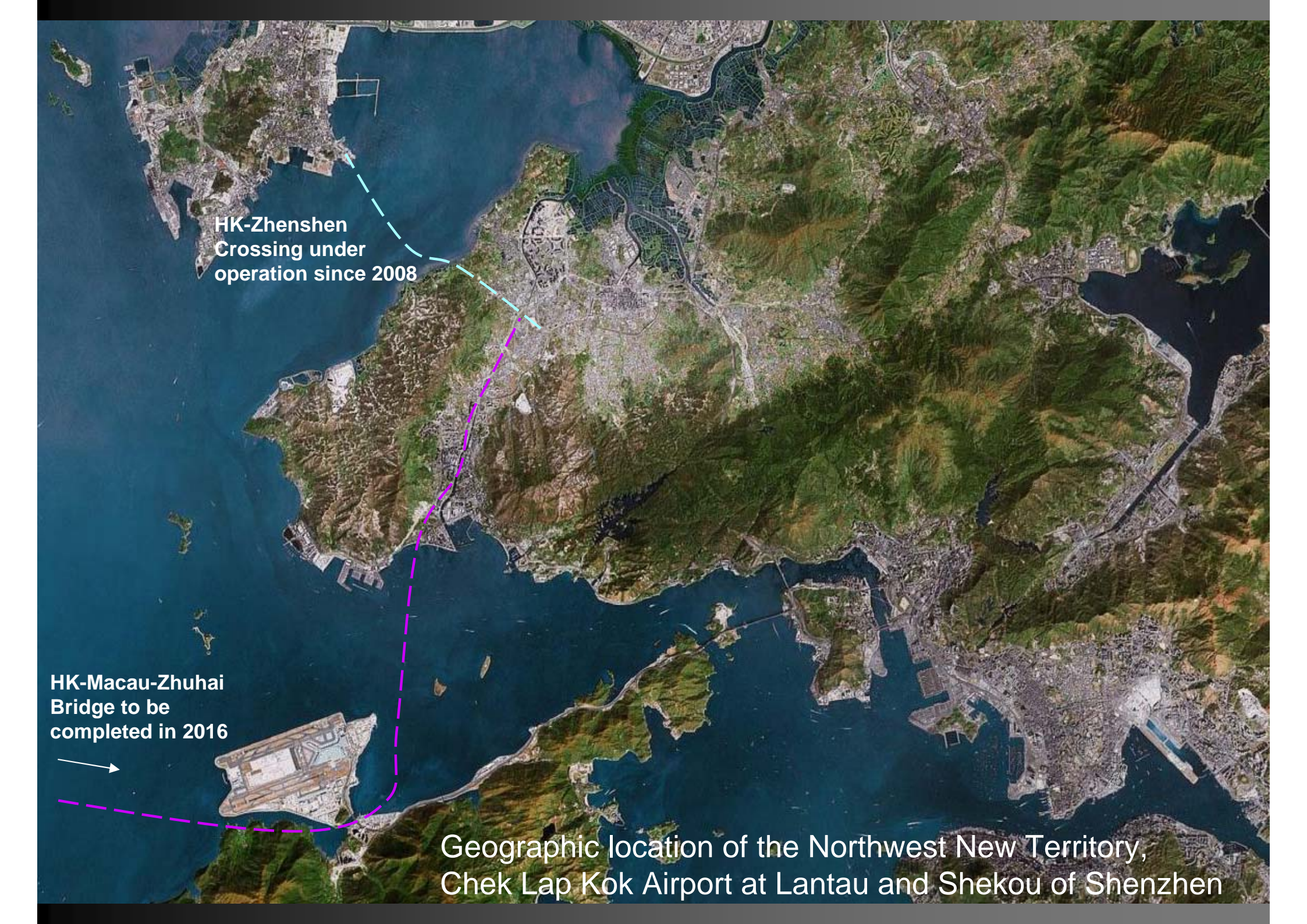
To meet future traffic demand for the Northwest New Territories and Lantau, a plan to develop the Tuen Mun Western Bypass (9 km) and the Tuen Mun-Chek Lap Kok Link (4 km in immersed-tube) at a cost of over \$20 billion is proposed.

The proposed TM-CLKL and TMWB is a north-south trunk route between North West New Territories (NWNT) and Lantau. It provides the most direct route linking the Shenzhen Bay Bridge, Kong Sham Western Highway, NWNT and Tuen Mun to the Airport and Lantau; and the proposed HZMB. Compared to the existing corridor, traffic between NWNT and Lantau can save a travelling distance by as much as 22 km. In addition, it provides an alternative route to the Airport independent from the existing Lantau Link and North Lantau Highway.

