

For discussion
on 6 July 2001

Legislative Council Panel on Transport

Route 7

PURPOSE

This paper updates Members on the latest position of Route 7.

BACKGROUND

2. The existing Route 7 is a dual two-lane carriageway starting at the Cross Harbour Tunnel in Causeway Bay and running westwards along the northern part of Hong Kong Island up to Kennedy Town. The planning intention has been to extend the route from Kennedy Town along the northern and western coastlines of Hong Kong to Aberdeen via Sandy Bay, Telegraph Bay and Wah Fu, as shown at the plan at Annex A.

3. In early 1998, we obtained funding approval from the Finance Committee to undertake an Investigation and Preliminary Design consultancy study for the section of Route 7 between Kennedy Town and Aberdeen at a cost of \$66 million. The scope of the study was to establish its land requirements, as well as the environmental, marine, drainage, traffic and other impacts on the areas concerned. The study was completed in August 2000.

LATEST POSITION

4. Under our recently introduced Strategic Highway Project Review System, we conduct a thorough review on the need for individual major highway projects at critical milestones in the planning and implementation process. This is to ensure that we complete these projects at the appropriate time to meet the traffic needs.

5. We have recently completed the review on the section of Route 7 between Kennedy Town and Aberdeen. The review results indicate that there is a need for a new road link between Kennedy Town and Pok Fu Lam by 2010.

This will serve as an alternative link between the two places so as to relieve a number of critical junctions along the existing Pok Fu Lam Road between Pok Fu Lam and Kennedy Town, including the junctions with Pokfield Road and Mt. Davis Road. We expect that the critical junctions would become over-saturated in 2011 causing congestion to Pok Fu Lam Road. The volume/capacity (v/c)¹ ratios of the relevant road sections and the reserve capacity² of the critical junctions are as follows –

| | with Route 7 | without Route 7 |
|-------------------------------------|---------------------|------------------------|
| 2011 | | |
| Aberdeen Tunnel | 1.0 | 1.1 |
| Critical section of Pok Fu Lam Road | 1.0 | 1.4 |
| 2016 | | |
| Aberdeen Tunnel | 1.0 | 1.2 |
| Critical section of Pok Fu Lam Road | 1.0 | 1.4 |

| | with Route 7 | without Route 7 |
|--|---------------------|------------------------|
| 2011 | | |
| Junction of Pok Fu Lam Road/Pokfield Road | -5% | -40% |
| Junction of Pok Fu Lam Road/Mt. Davis Road | -5% | -30% |
| 2016 | | |
| Junction of Pok Fu Lam Road/Pokfield Road | -5% | -30% |
| Junction of Pok Fu Lam Road/Mt. Davis Road | -5% | -40% |

6. However, there would not be a clear need to extend the road link further to Aberdeen at this stage. The traffic situation on Pok Fu Lam Road in 2010 would be similar under the two scenarios, namely building the new alternative road link from Kennedy Town to Pok Fu Lam and building the road link all the way from Kennedy Town to Aberdeen. We have therefore concluded that it is more urgent and cost-effective to construct the road link between Kennedy Town to Pok Fu Lam to serve as an alternative, while the extension from Pok Fu Lam to Aberdeen would be considered only when there are further developments in the Southern District.

¹ A volume/capacity (v/c) ratio equals to or less than 1.0 means that the road has sufficient capacity to cope with the volume of vehicular traffic under consideration and the resultant traffic will flow smoothly. A v/c ratio above 1.0 indicates the onset of congestion: above 1.2 indicates more serious congestion with traffic speeds progressively deteriorating with further increases in traffic.

² “Reserve Capacity” (RC) is an indicator which reflects a junction’s performance. A negative RC indicates that the junction is overloaded, thus resulting in traffic queues and longer delay time.

7. The review results also indicate that a dual two-lane configuration would be able to meet the traffic needs. Regarding the alignment, we will adopt a tunnel alignment between Kennedy Town and Sandy Bay instead of the previous coastal alignment to minimise any impact on the coastline. We will also adopt a depressed road section at Telegraph Bay to below ground level and examine the possibility of building the section from Sandy Bay to Telegraph Bay in tunnel form. The tentative revised alignment of the route is at Annex B.

