立法會交通事務委員會

對三號幹線(郊野公園段)有限公司及政府當局就三號幹線(郊野公園段)的規劃及相關交通資料所提意見作出的比較

三號幹線(郊野公園段)有限公司指出政府曾作出的承諾	三號幹線(郊野公園段)有限公司提出的意見	政府當局的回應
• 政府的目標是"確保私營機構獲得合理但不會過高的利潤"(1993年3月發出的《發展三號幹線郊野公園段 —— 邀請表示興趣書 —— 計劃大綱》(下稱"計劃大綱")第6.3段)(**附件A**)。 • "政府的政策是盡量讓私營機構參與道路基礎設施的建造及營運，而該類設施可為所作投資提供合理但不會過高的利潤"(《三號幹線郊野公園段：工程計劃說明書》(下稱"工程計劃說明書")第1.2.1段)(**附件B**)。	• 自三號幹線啟用以來，三號幹線(郊野公園段)有限公司(下稱"三號幹線公司")的營運一直出現虧損。因此，在三號幹線的行車量達到足夠水平之前，當局不應興建其他會與三號幹線競爭的公路。	• 在當局與三號幹線公司訂立的工程項目協議，以及《大欖隧道及元朗引道條例》中均沒有任何條文，就三號幹線工程計劃訂定保證回報率。 • 工程計劃說明書的附表2(**附件C**)訂明，"訂定收費調整機制的理據，是在維持低廉穩定的收費水平之餘，讓專營公司能在一定程度上掌握日後調高收費的安排。此機制並非保證專營公司可獲得一定水平的收入或回報。反之，此機制讓專營公司可以在符合其他各項假設的情況下，選擇調高收費，以達致指明參數範圍內某一水平的收入／回報"。

三號幹線(郊野公園段)有限公司指出政府曾作出的承諾	**三號幹線(郊野公園段)有限公司提出的意見**	**政府當局的回應**
• 只有在三號幹線的最初容車量達到飽和時，才會興建"Y"號幹線(《第二次整體運輸研究修訂的最後報告》(下稱"第二次整體運輸研究修訂")第6.8.3段，有關內容亦作為工程計劃說明書的一部分)(**附件D**)。	• 三號幹線的容車量為每天140 000架次車輛，而現時的每日行車量僅為44 000架次車輛。 • 據三號幹線公司的交通顧問所述，三號幹線的行車量在2016年之前將不會達到飽和，因此，在2016年之前將無須興建十號幹線。	• 在1993年發表的第二次整體運輸研究修訂，首次提出十號幹線此項策略性公路工程計劃。該公路當時稱為"Y"號幹線，是三號幹線以外的另一條新南北連接路(**附件E**)。 • 三號幹線的有意投標者均知悉政府就本港土地用途及運輸發展所作出的規劃。三號幹線的工程計劃說明書曾引述第二次整體運輸研究修訂的結果，即當時僅屬構思階段的"Y"號幹線計劃，將用作應付預期將會相當繁忙的新界南北交通，以及紓緩RR及TT交通調查線之間在2007至2011年期間較後時間的交通流量(有關該等交通調查線的所在位置，請參閱附件E第7頁)(**附件F**)。

三號幹線(郊野公園段)有限公司 指出政府曾作出的承諾	三號幹線(郊野公園段) 有限公司提出的意見	政府當局的回應
• 如發展規劃出現改變，以致排除大嶼山的港口發展計劃，便須對十號幹線的功能作出檢討(《第三次整體運輸研究 —— 技術報告》第11.3.19段)(**附件G**)。	• 鑒於在大嶼山增設貨櫃港設施一事存在不明朗的情況，當局有必要檢討十號幹線計劃的實施時間表。	• 在1999年完成的第三次整體運輸研究，確定了興建十號幹線的需要及該幹線的定線。最新的交通流量預測亦顯示，經考慮所有相關的最新因素，包括西鐵通車及有關港口設施的最新基建發展後，南段必須在2007至2008年建成，而北段則須在2010至2011年落成。當局主要是因應地區上的要求及不斷轉變的經濟情況，而計劃提前在2007年建成十號幹線北段。 • 運輸基礎設施的規劃需時甚久，政府如在三號幹線的行車量達到飽和時才開始就十號幹線進行規劃，是不負責任的做法。如不興建十號幹線，屯門公路及三號幹線在2011年時的最高行車量／容車量比率將分別為1.31及1.15。

