

**立法會**  
**Legislative Council**

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**Panel on Transport**

**Route 7, South Hong Kong Island Line and  
West Hong Kong Island Line**

**Purpose**

This paper provides background information on Route 7, South Hong Kong Island Line (SIL) and West Hong Kong Island Line (WIL), and summarizes the major views expressed by Members and deputations at previous meetings of the Panel. It also sets out the comparison between Route 7 and SIL in terms of financial and economic cost and benefit, transport performance and environmental impacts.

**Route 7**

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.

3. In early 1998, the Administration 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.

4. In July 2001, the Administration put forward a proposal to proceed with an engineering review on a link between Kennedy Town and Pok Fu Lam. As for the remaining part of Route 7 between Pok Fu Lam and Aberdeen, the Administration said that it would be reviewed in the light of further development in the Southern District.

5. The Panel considered that the phased implementation of Route 7 could not help satisfy the transport needs of residents. The Panel maintained the view that Route 7 from Kennedy Town to Aberdeen should be taken forward in one go within

the environmental constraints. The Panel passed the following motion –

“This Panel strongly requests the Administration to construct Route 7 from Kennedy Town to Aberdeen mainly in tunnel form as soon as possible”

6. At the special meeting held on 21 September 2001, various groups were invited to express their views on Route 7. The concerned District Councils and some local organizations strongly requested for the construction of Route 7 from Kennedy Town to Aberdeen. Other groups objected to the project and suggested that it should be replaced by a rail link.

7. Having regard to the motion passed by Members and the views expressed at the Panel meeting in September 2001, the Administration commissioned an Alternative Alignments for Route 7 - Section between Kennedy Town and Aberdeen - Investigation study in early 2002. The objective was to develop a number of dual 2-lane alignments for the route, as well as considering the option of upgrading existing roads.

8. The Administration briefed the Panel on the findings of the Study, including, inter alia, the recommended alignment options of Route 7 and other interim measures and full measures for improving Pok Fu Lam Road on 14 January 2003 and 28 February 2003. The Administration said that whilst Route 7 would be more effective in relieving road traffic, other less expensive alternative means could be considered which would bring the local traffic condition along Pok Fu Lam Road to a manageable level without Route 7. Details of the alignment options of Route 7 and the proposed interim measures and full measures for improving Pok Fu Lam Road are set out in the LegCo Brief issued under File Ref. ETWB(T)CR 11/1016/99.

### **South Hong Kong Island Line**

9. The Second Railway Development Study (RDS-2) finds that the most effective configuration of SIL is a shuttle providing direct linkage from the main population centres of Wah Fu and Ap Lei Chau to Central Business District. RDS-2 has assessed that without substantial additional planned developments in the Southern District, SIL(RDS-2) would not be viable. In order for the scheme to achieve a financial internal rate of return of 4% in real term, an additional planned population of 170 000 and employment of 40 000 in the rail catchment would be required. SIL was therefore not included in the Preferred Railway Network under the RDS-2.

10. To tie in with the initiative to promote tourism development in Aberdeen, the Administration received a preliminary proposal on SIL(MTR) from the MTR Corporation Limited (MTRCL) in June 2002. MTRCL proposed a circuitous alignment for SIL, in the form of a monorail system looping from the future Belcher Station of WIL to the existing MTR Island Line at Wanchai with intermediate stations at Cyberport, Wah Fu, South Horizons, Lei Tung, Wong Chuk Hang, Ocean Park and

Happy Valley. The layout of SIL is shown in **Annex A**.

11. MTRCL was of the view that SIL(MTR) would not be commercially viable without government's funding support. The Administration's preliminary checking on MTRCL's proposal was that they had used outdated planning data (with higher population/employment) and they had also assumed that they would operate the Shatin to Central Link. However, the overestimated patronage might be offset by the additional rail demand arising from the planned tourism development at Aberdeen Harbour and the conceived Ocean Park redevelopment. MTRCL has therefore been requested to examine modifications to its preliminary proposal on SIL with a view to arriving at a more cost effective option, in particular options in railway technology.

### **West Hong Kong Island Line**

12. Residents in the Western District have long urged for the western extension of the MTR from Sheung Wan. WIL Phase 1 consists of two new railway stations, namely the Sai Ying Pun and the Belcher Stations. WIL Phase 1 could link up with the proposed SIL(MTR) to form a transport 'loop' joining the population centres and tourism nodes in the Southern District with the northern coast of Hong Kong Island. The Administration has requested MTRCL to proceed with the planning on WIL Phase 1. Further negotiation with MTRCL on project cost and funding gap would continue.

13. Regarding WIL Phase 2, the Administration has advised that planning for WIL Phase 2 from Belcher to Kennedy Town is held in abeyance until the way forward for the Western District Development reclamation is clear.

### **Evaluation of Route 7 and SIL(MTR)**

14. The Administration has compared Route 7 and SIL(MTR) in terms of financial and economic cost and benefit, transport performance and environmental impacts. Details of the comparison are set out in the LegCo Brief issued under File Ref. ETWB(T)CR 11/1016/99.

15. In brief, the Administration's view is that SIL(MTR) has a higher economic internal rate of return and should be more environmentally friendly. In addition, financial commitment for Government will be much less. Although Route 7 will be more effective in relieving road traffic, other less expensive alternative improvements to the existing road network can be considered. In conclusion, the Administration shall therefore consider to develop SIL(MTR). But the Administration would keep under review the planning of Route 7.