Project Objective :

The proposed Tuen Mun – Chek Lap Kok Link and Tuen Mun Western Bypass will provide the most direct route between the Northwest New Territories (NWNT) and Lantau, joining the Kong Sham Western Highway, the port back-up areas in the NWNT, the Tuen Mun River Trade Terminal, the Ecopark, the Hong Kong – Zhuhai – Macao Bridge Hong Kong Boundary Crossing Facilities, the Hong Kong International Airport (the Airport), the proposed Lantau Logistics Park and various North Lantau developments.

Upon completion, the new route will significantly reduce the journey time between the NWNT and Lantau. The Project will release some capacity of the existing roads such as Tuen Mun Road, Ting Kau Bridge, Lantau Link and North Lantau Highway, offer strong support to the logistics industry and reinforce the Airport as an international and regional aviation hub through providing an alternative land access for the Airport.

A satellite map of the Northwest New Territory of Shenzhen, China. The map shows a large, irregularly shaped landmass with a mix of urban development (grey areas) and green, hilly terrain. The land is surrounded by dark blue water. In the top left, a small cluster of islands is visible. A dashed cyan line runs from the top left towards the center of the landmass. A dashed magenta line runs from the center of the landmass towards the bottom left. In the bottom left, there is a small, rectangular artificial island with some structures on it. A white arrow points from the text 'HK-Macau-Zhuhai Bridge to be completed in 2016' towards this island. The text 'Geographic location of the Northwest New Territory, Chek Lap Kok Airport at Lantau and Shekou of Shenzhen' is located at the bottom right of the map.

HK-Zhenshen
Crossing under
operation since 2008

HK-Macau-Zhuhai
Bridge to be
completed in 2016

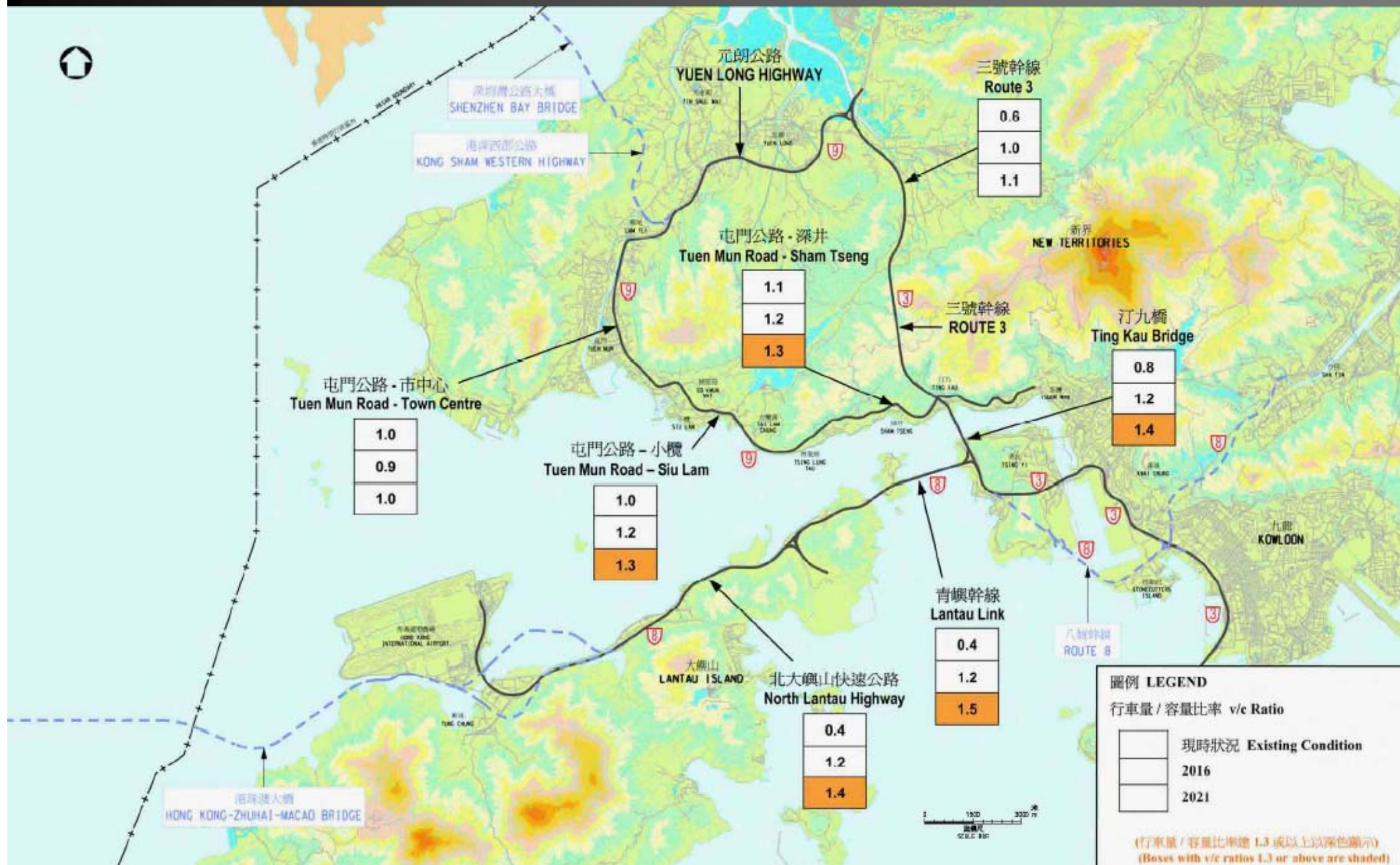
Geographic location of the Northwest New Territory,
Chek Lap Kok Airport at Lantau and Shekou of Shenzhen



