

4.5 Conclusions of the Review of Feasible Options

Which Trunk Road option has the minimum extent of reclamation or, more pertinently, affects the minimum area of the Harbour ?

- 4.5.1 Tunnel and Flyover Options along the foreshore of Wan Chai and Causeway Bay have been found to be feasible options that can meet the overriding need for the Trunk Road. Three variations have been developed for the Tunnel Option; these variations differ mainly in the manner that the Trunk Road crosses the Cross Harbour Tunnel and the way it connects to the existing IEC, with Variations 2 and 3 being based on submissions from the public.
- 4.5.2 Comparing the tunnel variations, Tunnel Variation 1 is found to require the least extent of reclamation, would cause the least disruption to traffic during construction, has the least impacts to existing highway infrastructure and the least impacts to Victoria Park. It should be noted that, when considering Trunk Road variations having similar functional/traffic performance (ie in meeting the overriding need), the CFA ruling on the PHO requires that the one with the least amount of reclamation (in this case Tunnel Variation 1) should be selected. Therefore, of these tunnel variations, Trunk Road Tunnel Variation 1 is recommended, in compliance with the requirements of the PHO.
- 4.5.3 Although both capital and annual recurrent costs would be higher for the Tunnel Option when compared with the Flyover Option, the Tunnel Option is recommended, in compliance with the requirements of the PHO, primarily because the affected area of the Harbour would be smaller and it would cause less visual impact than the Flyover Option.
- 4.5.4 Trunk Road Tunnel Variation 1 affects the minimum area of the Harbour and serves best to protect and preserve the Harbour, among all the options that have been assessed.