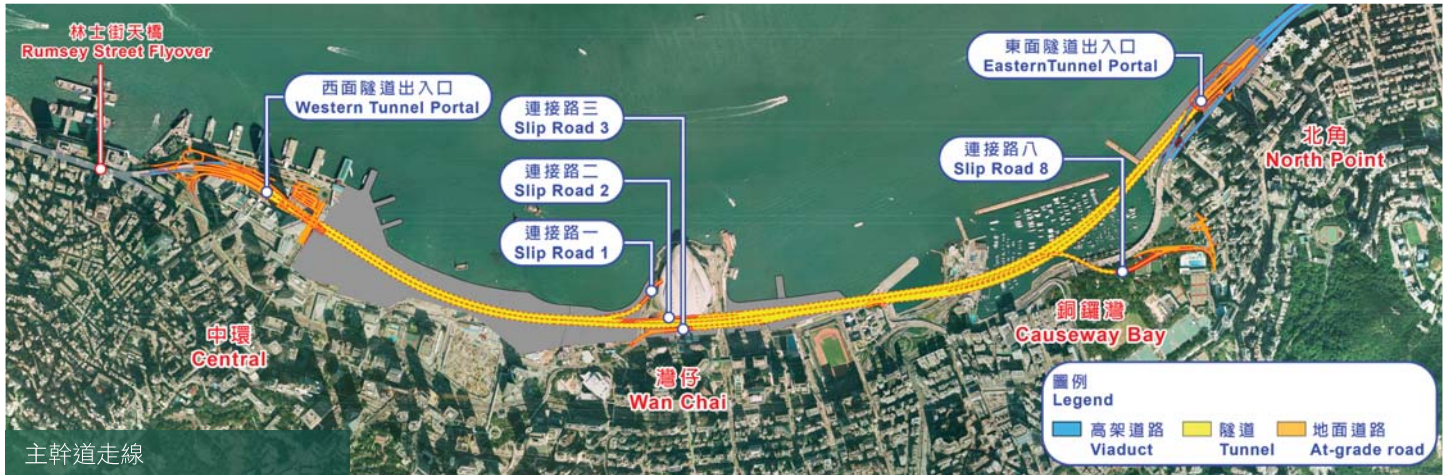




# 中環灣仔繞道和東區走廊連接路

## Central - Wan Chai Bypass and Island Eastern Corridor Link



現時干諾道中/夏愨道/告士打道走廊的交通流量，已超出道路的設計負荷，導致交通經常擠塞。中環灣仔繞道和東區走廊連接路(簡稱主幹道)將紓緩該走廊的交通擠塞情況及應付預期的交通流量增長。

### 主幹道走線

三線雙程行車的主幹道全長4.5公里，其中約3.7公里為行車隧道。主幹道由現時的中環林士街天橋接駁至北角的東區走廊。主幹道將途經中環填海區、香港會議展覽中心、前灣仔公眾貨物裝卸區、香港海底隧道港島入口及銅鑼灣避風塘下方，再以高架橋連接北角的東區走廊。

### 主要工程項目

主幹道工程已於2009年底動工，主要工程包括：

- ❖ 興建行車隧道、高架道路及連接隧道的支路；
- ❖ 豎設隔音屏障、隔音罩，進行渠務及環境美化等附屬工程。

至今，位於中環、銅鑼灣避風塘及北角的工程已正式展開，未來一至兩年，連接路八、隧道行政大樓、通風大樓；安裝交通管制及監察系統、通風系統和照明裝置等工程亦會陸續開展。主幹道預計於2017年通車。

### 工程效益

- ✓ 當主幹道在2017年通車後，往來中環和北角東區走廊的行車時間預計只需約5分鐘。往來港島東和西區的交通，將變得更為直接暢順；
- ✓ 於東區走廊近北角之重建路段，豎設約600米長的隔音屏障及730米長的半密閉式隔音罩，以紓緩附近居民受交通噪音的滋擾；
- ✓ 工程完成後將提供額外土地，供將來興建海濱長廊之用；

- ✓ 綠化市區環境；以及
- ✓ 在工程建造期間，創造6,400個就業機會。

### 公眾參與

在籌劃過程中，我們曾就主幹道工程諮詢立法會、共建維港委員會和四個港島區議會。我們亦透過舉辦一連串公眾論壇、專家小組會議等，凝聚了社會對主幹道工程的共識。

自主幹道工程於2009年底展開以來，我們著力加強與社區聯繫，讓公眾人士透過各種渠道獲得主幹道工程進展的最新資訊，為此，我們成立了社區聯絡小組、設立工程網站、定期派發工程刊物，並為個別屋苑舉辦工程簡介會、團體工地考察及巡迴展覽等。

