

Letterhead of The Conservancy Association

Comment on Route 7

**Submitted by The Conservancy Association to
Legco Panel on Transport**

21 September 2001

1. The proposed section of Route 7 (i.e., from Kennedy Town to Pok Fu Lam) is substantially different from the original alignment of Route 7 and thus it appears to bear different objectives as Route 7 originally designed for. The proposed section is now better named Kennedy Town and Pok Fu Lam Link (KTPFLL).
2. The KTPFLL appears to solely serve the new development in Pok Fu Lam, which is likely to be the Cyber Port development. We understand that the Cyber Port is designed mainly as a commercial area. The development is restricted to low-rise buildings. The transport demand, both passenger and freight, should not be as high to fill up the proposed four lane dual highway. We are of strong opinion that the derived transport demand from the Cyber Port development is not justified for the proposed KTPFLL.
3. The derived transport demands from Cyber Port can be met by a much smaller transport infrastructure than a road tunnel, for example, a high-frequency speed ferry service linking the Port to Central, Container Port or even the Airport. We believe that smaller infrastructure such as ferry piers costs less and produces less destruction to the environment both during construction and operation stages.
4. The construction of large infrastructure such as road and rail will certainly generate destruction on land and adverse visual impacts. Even the tunnel option will require massive construction activities, in particular at the portals at both ends. Bearing in mind that the areas being affected, like Mt. Davis and Pok Fu Lam are quiet and people absolutely treasure tranquility there. There are many sensitive institutes within the areas of Sandy Bay such as the Duke of Kent Children's Hospital, Fung Yiu King Hospital as well as many schools. There is also a historical site at Waterfall Bay. We are of grave concern the possible destruction/ adverse impacts caused by the construction of large road/rail infrastructure.

5. We notice that the MTR Island Line is going to be extended to the Belcher Gardens in the near future. If there are generated passenger trips owing to new development in Cyber Port, it is more sensible to provide high frequency bus service with electric/LPG mini-buses linking Cyber Port and Belcher Gardens MTR station. We believe that by promoting public transport in Cyber Port, the capacity of the existing road network will be able to cope. A ferry service linking Cyber Port and Central will provide a good alternative to passengers. For the transport of goods, we believe that it is more efficient to use barges. The barges can be towed to the Kwai Chung Container Port or the Tuen Mun River Trade Port more direct than the road alternative.

6. In conclusion, we object to the building of KTPFLL on the ground that
 - The transport demand is not justifiable
 - The possible adverse impacts during construction and operation stages
 - There are other better alternatives if transport demand warrants.