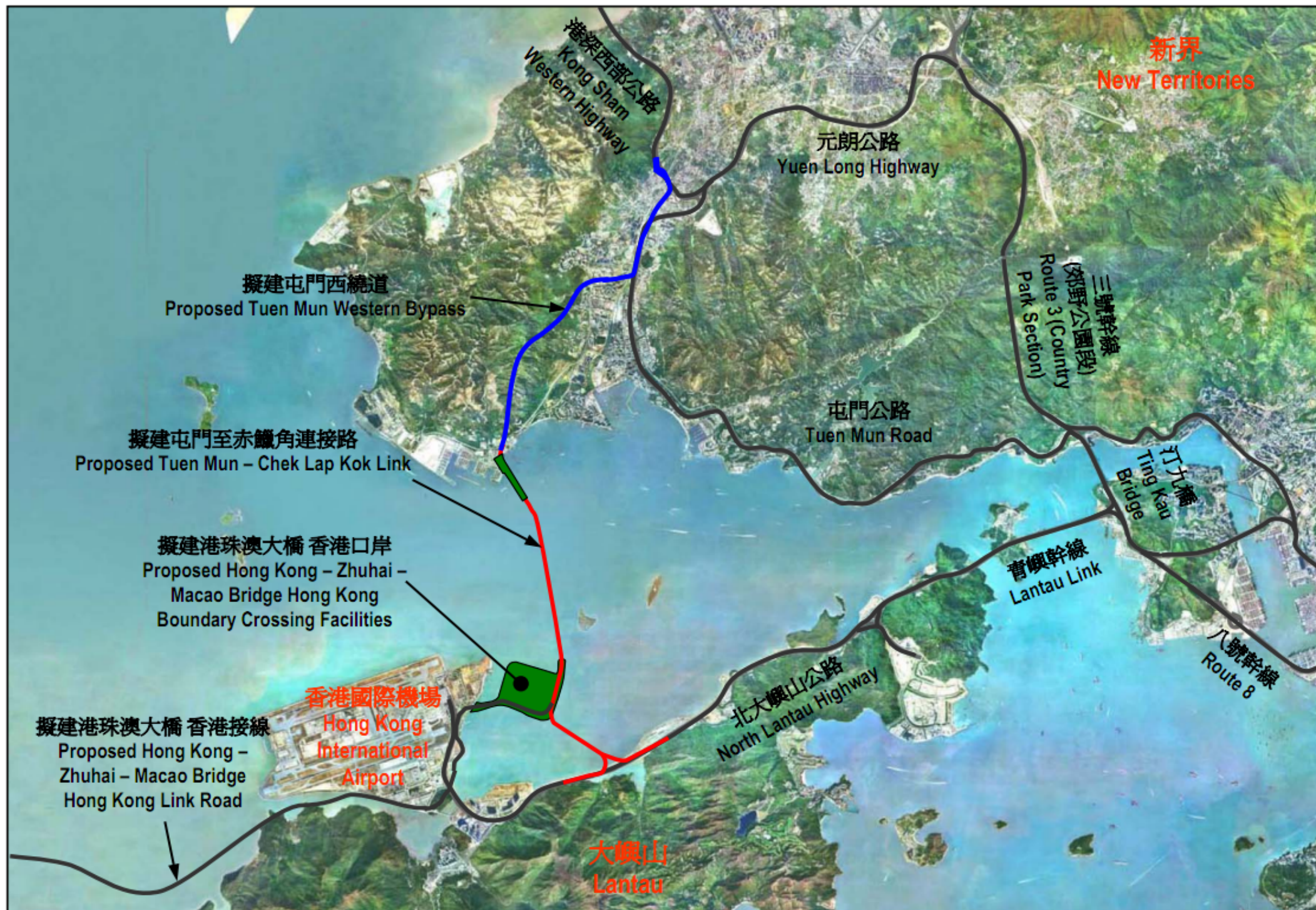
Existing Route Connecting Kong Sham Western Highway and Tung Chung / Airport