繼北角油街社區聯絡中心，位於中環的社區聯絡中心已於2011年3月投入服務，從而不斷加強我們與公眾的聯繫。



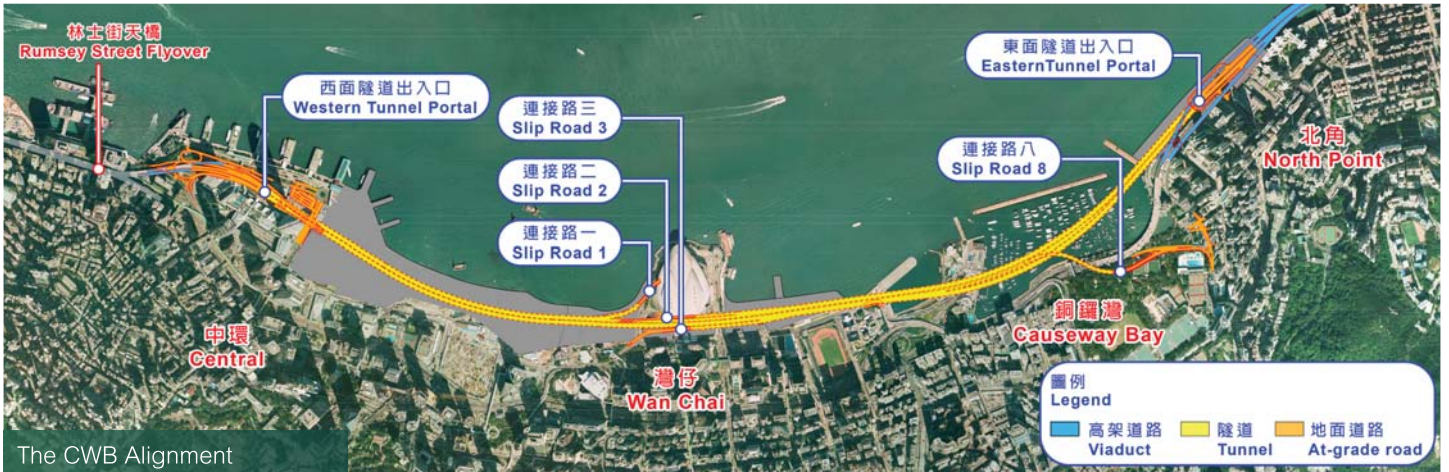
### 工程費用

按付款當日價格計算，整項工程計劃的費用約為280億港元。



# 中環灣仔繞道和東區走廊連接路

## Central - Wan Chai Bypass and Island Eastern Corridor Link



The CWB Alignment

The existing Connaught Road Central/ Harcourt Road/ Gloucester Road corridor is currently operating beyond capacity, resulting in frequent traffic congestion. The Central-Wan Chai Bypass and Island Eastern Corridor Link (CWB) aims to relieve the existing traffic congestion and to cater for anticipated traffic growth.

- ✓ Additional land will be formed for future construction of waterfront promenade;
- ✓ The project will enhance greening of urban environment; and
- ✓ The project during its construction period can provide 6,400 job opportunities.

### The CWB Alignment

The CWB will be a 4.5km long dual three lane trunk road consisting of a 3.7km tunnel section connecting the existing Rumsey Street Flyover at Central to the Island Eastern Corridor at North Point. It will pass underneath the Central reclamation area, the Hong Kong Convention and Exhibition Centre, the ex-Wan Chai Public Cargo Working Area, the portal of Cross Harbour Tunnel and the Causeway Bay Typhoon Shelter, before connecting to the Island Eastern Corridor by a viaduct.

### Major Works

The construction of the CWB commenced in end 2009. Major works include:

- ❖ Construction of road tunnels, viaducts and associated slip roads; and
- ❖ Ancillary works including noise barriers, noise semi-enclosures, drainage and landscaping works.

To-date, works at Central, Causeway Bay Typhoon Shelter and North Point has commenced. Construction of Slip Road 8, the administration and ventilation buildings as well as traffic control and surveillance system, ventilation and lighting facilities is in the pipeline for commencement in the next one to two years. The CWB is anticipated to be commissioned in 2017.

### Benefits

- ✓ Upon commissioning of the CWB in 2017, it is anticipated to take about five minutes to travel between Central and Island Eastern Corridor at North Point. Traffic flow between eastern and western Hong Kong Island will be significantly eased;
- ✓ Approximately 600m long noise barriers and 730m long noise semi-enclosures will be erected at the reconstructed North Point section of Island Eastern Corridor to abate the traffic noise impact on nearby residents;

### Public Engagement

In the planning stage, we consulted the Legislative Council, the then Harbour-front Enhancement Committee and the four District Councils of Hong Kong Island. We also conducted a series of public forums and expert panels to build up public consensus on the CWB project.

Following commencement of CWB works at end 2009, we have focused on strengthening communications with the public. Through various channels, the public can have ready access to the project progress. For example, we have set up a dedicated website and Community Liaison Groups; distributed newsletters regularly; held briefing sessions for individual housing estates; organised group site visits and roving exhibitions. In addition to the Community Liaison Centre (CLC) at Oil Street, North Point, the CLC at Central has been put into operation in March 2011 with a view to further strengthening our linkage with the public.



### Construction Cost

The estimated cost of the project is about HKD\$28 billion in money-of-the-day (MOD).