16. At the Panel meeting on 28 February 2003, members reviewed the cost and benefit of the railway and highway options with the Administration. In order to

address the traffic problems in the Southern District and promote tourism development in Aberdeen, members asked the Administration to come up with an early decision as regards the way forward for the Route 7 and SIL(MTR) projects. Apart from the public views as mentioned in paragraph 6, members noticed that other public transport operators would prefer Route 7 to SIL, irrespective of the alignment and the rail operator. Members agreed to follow up on the projects at a future meeting.

Council Business Division 1  
Legislative Council Secretariat  
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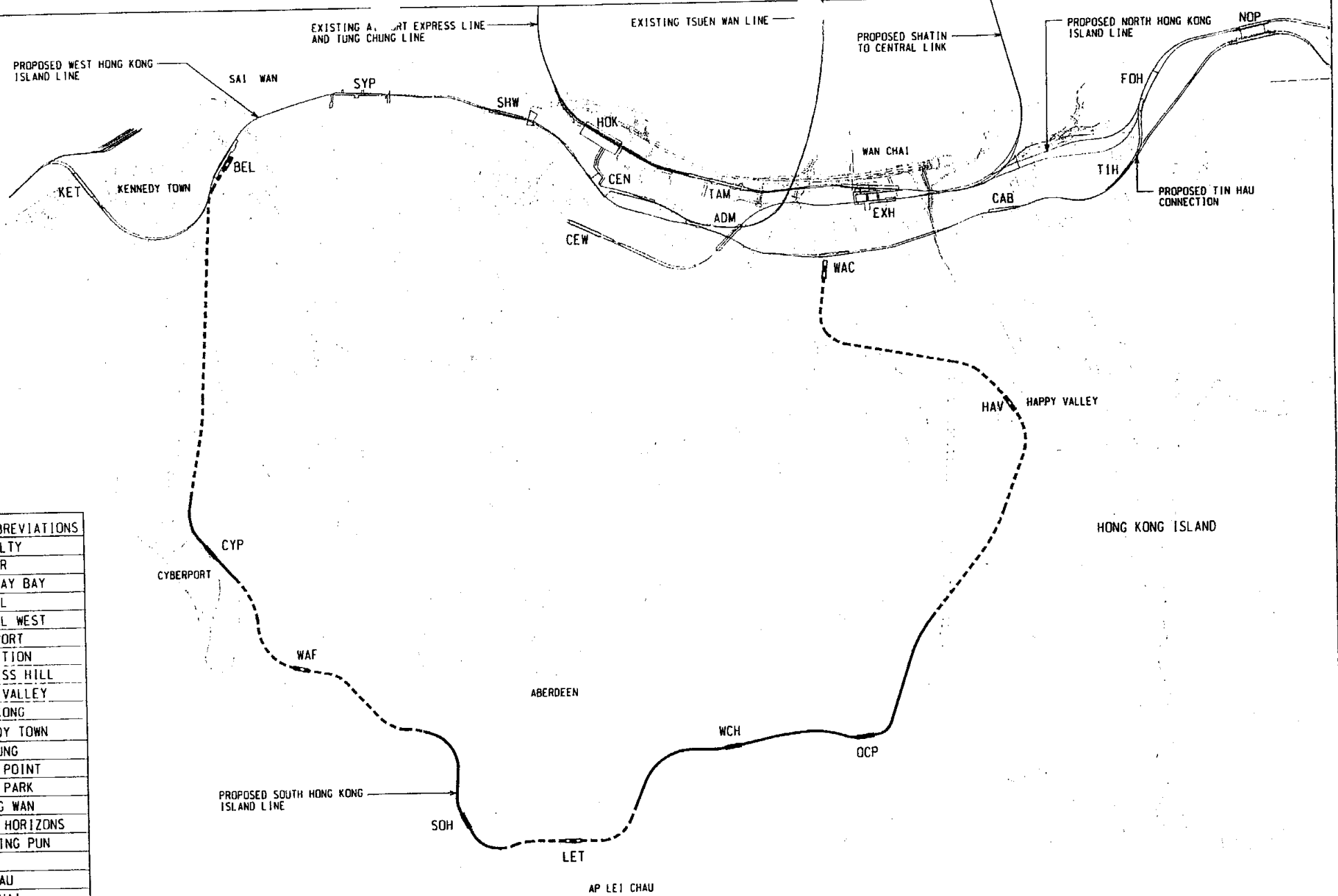


LEGEND :

- VIADUCT
- - - TUNNEL

STATION ABBREVIATIONS

ADM	ADMIRALTY
BEL	BELCHER
CAB	CAUSEWAY BAY
CEN	CENTRAL
CEW	CENTRAL WEST
CYP	CYBERPORT
EXH	EXHIBITION
FOH	FORTRESS HILL
HAV	HAPPY VALLEY
HOK	HONG KONG
KET	KENNEDY TOWN
LET	LEI TUNG
NOP	NORTH POINT
OCP	OCEAN PARK
SHW	SHEUNG WAN
SOH	SOUTH HORIZONS
SYP	SAI YING PUN
TAM	TAMAR
TIH	TIN HAU
WAC	WAN CHAI
WAF	WAH FU
WCH	WONG CHUK HANG



PROPOSED SOUTH HONG KONG ISLAND LINE