三號幹線(郊野公園段)有限公司 指出政府曾作出的承諾	三號幹線(郊野公園段) 有限公司提出的意見	政府當局的回應
• 政府作出的交通流量預測並不準確。	• 根據計劃大綱第8段，"預料使用大欖隧道的車輛中，約有80%為貨車"(**附件H**)。實際情況是，在2001年使用該條隧道的車輛中，只有28%是貨車。此情況進一步證明，在預測狀況一日未實現之前，當局必須避免根據交通流量預測作出牽涉鉅額投資的決定。	• 根據政府在招標階段作出的交通流量預測，在行車量低的情況下，三號幹線在2001年的平均行車量為40 158架次車輛，此數字與目前逾43 000架次車輛的行車量實非常接近(**附件H**)。 • 現時用以進行未來規劃的一套交通數據，是從第三次整體運輸研究得出。第三次整體運輸研究在評估未來的交通需求時，曾研究低增長、中度增長以至高增長等假設情況，並根據不同的假設增長情況提出多項可能需要興建的基礎設施。 • 藉着每年進行主要公路計劃檢討，政府當局能夠衡量各種情況的最新變化和各方面的增長預測，因而可對日後的交通需求及有關的新基礎設施需求作出最新的預測。

立法會秘書處
2002年1月29日

**發展三號幹線郊野公園段 ——
邀請表示興趣書 —— 計劃大綱，1993 年 3 月**

5.2 鑑於元朗引道有甚大部分建於軟地上的填土堤，高度由 1 米至 13 米不等，因此須考慮不同的建築方法，以確保路面穩固。這項工程須從合適的採泥區運來 200 萬立方米的填料。

5.3 這條路位於錦田河泛濫平原的邊緣，屬第二階段初步設計一部分的排水影響評估將會評估這條路對周圍的排水系統和日後改善河道工程的影響。

5.4 預料這項工程對於泛濫平原在外觀上的影響不大，但馬鞍崗挖土／填土區則須重新植樹。雖然當局認爲元朗引道對空氣質素和噪音水平的影響可以克服，但在進行第二階段初步設計時會確定上述影響的程度和所需的補救措施，作爲就整項計劃而進行的全面環境影響評估的一部分。

5.5 這條路的路線將保持在接近錦田谷山邊的範圍，以減少侵入或分隔開現有的社區。此外，爲避開墓地，這條路大部分會建在於泛濫平原上，而不會越過山唄及山脊。

6. 收費設施

6.1 該計劃的設計已分別在元朗引道範圍內和青衣西北交匯處範圍內預留地方設置繳費廣場，前者是供行絕大欖隧道的車輛使用，後者則供長青隧道與汀九橋之間的一段三號幹線的北行及南行車輛使用。當局並未另外預留地方向行絕汀九橋與青衣至大嶼山幹線之間一段路的車輛收費。其中一種做法是由青衣至大嶼山幹線的營辦者收取通行費，然後把該項收費的一部分付給郊野公園段的營辦者，以反映使用汀九橋的交通流量。政府現請私營機構就此提出建議。

6.2 政府會興建青衣西北交匯處的繳費廣場的行政及有關大樓，作爲青衣至大嶼山幹線工程的一部分，並就青衣西北交匯處約三分之二的土地進行地盤平整工程。獲得郊野公園段專營權的機構須完成青衣西北交匯處餘下三分之一的地盤平整工程，並興建、營辦及保養該繳費廣場。

6.3 政府希望在批出專營權的整個期間能夠將收費維持在一個低和穩定的水平，同時確保私營機構獲得合理但不會過高的利潤。調整收費的方程式可以與某些預定條件掛鈎，政府會考慮基於這種方程式的建議。

7. 交通管制及監察

7.1 汀九橋（包括汀九交匯處）的交通管制及監察系統預料會納入包括了青衣至大嶼山幹線及三號幹線青衣及葵涌段管制區的系統內。汀九橋交通管制及監察工作的執行和運作，將交由青衣至大嶼山幹線的營辦者負責，但郊野公園段的營辦者須支付安裝有關設備及運作成本的一部分。

