

# Central-WanChai Bypass and Island Eastern Corridor Link

## Supporting sustainable development



- alleviate existing traffic congestion
- provide noise semi-enclosure at the existing Island Eastern Corridor, to minimize the noise and improve the living environment of the nearby residents
- provide harbour-front Park
- remove the sludge in the CBTS, improve the water quality

## Seeking your views

The proposed Trunk Road project is of paramount importance for resolving the serious traffic congestion on the northern part of Hong Kong Island. There is wide public support for the early implementation of the project. Having regard to the wider public interest in proceeding quickly with the Trunk Road, we shall implement the project as early as practicable and in accordance with the Law.

If you need more information or you want to express your views, please call or write to us.

### Contact Method

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Tel no. : 1823

## Public Forum

Date: 25 October 2008

Venue:

Auditorium, 5/F North Point  
Government Offices, 333 Java Road,  
North Point, Hong Kong

Time: 2:30 p.m. to 5:00 p.m.

### Your participation is important

To facilitate arrangement, please

call **6393 1872** or e-mail to

**[cwb@maunsell.aecom.com](mailto:cwb@maunsell.aecom.com)**

for registration

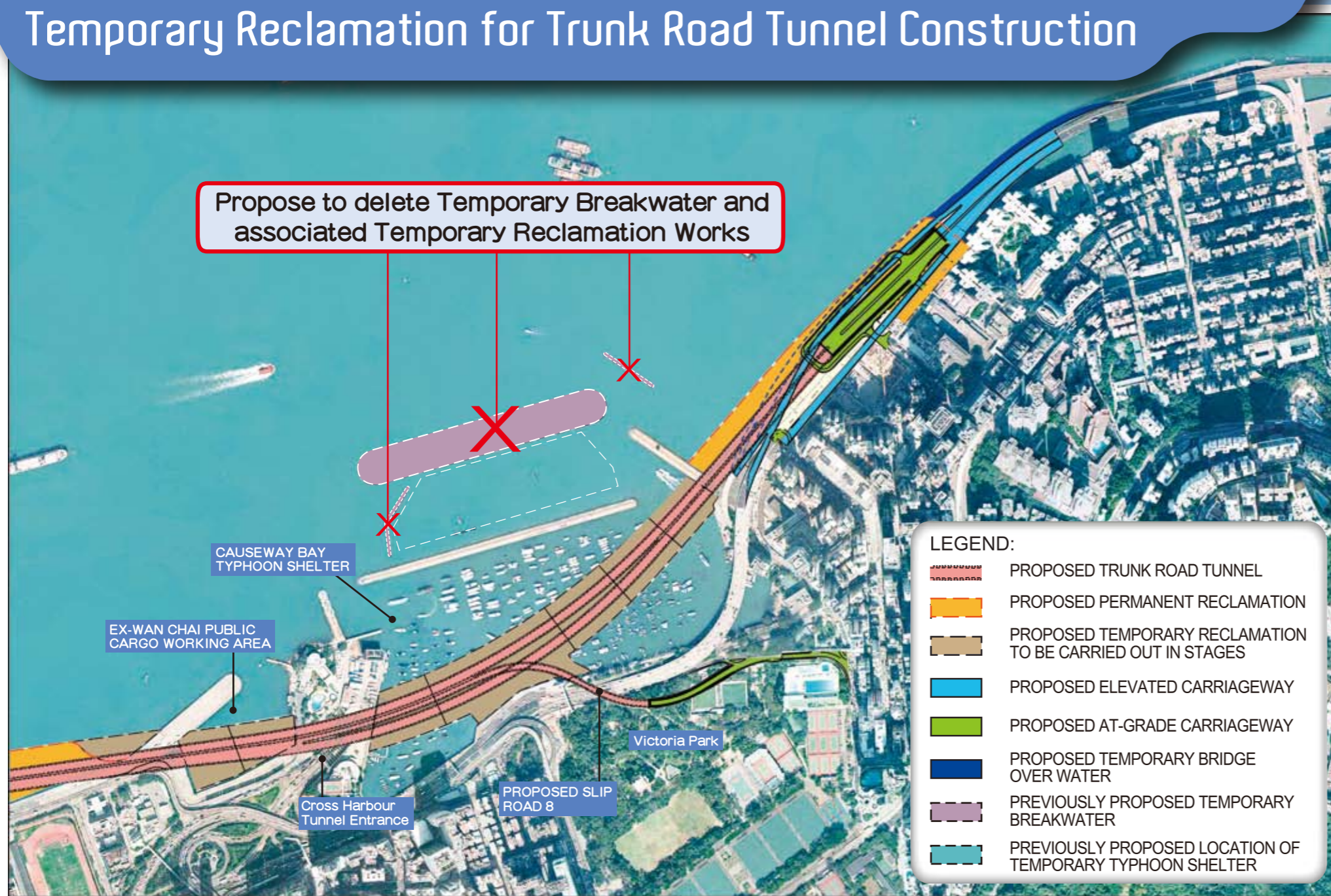
## Background

Central-Wan Chai Bypass and Island Eastern Corridor Link (Trunk Road), which will connect the existing Rumsey Street Flyover in Central and the Island Eastern Corridor at North Point, is the last section of the strategic highway along the northern part of Hong Kong Island to be constructed. Upon completion, it will alleviate traffic congestion along the existing Connaught Road Central/Harcourt Road/Gloucester Road.