THE WAY FORWARD

8. We will commission a new Engineering Review and Preliminary Design (ER&PD) consultancy study for the road link to undertake a critical engineering review of all the work completed under the previous study. We will investigate various possible alignments and forms of construction for the road link taking into account the tunnel requirement at Mount Davis and examine how best the road will be connected to the existing road network at the Pok Fu Lam area.

9. The estimated cost for the proposed new ER&PD consultancy study, including additional site investigation works is in the order of \$25 million. Currently there is about \$26 million left under the previous study. We will use this uncommitted fund for commissioning the new consultancy study in early 2002 for completion in early 2004. The target completion date of the proposed new road link between Kennedy Town and Pok Fu Lam is 2010.

10. As the route is now only a dual two-lane carriageway providing an additional access to Pok Fu Lam, we would rename the project to “Road Link between Kennedy Town and Pok Fu Lam”.

ADVICE SOUGHT

11. Members are invited to note the content of this paper.

**Transport Bureau
June 2001**



西區海底隧道
WESTERN HARBOR CROSSING

現有七號幹線終端
END OF EXISTING ROUTE 7

青洲
GREEN ISLAND

硫磺灣
SULPHUR CHANNEL

堅尼地城
KENNEDY TOWN

維多利亞道
VICTORIA ROAD

灣扶林道
POK FU LAM ROAD

大口環道
SANDY BAY ROAD

沙灣
SANDY BAY

建議中的七號幹線
(堅尼地城至香港仔)

PROPOSED ROUTE 7

(SECTION BETWEEN KENNEDY TOWN AND ABERDEEN)

現有的鋼綫灣填海
EXISTING TELEGRAPH BAY RECLAMATION

維多利亞道
VICTORIA ROAD

灣扶林道
POK FU LAM ROAD

華富邨
WAH FU ESTATE

香港仔
ABERDEEN

石排灣道
SHEK PAE WAN ROAD

奇力灣
KELLETT BAY

| | | | | |
|--|---|------------------------------------|--|------------------------|
| drawing title 圖則名稱 七號幹線 (堅尼地城至香港仔) ROUTE 7 (SECTION BETWEEN KENNEDY TOWN AND ABERDEEN) | designed W.H.NG 27/06/2001 | drawn M.K.LEUNG 27/06/2001 | drawing no. 圖號 MW6714TH-SP0001 | scale 比例 1 : 25 000 |
| | checked W.H.NG 28/06/2001 | approved K.M.CHAN 28/06/2001 | COPYRIGHT RESERVED 版權所有 翻印必究 | |
| | office MAJOR WORKS PROJECT MANAGEMENT OFFICE 主要工程管理處 | |  HIGHWAYS DEPARTMENT HONG KONG 路政署 香港 | |



西區海底隧道
WESTERN HANGCHAI CROSSING

現有七號幹線終端
END OF EXISTING ROUTE 7

青洲
GREEN ISLAND

硫磺海峽
SULPHUR CHANNEL

堅尼地城
KENNEDY TOWN

維多利亞道
VICTORIA ROAD

摩星嶺隧道
MT. DAVIS TUNNEL

薄扶林道
POK FU LAM ROAD

大口環道
SANDY BAY ROAD

沙灣
SANDY BAY

銅鑼灣/數碼港
TELEGRAPH BAY / CYBERPORT

維多利亞道
VICTORIA ROAD

薄扶林道
POK FU LAM ROAD

香港仔
ABERDEEN

華富邨
WAH FU ESTATE

石排灣道
SHEK PAI WAN ROAD

奇力灣
KELLETT BAY

圖例
LEGEND

暫定的七號幹線
(堅尼地城至薄扶林段)
TENTATIVE ALIGNMENT OF ROUTE 7
(SECTION BETWEEN KENNEDY TOWN
AND POK FU LAM)

drawing title 圖則名稱

暫定的七號幹線
TENTATIVE ALIGNMENT OF ROUTE 7

designed
W.H.NG
27/06/2001

checked
W.H.NG
28/06/2001

office
MAJOR WORKS
PROJECT MANAGEMENT OFFICE
主要工程管理處

drawn
M.K.LEUNG
27/06/2001

approved
K.W.CHAN
28/06/2001

drawing no. 圖號
MW6714TH-SP0002

scale 比例
1 : 25 000

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HIGHWAYS 路
DEPARTMENT 政
HONG KONG 署