7.2 大欖隧道及元朗引道的交通管制及監察系統將與青衣至大嶼山幹線的系統分開，並會由設於元朗引道繳費廣場的行政大樓控制。營辦機構須全面負責建造及運作這個交通管制及監察系統。

8. 交通流量預測

8.1 以「第二次整體運輸研究」所發展的運輸預測模式計算，每日通過大欖隧道的交通流量預計如下：—

大欖隧道
平均交通流量（車輛／日）

年份	高水平的車輛總數	低水平的車輛總數
1999	49,277	32,837
2001	57,551	40,158
2006	81,550	63,490
2011	98,325	92,945
2021	144,026	128,597

預料使用大欖隧道的車輛中，約有 80%爲貨車。

1.1.4 A plan showing the alignment of Route 3 - Country Park Section is at Annex 1.

1.1.5 The Hong Kong Government will construct the Ting Kau Bridge under its Public Works Programme. It is envisaged that tenders for the bridge will be invited in early 1994, with a view to commencing construction in September 1994 for completion in mid 1997.

1.2 PURPOSE OF THE BRIEF

1.2.1 In accordance with Government's policy to optimise private sector participation in the construction and operation of road infrastructure which is capable of providing a reasonable but not excessive return on investment. Government invites Tenders from the private sector for the Franchise, which will comprise the Execution of the Works and the operation and maintenance of Route 3 - Country Park Section (Tai Lam Tunnel and Yuen Long Approach Road). Tenders should be submitted on the basis of the Brief.

1.2.2 The purpose of the Brief is threefold:-

(i) to explain Government's general requirements in respect of the Project and the Franchise and to provide certain information which may be relevant to the Project and the Franchise;

(ii) to provide guidance in the preparation of Tenders and explain the criteria and procedure based on which Tenders will be assessed; and

(iii) to set out in detail Government's design and construction requirements in respect of the Project and Government's operation, maintenance and other requirements in connection with the Franchise.

1.3 THE FRANCHISE

Government envisages granting a franchise to design, construct, commission, maintain and operate Route 3 - Country Park Section (Tai Lam Tunnel and Yuen Long Approach Road). The Franchise will include the right to collect tolls from vehicles using Route 3 - Country Park Section (Tai Lam Tunnel and Yuen Long Approach Road) over the Operating Period.

1.4 PROJECT SCOPE

1.4.1 The scope of the Project includes Route 3 - Country Park Section (Tai Lam Tunnel and Yuen Long Approach Road) which the Franchisee shall design, construct, operate and maintain. Also included in the scope of the Project will be:-

SCHEDULE 2

FRAMEWORK FOR A TOLL ADJUSTMENT MECHANISM

The purpose of this Schedule is to outline a framework for a toll adjustment mechanism.

The rationale for the toll adjustment mechanism is to maintain a low and stable toll regime while allowing a degree of certainty for the Franchisee over future toll increases.

The mechanism does not guarantee the Franchisee a level of revenue or a level of return. It is rather a mechanism by which the Franchisee has the option to implement toll increases which would, if other assumptions are met, achieve a level of revenue/return whithin specified parameters.

Basic Principles

(1) Upon award of the Franchise, Government and the Franchisee agree upon a maximum and minimum level of Estimated Net Revenue figures for each year (respectively **"the Maximum Estimated Net Revenue"** and **"the Minimum Estimated Net Revenue"**), and a defined number of Anticipated Toll Increases (**"ATIs"**) during the Operating Period which fall on a number of specified dates (the "Specified Dates").

(2) Estimated Net Revenue figures are calculated as estimated revenue less estimated interest and estimated operating costs.

(3) The Estimated Net Revenue figures are calculated on the basis that a number of ATIs are required at periodic intervals during the Operating Period.

(4) Government and the Franchisee also agree on the amount of each ATI on the Specified Dates in money of the day terms.

Overview of how the Mechanism works

At the end of each operating year, the Franchisee submits to Government an audited statement of its Actual Net Revenue for that year. Actual Net Revenue is defined as actual revenue less actual interest and actual operating costs.

