

政府總部
發展局
工務科

香港添馬添美道 2 號政府總部西翼



**Works Branch
Development Bureau
Government Secretariat**
West Wing, Central Government Offices,
2 Tim Mei Avenue, Tamar, Hong Kong

本局檔號 Our Ref. : L013/13(GLTM 13-0300)

電話 Tel No. : 3509 8327

來函檔號 Your Ref. :

傳真 Fax No. : 2186 8924

Fax : 2521 8660

Dr. Hon. LAU Wong-fat, GBM, GBS, JP
Chairman, Panel on Development
Room 814, Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong

14 November 2013

Dr. Hon. LAU,

Central – Wan Chai Bypass and its related works

With regard to the letter dated 29 October 2013 from Dr. Hon. Kenneth CHAN addressed to the Chairman suggesting that the captioned subject be discussed by the Panel on Development. Having liaised with Highways Department, which is responsible for the subject works, we would like to report on the progress of the works as follows –

The Central – Wan Chai Bypass and Island Eastern Corridor Link (CWB) is a strategic road along the northern shore of Hong Kong Island targeted to alleviate the traffic congestion along the Gloucester Road - Harcourt Road - Connaught Road Central corridor. The construction works of the CWB consist of 13 contracts, of which 12 contracts for reclamation, construction of tunnels and viaducts have been awarded in stages since December 2009. Four contracts have so far been completed while the construction works under the other contracts are currently in full swing. Upon commissioning in 2017, it will

take about five minutes to travel from Central to Island Eastern Corridor at North Point via the CWB.

The Slip Road 8, which will connect Tsing Fung Street to the CWB's westbound main tunnel, is one of the major parts of the CWB. It will facilitate road users in Fortress Hill, Tin Hau, Tai Hang and Causeway Bay to enter the CWB via Tsing Fung Street. The slip road would encroach upon the northern part of Victoria Park. Highways Department has, since 2007, consulted relevant stakeholders including the district councils on the alignment and design of the Slip Road 8 covering the tree transplanting works and reprovisioning of facilities within Victoria Park and has obtained stakeholders' support.

The Government pays due regard to tree preservation when undertaking public works projects. According to the technical circular, the works projects should be designed to have minimal impact on existing trees. Trees should be transplanted as far as possible, except for those with low amenity value or survival rate after transplanting. Tree felling should only be considered as a last resort. The construction of the Slip Road 8 will affect 350 trees in total in Victoria Park of which 289 will be transplanted and the remaining 61 will be felled due to their poor health or structural conditions. All the trees, which will be affected by the above-mentioned works have been surveyed and assessed by qualified arborists, and the reports were submitted to relevant tree management departments for review and approval. In addition, Highways Department has also engaged tree experts to provide independent expert advice on how to properly handle these trees.

The Contract for the Slip Road 8 and associated works commenced in March 2013 and the tree transplanting works are now in progress as scheduled with some 80% completed. All the tree transplanting works, including the preparation works such as tree risk assessment, tree root pruning and crown thinning, root ball preparation, as well as tree protection works prior to transplanting were carried out under the close supervision of qualified arborists in strict compliance with the contract requirements. The proposed transplanting method and procedures have also been vetted by an independent tree expert and approved by the project consultants before the transplanting works commenced.

In general, the size of the root ball shall be 5 to 10 times of the trunk diameter. The actual size of the root ball shall however be determined by qualified arborists taking account of the actual conditions on site. Based on the advice from the tree experts, the success of tree transplanting would very much depend on the tree species, the season of transplanting, health conditions of trees, and root preservation before transplanting, etc. The root ball ratio, i.e. the size of the root ball with respect to the trunk diameter, may not be the main factor contributing to the success of tree transplanting.

To enhance the survival rate of the transplanted trees, the qualified arborists and the tree experts will re-assess the health conditions of the trees upon transplanting. Subsequent tree care and nursing works will be carried out for one to three years, having regard to the tree sizes.

The contractor is required to ensure that the transplanted trees would grow healthily. Should the transplanted trees become dead or damaged (e.g. due to severe weather condition) during the nursing period, the contractor is required to report in details with the cause(s) of damage, photographic record, assessment of the damage, and proposed remedial measures, etc. The contractor shall also be responsible to bear the related costs incurred. All site supervision on tree works is carried out by experienced resident site staff of Highways Department to ensure that the contractor complies with the required tree maintenance works properly. According to similar tree transplanting works in other works projects completed by Highways Department in the past, the transplanted trees are generally in good conditions and the survival rate has been over 90%.

Should there be any further enquiry, please contact Mr. Lawrence KM HO of Highways Department on Tel: 2762 3644.

(Dr Lawrence CHAU)
for Secretary for Development

c.c. Highways Department (Attn: Mr. Lawrence KM HO)