In the light of the Court of First Instance's judgment on 20 March 2008 that the Protection of the Harbour Ordinance applies to the proposed temporary reclamations, we engaged consultants to examine the construction method and the required temporary reclamation. We also held a public forum on 19 July 2008 to collect views from the public on the construction of the Trunk Road tunnel section in Causeway Bay Typhoon Shelter and ex-Wan Chai Public Cargo Working Area.

We shall hold a public forum on 25 October 2008 to respond to the views collected previously, explain the mooring reprovisioning arrangement for the affected vessels and explain the relevant proposed amendments to the gazetted road scheme. We cordially invite you to participate in our public forum and continue to provide us with your valuable views.

# Temporary Reclamation for Trunk Road Tunnel Construction



## Temporary Reclamation for Trunk Road Tunnel Option

We have thoroughly examined various methods for the construction of the Trunk Road Tunnel in the CBTS and ex-PCWA:

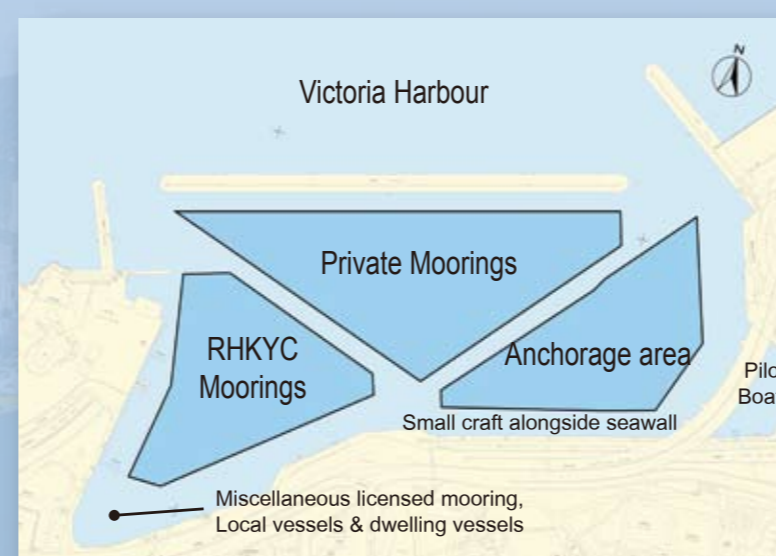
- immersed tube tunnel
- bored tunnel
- cut-and-cover tunnel

Cut-and-cover tunnel construction method is recommended since it is the most practically feasible and safe way for construction of this section of the Trunk Road Tunnel.

Temporary reclamation is necessary for the cut-and-cover tunnel construction. The tunnel construction in the CBTS and ex-PCWA would be carried out in stages. The actual extent of temporary reclamation at any one time in the CBTS would range from about 1.8ha to 3.7ha, whilst at the ex-PCWA it would range from 0.7ha to 1.2ha. The extent of temporary reclamation will be kept to the minimum, thus satisfying the requirement of the PHO. The temporary reclamation will be removed and the seabed will be reinstated after the construction of the Trunk Road Tunnel.

## Reprovisioning Arrangement for Affected Vessels

We have engaged the Public Policy Research Institute (PPRI) of the Hong Kong Polytechnic University to analyze the findings of the first stage of consultation. The initial analysis reveals that a feasible reprovisioning arrangement with the least impact to most vessels is to temporarily relocate all pleasure boats in the Private Mooring Area to other existing typhoon shelters. Some of the vessels located within the Royal Hong Kong Yacht Club (RHKYC) Mooring Area and the Anchorage Area would be affected; those vessels located outside the works area would not be affected, while vessels located within the works area would be accommodated in the vacated Private Mooring Area. This reprovisioning arrangement will not require the construction of temporary breakwater. Therefore, the temporary reclamation area gazetted under the road scheme on 27 July 2007 to facilitate construction of the temporary breakwater could be deleted and the total temporary reclamation area could be reduced by 2.4 ha.



## Temporary Reclamation for Trunk Road Flyover Option

Similar to the Tunnel Option, temporary reclamation would also be required to facilitate the Flyover Option construction. The total temporary reclamation area required would be about 3.4ha, generated in phases during construction. Part of the existing designated mooring and anchorage areas of the CBTS would be affected and need to be temporarily reprovisioned under the Flyover Option; upon completion of construction, there would still be a permanent loss of around 1.7ha of the mooring and anchorage areas and permanent restricted use of the southern part of the CBTS. For the Tunnel Option, however, the CBTS will be wholly restored upon completion of construction.