第二次整體運輸研究修訂的最後報告

Updating of Second Comprehensive Transport Study July 1993

Period 3 - Strengthening (2007-2011)

The initial capacity of Route 3 will be filled. Relief will be needed because of anticipated further development in the New Territories and in cross-border traffic. This will be provided by the addition of Route 3 (CRA4), the extension to the south of Hong Kong Island by Route 7, and a further connection with Lantau by Green Island Link. A new north-south highway, Route Y, is needed to strengthen the main demand corridor.

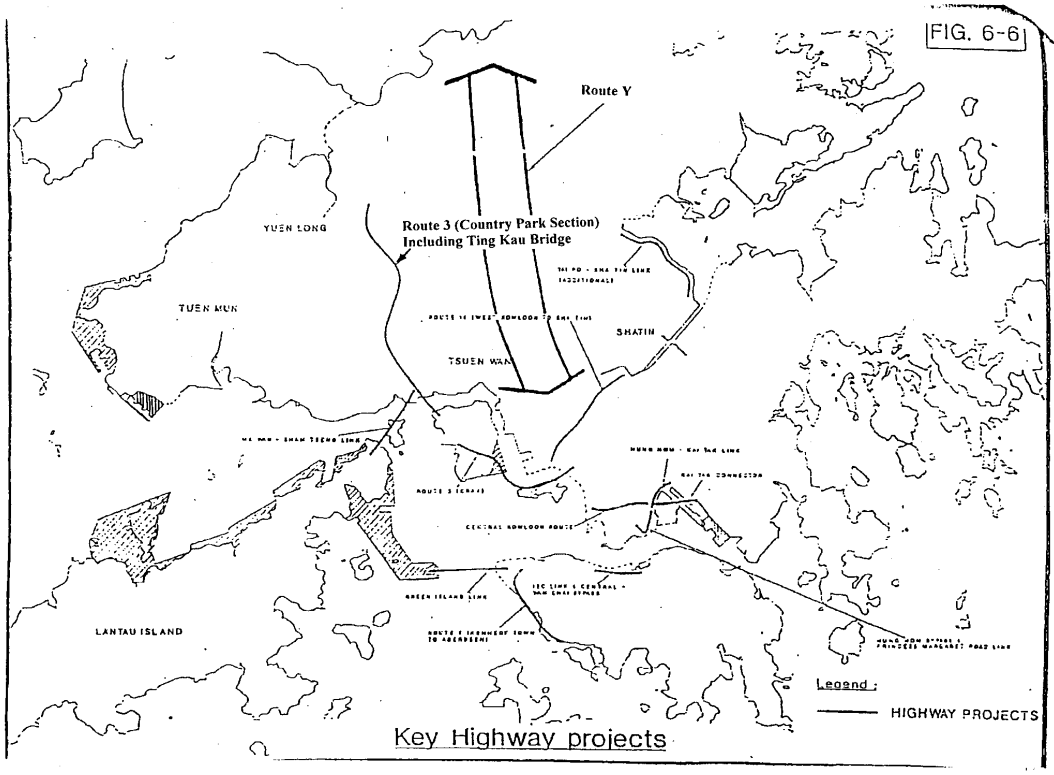
The programme for these three periods is summarised in greater detail in the following sections, and illustrated in Figure 6.6.

Period 1 - 1998 to 2001

6.8.4 This period follows on from the opening of Hong Kong's new airport at Chek Lap Kok and the concurrent transport infrastructure programme, notably Route 3 from Hong Kong Island to Tsing Yi, the Lantau Fixed Crossing, the North Lantau Expressway, and the Airport Railway. The construction of these projects will have pre-empted many of the original CTS-2 recommendations, which are therefore subject to re-examination in this Study. In fact, it was found that many of those recommendations are still valid, despite the westward movement of the Territory's development.

6.8.5 The conclusions of this Update are presented in Table 6.11, and it can be seen that the major part of the funds for the period are recommended for the Country Park Section of Route 3, including the Ting Kau Bridge. This project is vital to provide the strategic link required between Hong Kong, its port and airport, and China. The economic single year rate of return (SYRR) is excellent and the highway frees many road sections that

FIG. 6-6



Key Highway projects

5.3 Method of Evaluation

5.3.1 22 candidate highway projects were evaluated. These projects could be divided into three main categories :-

(a) Additions to the strategic road system,
(b) Access roads to major development areas, and
(c) Improvements to existing highways.

