

**For Discussion
on 25 February 2005**

Legislative Council Panel on Transport

**Route 4
West Hong Kong Island Line
South Hong Kong Island Line**

INTRODUCTION

This paper aims to update Members on the developments on the proposed Route 4 (section between Kennedy Town and Aberdeen), and review, as requested, some basic planning parameters relating to the Project Proposals of the MTR Corporation Limited (MTRCL) regarding the West Hong Kong Island Line (WIL) and South Hong Kong Island Line (SIL) since the Panel last discussed these proposed projects with the Administration in May 2004.

BACKGROUND

2. At the meeting of the Transport Panel on 28 May 2004 before its discussion with the Administration and MTRCL, Members of the Panel listened to the views from over 30 organisations/individuals on the three proposed projects. The views expressed were diverse. The Administration and MTRCL then gave Members an update on the proposed projects with reference to LC papers CB(1)1912/03-04(25) and CB(1)1929/03-04(01) respectively. The Administration informed Members that the Government had yet to make a decision on WIL and SIL, and that we would continue with the planning for Route 4.

3. After the discussions, Members of the Panel passed a motion urging the Government to shelve any further development and planning for WIL and SIL pending its review on the latest population growth in the western and southern districts, as well as its land-use planning to develop the southern district into a tourism/commercial centre, and to expedite its study and decision process for the implementation of Route 4 (section between Kennedy Town and Aberdeen) to cope with the transport needs of the local residents. The wording of the motion (in Chinese) is at **Annex A**.

Review of Basic Planning Parameters

Population Growth

4. When we updated Members on the three proposed projects in May 2004, we were assessing them on the basis of the then most up-to-date (i.e. 2002-based) population distribution assumptions of the Planning Department (PlanD) for Central & Western (C&W) District and Southern District. At that time, the population assumptions for C&W District and Southern District by Year 2016 were 276 940 and 308 930 respectively. PlanD has since reviewed the data (2003-based) taking into account the latest population projection prepared by Census and Statistics Department. The latest population distribution assumptions for C&W District and Southern District are 265 490 and 299 350 respectively by Year 2016. That would be a 4% drop for C&W District and a 3% drop for Southern District as compared with the 2002-based assumptions.

Southern District Land-use Planning

5. PlanD has also reviewed the land use planning for the Southern District. Apart from the high density development in Aberdeen, northern shore of Ap Lei Chau and parts of Pok Fu Lam, the built-up areas of Southern District consist predominantly of low-density residential developments. The Aberdeen Country Park, Tai Tam Country Park and the hilly areas covered by rich vegetation provide the District with a pleasant background of high aesthetic and visual value. The planning intention is to preserve the general character and amenity of the area. The review indicates that due to scarcity of land suitable for development and the topographical constraints, the opportunities for further large-scale developments/redevelopments in Southern District would be limited.

6. The only major existing development in the Southern District is the Cyberport which is expected to be completed in 2007/08. As for small-scale redevelopment, the change in land use zoning from industrial to business has facilitated the redevelopment in Wong Chuk Hang area. Up to now, nine proposed hotel developments in the Wong Chuk Hang area have been approved by the Town Planning Board.

7. As regards tourism project in the Southern District, Ocean Park Corporation (OPC) is currently undertaking a long-term business strategy review which would induce an expansion plan for the Ocean Park. According to the latest progress update of OPC, the preferred design concept is currently under final refinement and the proposed detailed master plan and supporting

business plan would be submitted to the Administration in due course. The Government will consider Ocean Park's long term business strategy together with the overall tourism development framework for Aberdeen.