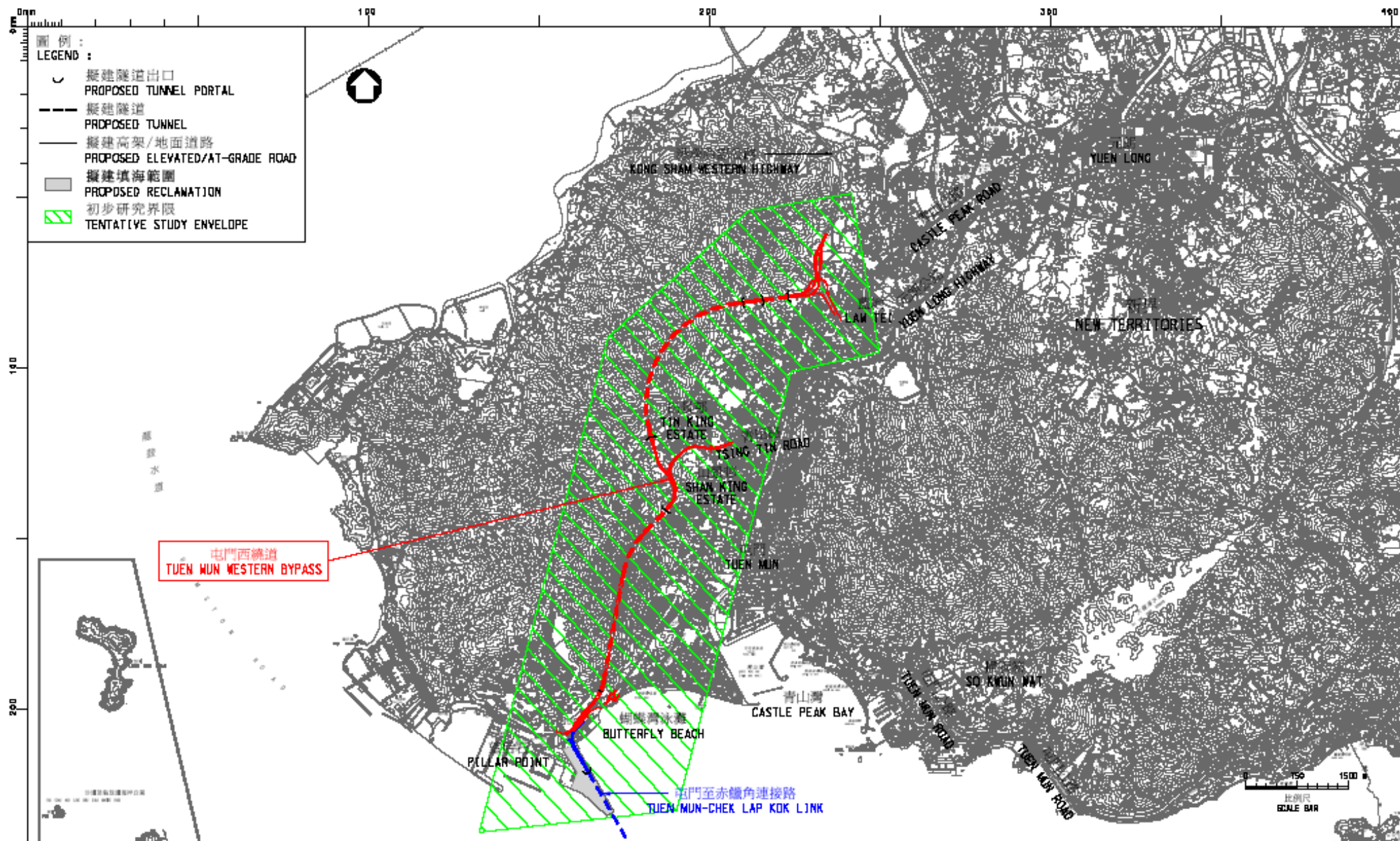
New Route TM-CLKL and TMWB Connecting Kong Sham Western Highway and Tung Chung / Airport