5.3.2 The candidate highway projects were evaluated from the viewpoint of traffic operations and economic performance. Screenline traffic volumes were used to indicate how well each project performed in providing relief to the congestion on roads across screenlines. The degree of use of each project was also taken into account. By comparing the economic benefits of the project to the community with the project cost, an overall picture of the relative values of the candidate projects could be seen. A single year rate of return thus obtained formed a measure by which projects could be ranked in order to establish priority.

5.4 Recommended Highway Projects

5.4.1 The recommended highway development strategy is as follows :-

(a) 1998-2001
- Route 3 (Country Park) and Ting Kau Bridge
- Hung Hom Bypass and Princess Margaret Road Link
- Route 16 between Shatin and West Kowloon

(b) 2002-2006
- Ma Wan - Sham Tseng Link
- Central and Wanchai Bypass plus Island Eastern Corridor Link between Wanchai and Causeway Bay

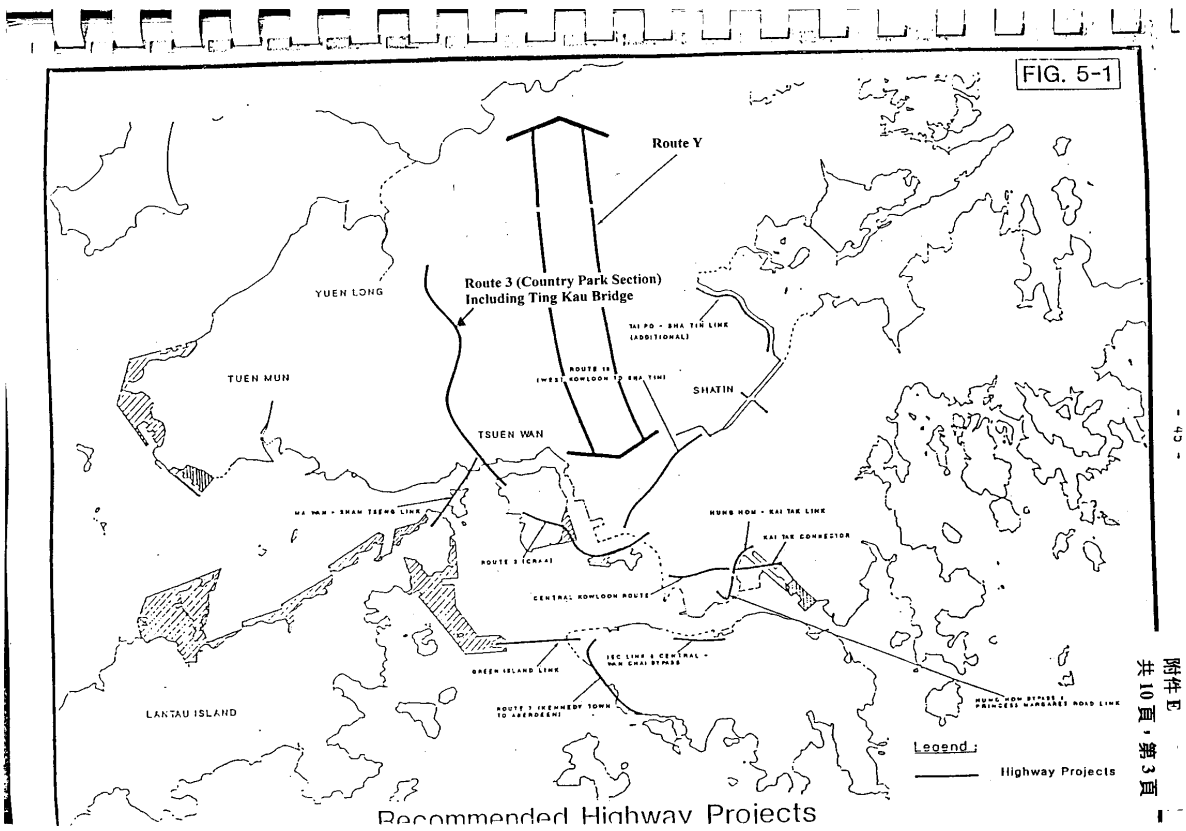
- Central Kowloon Route plus Kai Tak Connector between Kai Tak and Kwun Tong
- Hung Hom - Kai Tak Link (North-South Highway)
- Tai Po - Sha Tin Link (Additional)

(c) 2007-2011
- Green Island Link
- Route 3 (CRA4) (Stone Cutters - Tsing Yi Section)
- Route 7 from Kennedy Town to Aberdeen
- Route Y (North-South Route in the New Territories)

These projects shown in Figure 5.1 are recommended to be in place within the respective periods mentioned above.

