

### 4.3 Trunk Road Tunnel Variations

#### *Trunk Road Tunnel Variation 1*

- 4.3.1 Examination of possible Trunk Road tunnel options leads first to Trunk Road Tunnel Variation 1, shown conceptually in **Figure 4.1**. In this tunnel option, the Trunk Road starts off at the connection with CRIII in cut-and-cover tunnel, crosses over the MTR Tsuen Wan Line tunnel and continues through the HKCEC water channel and along the Wan Chai shoreline, in cut-and-cover tunnel, in reclamation.
- 4.3.2 The Trunk Road tunnel passes beneath the CHT portal at a level of around –30mPD; this depth is required in order to avoid conflict with the existing rock anchors of the CHT portal structure. The low level of the Trunk Road tunnel means that the tunnel structure lies entirely below the seabed level of the PCWA basin and the CBTS, only rising up above seabed level to ground level to the east of the CBTS, where the Trunk Road then rises up to connect with the existing elevated IEC. Permanent reclamation in the PCWA basin and in the CBTS is not essential. While temporary works will be required (which may include temporary land formation for tunnel construction purposes) these can be removed afterwards and the existing seabed and water area reinstated.
- 4.3.3 Connection to the IEC is made to the northern side of the existing IEC elevated road structure, which is considered to be the least disruptive form of connection. The existing IEC links back into Causeway Bay (to Victoria Park Road and Hing Fat Street) are retained.
- 4.3.4 Looking beyond the Trunk Road itself to the need and opportunities for harbour-front enhancement, combining harbour-front enhancement with the functional elements of the Trunk Road leads to a consolidated conceptual scheme, that can be used as the basis for the development of a Concept Plan for the harbour-front under the WDII project. An indicative illustration of what the Consolidated Harbour-Front and Trunk Road Tunnel (Variation 1) scheme might look like, after some broad landscape treatment, is shown in **Figure 4.2**. Further details of this consolidated scheme and associated waterfront opportunities are discussed in the following Section 5.

#### *Trunk Road Tunnel Variation 2*

- 4.3.5 A further variation of the Trunk Road tunnel idea is derived by taking on board one of the written submissions from the public, shown earlier in **Figure 3.8**. One of the major features of this submission is the reconstruction of Victoria Park Road further to the south (within the existing Victoria Park) so as to free up more waterfront space along the southern edge of the CBTS. A landscaped deck is provided over the ground level roads to extend Victoria Park to the waterfront. The Trunk Road tunnel is also aligned further south to connect directly into the IEC at the eastern side of the CBTS, with the existing IEC connections to Victoria Park Road reconstructed as tunnel through the south-eastern corner of the typhoon shelter.