Estimated Traffic Condition on Northwest New Territory from 2006 – 2021



擬建「屯門至赤鱗角連接路」及「屯門西繞道」
Proposed “Tuen Mun – Chek Lap Kok Link” and “Tuen Mun Western Bypass”



圖則名稱 drawing title

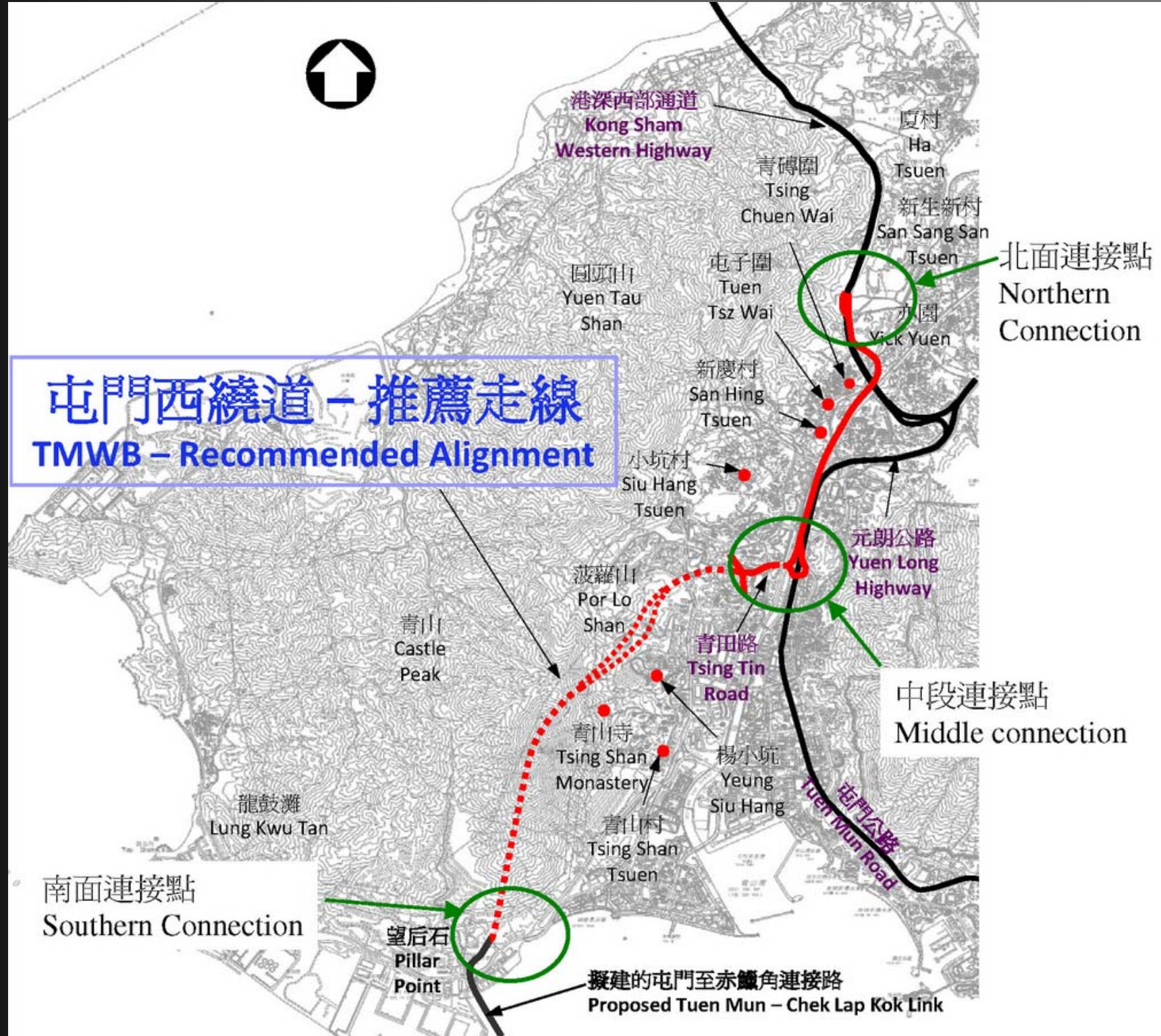
屯門西繞道 - 初步研究界限

TUEN MUN WESTERN BYPASS - TENTATIVE STUDY ENVELOPE

設計 designed K.K. LEE 15/11/07	校核 checked C.K. WONG 15/11/07	繪圖 drawn H.S. CHAN 15/11/07	批准 approved C.H. CHEUNG 15/11/07	圖則編號 drawing no. HZWN05004-SP0012	比例 scale 1:50000
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HONG KONG PROJECT MANAGEMENT OFFICE					