5.4.2 The capital costs of the recommended projects, their road cross-sections, as well as their economic single year rate of return and the traffic conditions at the concerned screenlines for each of three years of evaluation i.e. 2001, 2006 and 2011 are given in Tables 5.1, 5.2 and 5.3 respectively. The locations of the screenlines are also shown in Figure 5.2. The outcome of the evaluation of these projects are further summarized in the following paragraphs.

5.4.3 Route 3 (Country Park) and Ting Kau Bridge - this section of Route 3 fulfils two main functions : to complete an outer bypass for Tsuen Wan, and to give good access to the Northwest New Territories and through to China. It would provide relief to the Tuen Mun Road/Castle Peak Road and Tolo Highway/Tai Po Road corridors across screenline RR. Although it would not bring the Lion Rock section of the Kowloon External screenline below its capacity during peak hours in 2001, it would help to reduce the level of congestion.



Recommended Highway Projects

- 45 -

附件E
共10頁，第3頁

Table 5.1 2001 EVALUATION

Highway Projects	Cross Section	Financial Cost(91$) ($billion)	Economic SYRR (%)	Traffic conditions at Screenlines (V/C Ratio)
Route 3 CPS	D3	10.3	39	RR 1.3 to 0.9, Kln Ext (Lion Rock) 1.3 to 1.2
Hung Hom Bypass & Princess Margaret Road Link	D2	0.9	98	CC(Waterloo) 1.2 to 1.1, Access to Tsim Sha Tsui
Route 16	D2	2.7	47	Kln Ext (Lion Rock) 1.2 to 0.9
Total Cost		13.9		
Budget		13.0		

For locations of screenlines please see Fig 5.2

Table 5.2 2006 EVALUATION

Highway Projects	Cross Section	Financial Cost(91$) ($billion)	Economic SYRR (%)	Traffic conditions at Screenlines (V/C Ratio)
Ma Wan Link	D2	7.0	54	Lantau Ext 1.4 to 0.8
Central & Wanchai Bypass + IEC Link	D3 D3	6.5	24	GG 1.3 to 0.8
Central Kln Route + Kai Tak Connector	D2 D3	7.4	21	AA(Boundary) 1.1 to 0.9
Hung Hom - Kai Tak Link (North South Highway)	D3	2.4	39	CC(To Kwa Wan) 1.2 to 1.0, KK 1.1 to 0.8
Tai Po - Shatin Link (Additional)	D2	1.9	29	RR(Shatin) 1.2 to 0.9
Total Cost		25.2		
Budget		20.2		

For locations of screenlines please see Fig 5.2

Table 5.3 2011 EVALUATION

Highway Projects	Cross Section	Financial Cost(91$) ($billion)	Economic SYRR (%)	Traffic conditions at Screenlines (V/C Ratio)
Green Island Link	D2	8.3	93	Lantau Ext 1.2 to 0.8
Route 3 (CRA4)	D2	8.4	36	Route 3 (CRA1) 1.4 to 0.7 Kln Ext(Lion Rock) 1.1 to 1.0
Route 7	D3	2.6	18	HK Ext (II Valley) 1.2 to 0.9
Route Y (NT N/S Route)	not fixed	[6.0]		RR 1.2 to < 1.0 TT 1.2 to < 1.0
Total Cost		25.3		
Budget		25.5		