Route 4 Development

8. The originally proposed Route 4 would make use of land to be reclaimed in the previously proposed Western District Development (WDD) project. As the Government decided in December 2003 not to pursue WDD, we have developed two new viaduct alignment options at the Western District as shown in **Annex B** to replace the tunnel/depressed road within WDD. Viaduct A will start from the existing stub end of Route 4 near Sai Ying Pun, and run along the existing waterfront and take the form of a double-deck flyover along the New Praya, Kennedy Town. A photomontage of Viaduct A is at **Annex C**. Viaduct B will be in the form of an elevated deck running at a distance of about 100 to 150 metres from the existing waterfront. A photomontage of Viaduct B is at **Annex D**. If Viaduct B were to be taken forward, we would also need to review whether Viaduct B could meet the Court of Final Appeal's "overriding public need" test for reclamation.

9. As regards the alignment of Route 4 southwards from the Western District, there are two options. Option 1 will run from Kennedy Town to Mount Davis in the form of a tunnel, and thereafter along Sandy Bay to the Cyberport area in the form of a deck structure. Then, it will take the form of a depressed road, followed by a deck structure again at Waterfall Bay before it will turn into a tunnel at the Tin Wan area until it is connected to Aberdeen Praya Road. Option 2 will run mainly in the form of a 4.5 km-long tunnel via the Mount Davis area to Aberdeen Praya Road.

10. While Option 1 will bring more transport benefits relative to Option 2, as the latter will not directly serve Cyberport or Wah Fu, its adverse environmental impact particularly in terms of visual intrusion is likely to be significant. Option 2 is not free of environmental problems, as it is estimated that about one million cubic metres of excavated material from the tunnelling works would have to be dealt with.

11. As the table below illustrates, even if Route 4 is not pursued for the time being, the volume to capacity (v/c) ratios¹ at the critical junctions in the corridor concerned in Year 2016 are estimated to be below 1.2 –

Road	Scenario	v/c ratio at Year 2016
Critical Section of Pok Fu Lam Road (between Pokfield Road and Sassoon Road)	With Interim Measures only (see para.12 below)	1.1
	With interim measures and Option 1 of Route 4	0.8
	With interim measures and Option 2 of Route 4	1.0
	With interim measures and WIL/SIL	1.0
Critical Section of Victoria Road (between Cadogan Street and Mt Davis Road)	With Interim Measures only (see para.12 below)	0.7
	With interim measures and Option 1 of Route 4	0.4
	With interim measures and Option 2 of Route 4	0.6
	With interim measures and WIL/SIL	0.5
Aberdeen Tunnel (see note below)	With Interim Measures only (see para.12 below)	1.2
	With interim measures and Option 1 of Route 4	1.1
	With interim measures and Option 2 of Route 4	1.1
	With interim measures and WIL/SIL	1.1

(Note: The capacity constraint of Aberdeen Tunnel is mainly due to the tailback problem of the road network in its downstream areas in Wanchai and Causeway Bay. Upon completion of Central – Wanchai Bypass and Island Eastern Corridor Link, there would be general relief in downstream road network and thus enhance the throughput of Aberdeen Tunnel. The v/c ratios for Aberdeen Tunnel have already assumed that the Central – Wanchai Bypass and Island Eastern Corridor Link are in place.)

¹ Volume to capacity (v/c) ratio is an indicator which reflects the performance of a road. A v/c ratio equal to or less than 1.0 means that a 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; that above 1.2 indicates more serious congestion with traffic speeds deteriorating progressively with further increase in traffic.

12. In the meantime, we will continue to pursue the following four proposed interim traffic improvement measures identified in the Alternative Alignments Study that will improve the local traffic conditions along Pok Fu Lam Road (PFLR) to a manageable level without Route 4 –

- (a) the need for a footbridge across PFLR and Smithfield Extension at its junction with Mount Davis Road;
- (b) construction of a bus lay-by at PFLR Central bound north of the junction of PFLR/Pokfield Road;
- (c) widening of Water Street to 3-lane wide at its junction with Des Voeux Road West; and
- (d) modification of the junction layout of Pokfield Road/Smithfield and conversion of Pokfield Road to one-way uphill.