屯門西繞道 - 推薦走線 TMWB - Recommended Alignment



Merging into Deep
Bay Link and SZ-HK
Western Corridor

Deep Bay Link from
YL Highway

Landing from sea-
crossing bridge
heading from CLK



Indicative Connection to Kong Sham Western Highway (Location A)

Interchanging the new bypass to the existing network



Indicative Connection to Tsing Tin Road (Location B)

**Expressway
approaching from
CLK direction**

**Expressway
heading to HK-SZ
Western Corridor**



**Expressway
heading to HK-SZ
Western Corridor**



Expressway linking to HK-SZ Western Corridor

HK-SZ Western Corridor

港深西部公路

West Rail

西鐵

Yuen Long Highway

元朗公路

亦園

輕鐵

Light Rail



TUEN MUN - CHEK LAP KOK LINK (TM-CLKL)

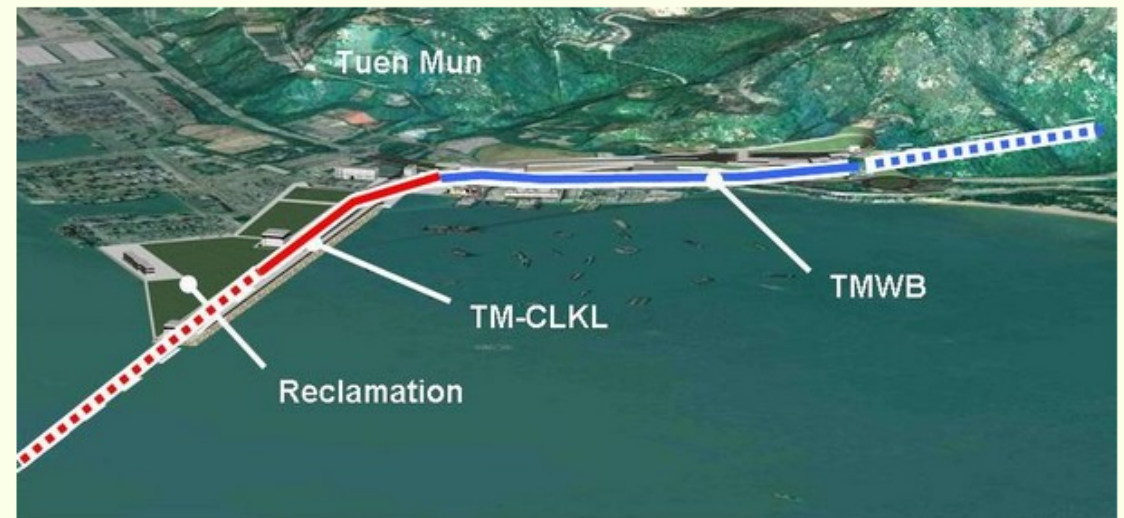
TM-CLK Link landing location



Indicative Alignment of TMCLKL



Indicative Connection to North Lantau Highway (Location B)



Indicative Alignment at Tuen Mun South (Location A)