For locations of screenlines please see Fig 5.2

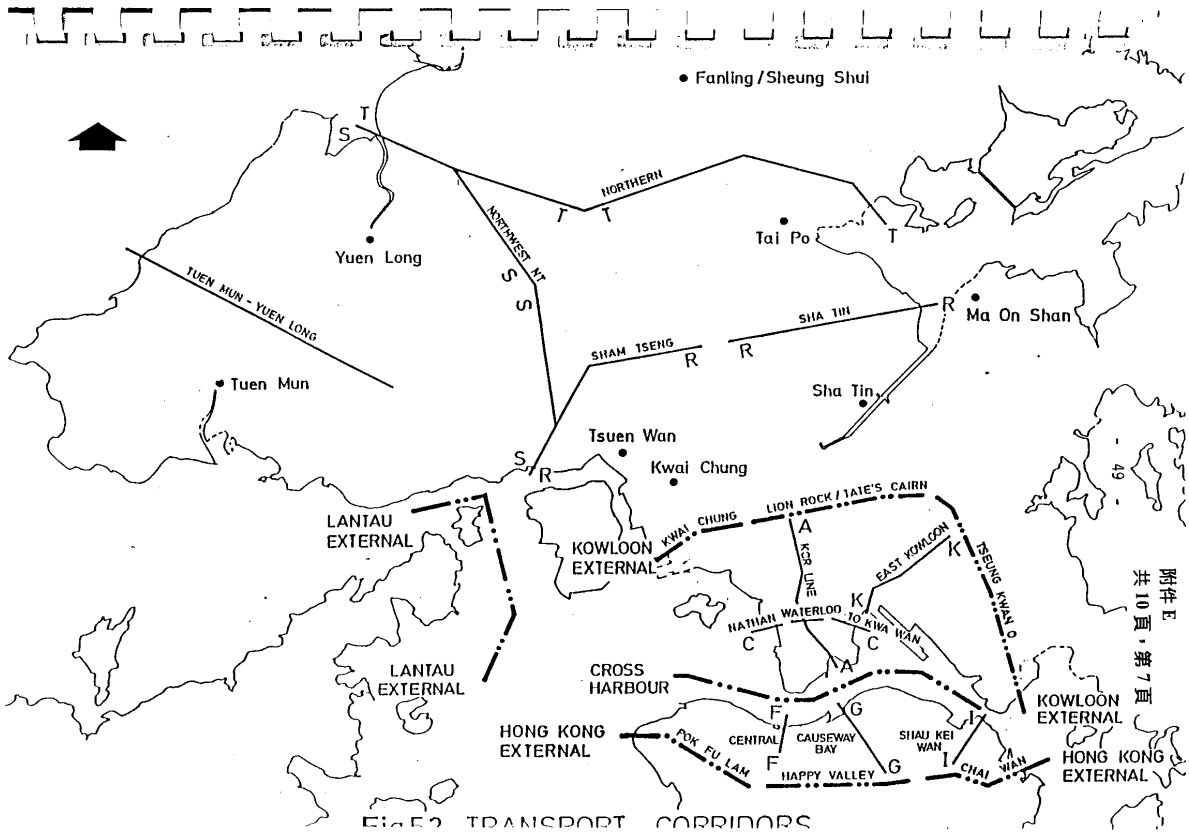


Fig.E2 TRANSPORT CORRIDORS

5.4.4 Hung Hom Bypass/Princess Margaret Road Link - these elevated road links would allow traffic generated in Tsim Sha Tsui to reach the strategic road system without passing through the bottlenecks of Chatham Road and the Cross Harbour Tunnel approaches. It would also have a beneficial effect on the Waterloo Road section of screenline CC.

5.4.5 Route 16 - this tunnel is planned to connect Route 3 at Lai Chi Kok with Sha Tin. It would bring the Lion Rock section of the Kowloon External screenline within capacity in 2001. Without Route 16 by 2001, this screenline section would experience congestion during peak hours even if Route 3 (Country Park) is in place.

5.4.6 Ma Wan - Sham Tseng Link - this bridge is planned to connect both Route 3 and Route 2 at Sham Tseng to the North Lantau Expressway and thus to the new airport at Chek Lap Kok and the Lantau Port Peninsula. Insofar as relieving the Lantau External screenline in 2006 is concerned, both the Green Island Link (GIL) and the Ma Wan Link (MWL) perform equally well. However, the MWL could be more viable financially because of its lower capital cost. In addition, the provision of the GIL in 2006 was found to have a small affect in relieving the Cross Harbour screenline. There would also be uncertainty about the completion of Green Island Reclamation and Lantau Port Peninsula between 2004 and 2006, which would result in delay to the provision by the GIL by 2006. In contrast, both end connections for the MWL are expected to be in place before 2001. In view of the above, the MWL has been selected as the second crossing to Lantau.