WIL and SIL

13. Since the last panel meeting in May last year, MTRCL has refined its WIL and SIL project proposals. MTRCL will give Members a presentation on its latest proposals at the meeting on 25 February 2005 as requested by the Panel.

14. As we reiterate from time to time, railways are environmentally friendly and efficient mass carriers. Under the Government's established policy, railways will serve as the backbone of Hong Kong's transport system. The development of railways requires huge investments. Moreover, once a rail line is developed, it will not be as flexible as other transport modes that can be redeployed more easily. Therefore, the Government needs to plan and implement new railway projects prudently. For the WIL and SIL Project Proposals of MTRCL, other than examining their economic and transport performance, their financial implications, their impact on other public transport modes, the changing community needs and changes in the relevant planning parameters such as the Ocean Park redevelopment plan, we must also pay due respect to the motion at Annex A passed by Members of the Panel on 28 May 2004.

ADVICE SOUGHT

15. Members are invited to note the latest developments in respect of the proposed Route 4, SIL and WIL, and also our plan to pursue the proposed interim traffic improvement measures outlined in paragraph 12 above.

Environment, Transport and Works Bureau
February 2005

Annex A

附件 A

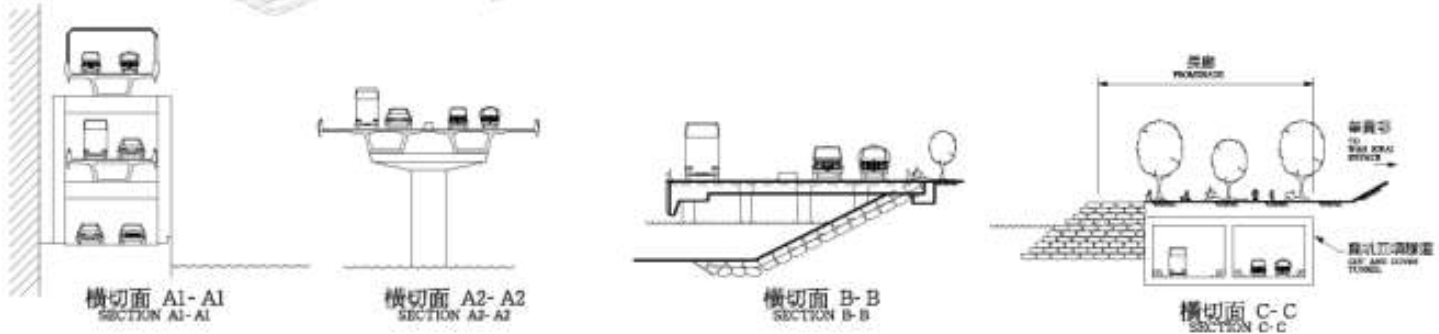
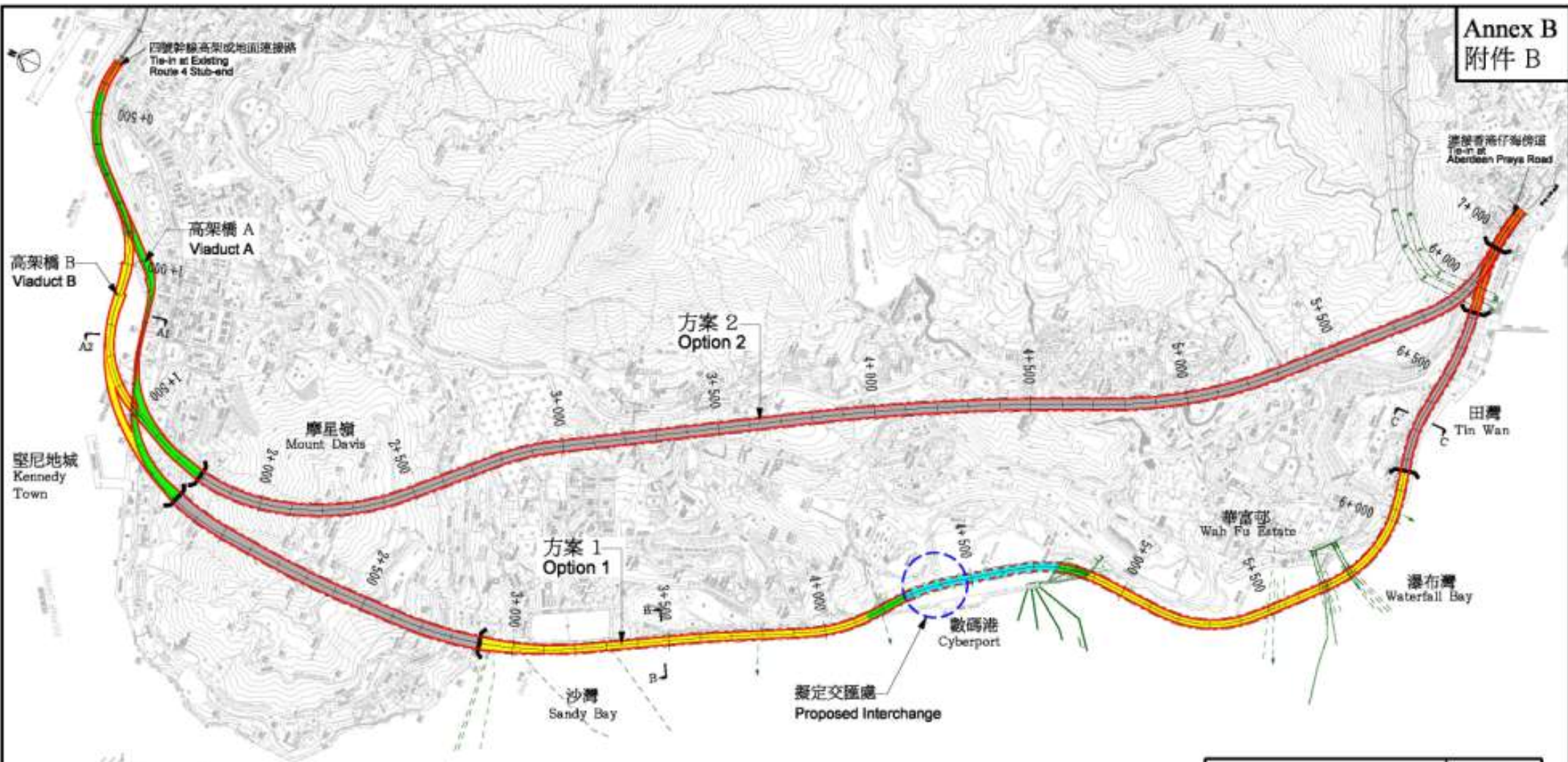
**Motion passed by the Legislative Council Panel on Transport
At the Meeting Held on 28 May 2004 in Discussing
Route 4/WIL and SIL**

立法會交通事務委員會在二零零四年五月二十八日之會議

討論四號幹線/西港島線/南港島線時

所通過之動議：

“本事務委員會促請政府暫時擱置港島南、西鐵路的發展規劃，並重新評估港島南、西區的人口增長，以及發展南區成為旅遊 / 商業中心的計劃，在此期間則盡快研究並落實興建四號幹線（前稱七號幹線），以應付該等地區居民的交通需求。”



	圖例 Legend
沿岸架空平台結構 Deck structure at Coastline	
陸上架空平台結構 Inland Deck Structures	
高架橋/地面路 (連接處用) Viaduct / At grade (For tie-in)	
低於地面的道路 Depressed Road	
隧道 Tunnel	
隧道出口 Tunnel Portals	

四號幹線 - 堅尼地城至香港仔
Route 4 - Kennedy Town to Aberdeen

Route 4 – Viaduct A
四號幹線 – 高架橋 A



Option 2
方案二

Option 1
方案一

Route 4 – Viaduct B
四號幹線 – 高架橋 B

Option 2
方案二

Option 1
方案一