接駁擬建
「屯門西繞道」

內河貨運碼頭

屯門46區

擬建收費廣場

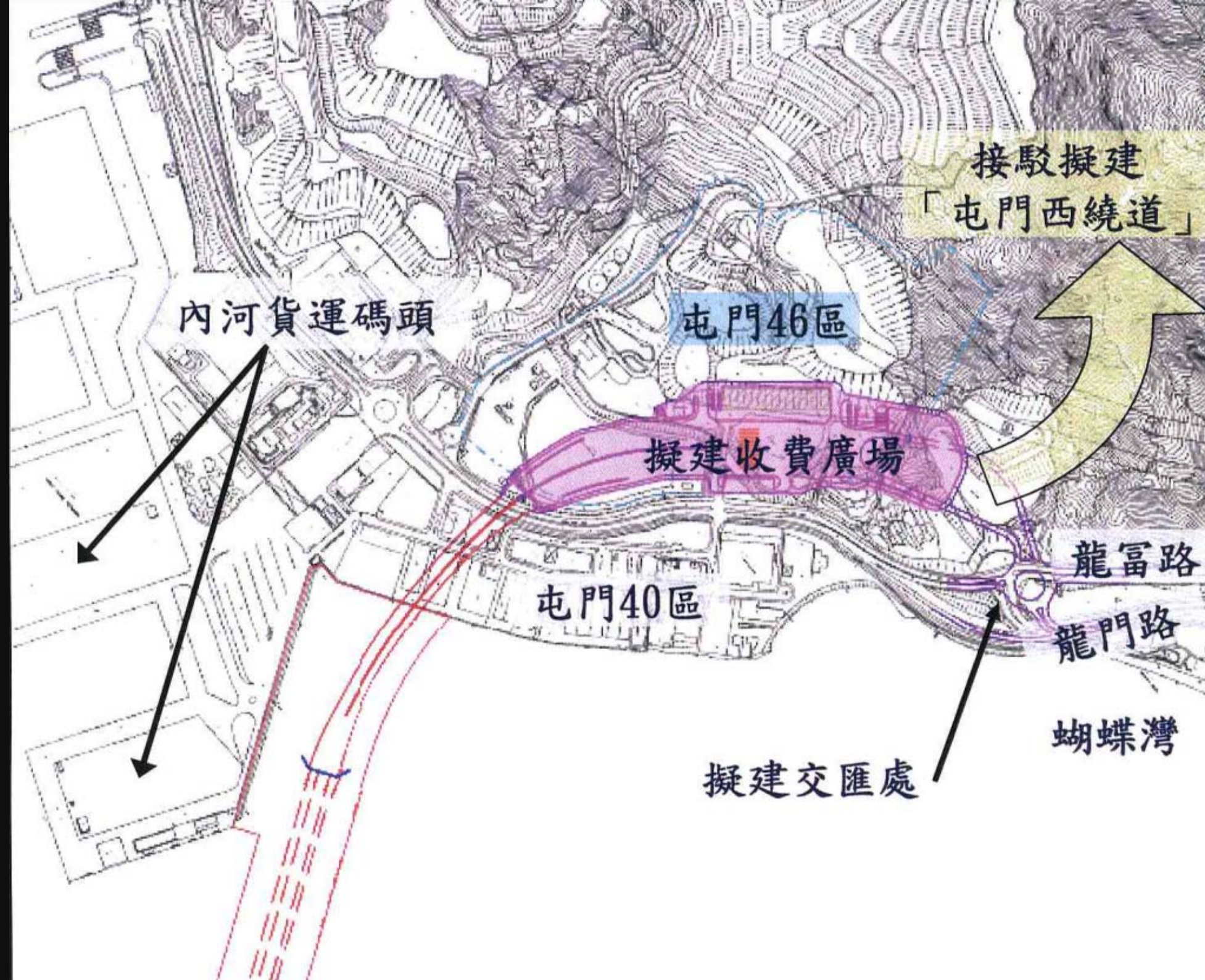
屯門40區

龍富路

龍門路

蝴蝶灣

擬建交匯處





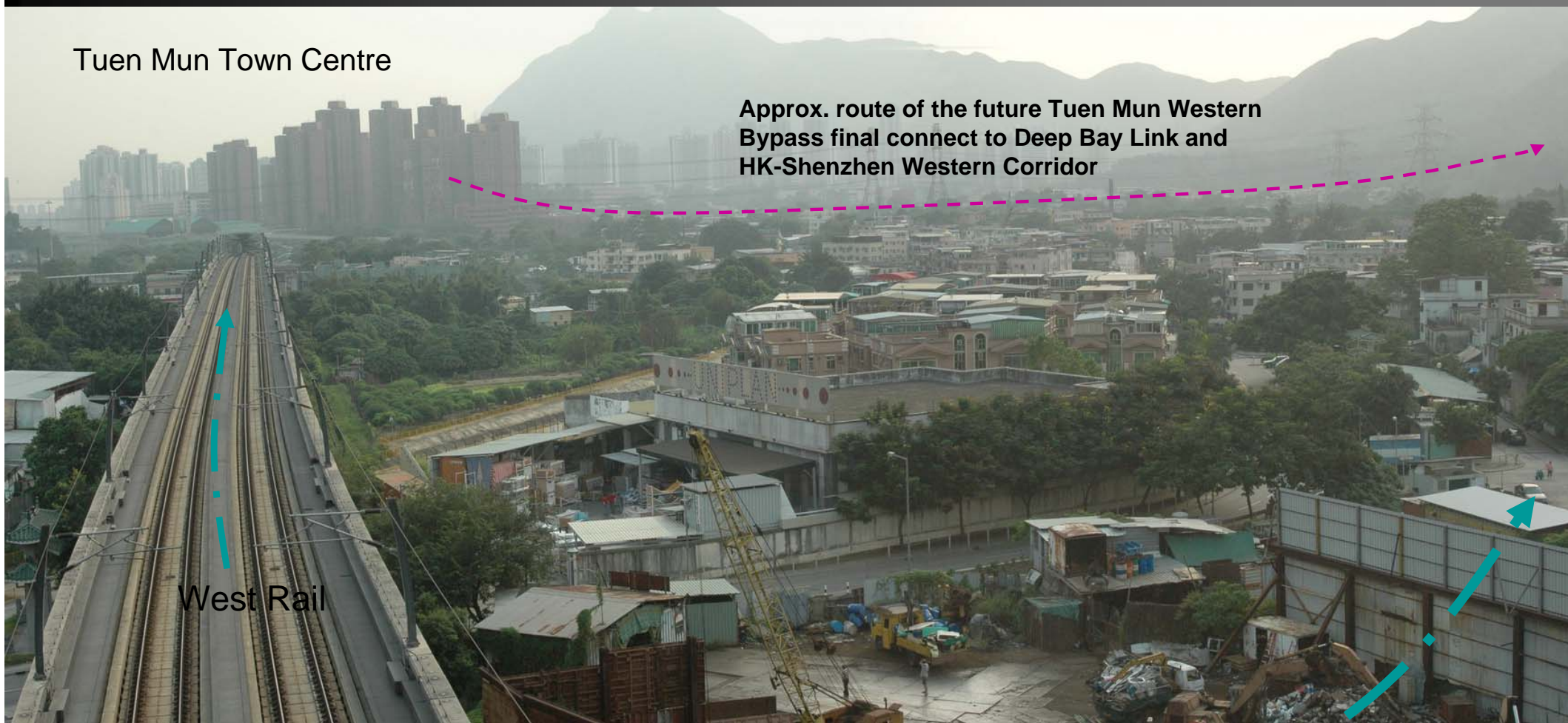
Landing location of the Tuen Mun-Chek Lap Kok Link at Tai Ho

Tuen Mun Town Centre

Approx. route of the future Tuen Mun Western Bypass final connect to Deep Bay Link and HK-Shenzhen Western Corridor

West Rail

Alignment of existing Deep Bay Link





Final connection to
Mainland China through the
HK-Shenzhen Crossing

Location and Scale of the Project

The location of the project is shown on the attached drawing no. HZMN05004-SP0012. The tentative study envelope for the possible alignments covers Tuen Mun Area from north to south, all within the HKSAR boundary.

The scope of the TMWB is to provide a proposed highway and the associated interchanges connecting the Kong Sham Western Highway and the proposed TMCLKL, which is divided into two sections:

TMWB – Southern Section, which comprises the followings:

- (i) a toll plaza near Lung Mun Road and about 2.7km land tunnel continuing from TMCLKL running through Castle Peak and emerging at the south of the Tuen Mun North Freshwater Service Reservoir at Por Lo Shan;
- (ii) about 1.1km viaduct emerging from the northern portal of (i) running between the Freshwater Service Reservoir and Saltwater Service Reservoir, which then turns northward to the western hillside of Leung King Estate, to connect to TMWB - Northern Section; and
- (iii) about 1km link roads bifurcating from (ii) near the Service Reservoirs, to connect to Tsing Tin Road to allow traffic movement to/from Tuen Mun East.

TMWB – Northern Section, which comprises the followings:

- (i) about 2.7km long land tunnel continuing from TMWB - Southern Section at the west of Leung King Estate through Castle Peak encroaching upon the Tsing Shan Firing Range and emerging at the north of Villa Pinada;
- (ii) about 0.4km short viaduct continuing from the northern portal of (i) above, spanning across the valley at the north of Villa Pinada and ending at the western side of Chung Shan;
- (iii) about 0.4km short tunnel through Chung Shan and emerging at the east of Chung Shan; and
- (iv) about 1.7km viaduct and associated slips roads bifurcating to connect with Kong Sham Western Highway at both the northern side towards Shenzhen Bay Bridge (formerly known as Shenzhen Western Corridor) and the southern side towards Yuen Long Highway.

The above proposed structural forms are all tentative at this stage and subject to review. Other structural forms will be investigated if necessary.

There will be refinement of the highway alignment within the tentative study envelope. Selection of the alignment will be dependent on a variety of factors such as environmental impacts, construction programme and cost, planning and engineering considerations, traffic implications, land resumption requirements, etc.