

三號幹線（郊野公園段）有限公司的信頭

立法會交通事務委員會
十一月八日會議
三號幹線（郊野公園段）有限公司
陳述大綱

甲 現時交通流量不平衡

屯門公路 每日 100,000 架次
三號幹線 每日 44,000 架次

乙 即時解決問題

1. 后海灣幹線直駁至三號幹線可有效分流深港西部通道的車輛及紓緩屯門公路擠塞
2. 不單有助三號幹線公司，亦令整個社會得益

丙 更快、更佳、更平

- 更快 - 可於 2005 年完成：收地沒有問題
由於地勢平，建築較易
- 更佳 - 紓緩屯門公路擠塞及利用三號幹線大量剩餘容量
- 更平 - 只需三十億，即十號幹線的十分之一價錢

丁 幫助經濟

創造職位 - 由於不涉及隧道挖掘及艱深工程項目，可聘用本地承建商而非跨國公司

戊 全面檢討

1. 第三次整體運輸研究：需要興建新界東西連接路
2. 政府應作公平及精明決定 - 道路資源的最佳運用
3. 提供更多時間以全面檢討新界西北的交通，避免出現交通不平衡

Letterhead of Route 3 (CPS) Company Limited

Summary of Submission For LegCo Panel on Transport Meeting on 8th November 2001

A. Present Traffic Imbalance

Tuen Mun Road daily traffic - 100,000
Route 3 daily traffic - 44,000

B. Immediate Solution

1. Connection between Deep Bay Link and Route 3 will serve traffic from Shenzhen Western Corridor and relieve Tuen Mun Road
2. Not only for the benefit of Route 3 but also the community

C. Faster - Better - Cheaper

Faster - Can complete by 2005 - land resumption no problem
construction easier as level ground

Better - Can relieve Tuen Mun Road and make use of huge spare capacity of Route 3

Cheaper - Cost \$3 billion being one-tenth of the cost of Route 10

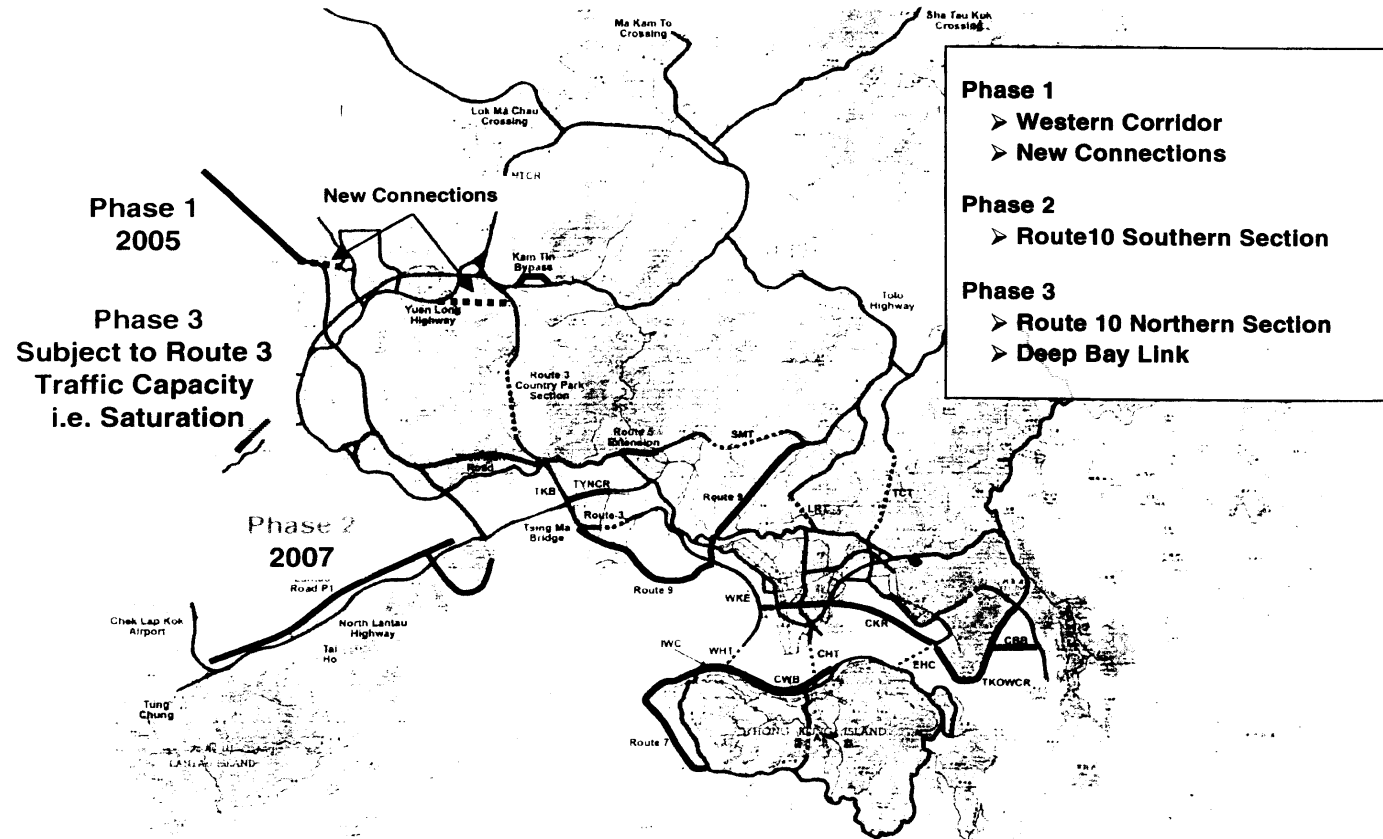
D. Help Economy

Create employment - can use local contractors and not international construction companies as work not tunnelling and unsophisticated

E. Comprehensive Review

1. Third Comprehensive Transport Study - East-West Link needed anyway
2. Government act fairly and wisely - maximum utilization of road resources
3. Offers time to comprehensively review Northwest New Territories traffic pattern to avoid imbalance

PREFERRED STRATEGY



HUNG SHUI KIU NEW TOWN 洪水橋新市鎮