5.4.7 Central and Wanchai Bypass plus Island Eastern Corridor Link - these highways together form a connection between the Island

Eastern Corridor (IEC) and elevated Connaught Road. This route will allow east-west traffic on Hong Kong Island to avoid the current congestion spots at the western end of the IEC and around the entrance to the Cross Harbour Tunnel. Without the Central and Wanchai Reclamation, currently not expected to be in place by 2001, this route cannot be constructed effectively. The effect of completing this project in the period 2002-2006 would be to reduce significantly the congestion on screenline GG at Causeway Bay.

5.4.8 Central Kowloon Route plus Kai Tak Connector - these highways together provide an east-west link from Route 3 on the West Kowloon Reclamation via the Hung Hom-Kai Tak Link and the airport site to Kwun Tong. This route is required for the implementation of the Metroplan strategy in Kowloon. In particular, the Kai Tak Connector must be built at an early stage of the re-development of the Kai Tak airport site. In addition to meeting development needs, the Central Kowloon Route would eliminate congestion on the central part of screenline AA between Boundary Street and Waterloo Road.

5.4.9 Hung Hom - Kai Tak Link - this extends the Hung Hom Bypass to Route 6, thereby allowing traffic from South Kowloon to reach the strategic road systems in East Kowloon and the North-east New Territories. It would serve as the primary access route for the re-development of the Kai Tak airport site, and provide relief to screenline CC at To Kwa Wan and screenline KK between San Po Kong and Ngau Chi Wan.

5.4.10 Tai Po - Sha Tin Link (Additional) - this could be either an improvement to the existing route or a new route between Tai Po and Sha Tin. The project is expected to be required by 2006 to alleviate the congestion on Tolo Highway. Such a capacity increase would allow full use to be made of the Lion Rock Tunnel, Tate's Cairn Tunnel and the proposed Route 16.

5.4.11 Green Island Link - this immersed tube tunnel runs from Route 7 on the proposed Green Island Reclamation to join the spine road on the proposed Lantau Port Peninsula. With the continuing growth in port and airport related traffic, the Green Island Link would be needed by 2011 to provide the third crossing to Lantau.

5.4.12 Route 3 (CRA4) - this road is planned for the period of 2007-2011 to provide relief to the CRA1 alignment of Route 3 between Sham Shui Po and Tsing Yi, particularly the section along Kwai Chung Road near Lai Chi Kok. CRA4 would link the urban area only to the Lantau Fixed Crossing and not to the Ting Kau Bridge and would therefore carry mostly airport related traffic.

5.4.13 Route 7 (Kennedy Town - Aberdeen) - this route will provide an alternative to the Aberdeen Tunnel for access to the south side of Hong Kong Island, and will connect with the Green Island Link. Because of the slow pace of development on Southern District, relief to the Hong Kong External screenline at Happy Valley by the provision of Route 7 would only be necessary after 2006. With Route 7 in place, further development in the Pokfulam area could be permitted.

5.4.14 Route Y - this route, currently only at a conceptual stage, is intended to cater for the anticipated heavy north-south movements in the New Territories and to relieve screenlines RR and TT towards the end of the period of 2007-2011.

7.10 LANTAU PORT PENINSULA DEVELOPMENT

7.10.1 The Lantau Port Peninsula is to be developed to provide Hong Kong with substantial additional port expansion. The most recent forecasts indicate a 2011 need for 5,440 m of quay for container terminals.

7.10.2 Initially, the Lantau Fixed Crossing will provide the only route for traffic to move between the port and the mainland. The shared use of this link with, in particular, Chek Lap Kok airport-generated traffic, constitutes a potential constraint which is expected to be removed through the construction of additional fixed links serving road and/or rail traffic. The Sham Tseng Link, when completed, will provide an alternative route for the Lantau Port Peninsula Development traffic to the North West New Territories.

7.11 WHITE PAPER ON TRANSPORT POLICY

Government's transport policies are stated in the White Paper on Transport Policy in Hong Kong published in January 1990, a copy of which is shown at **Annex 16.** Details of Government's plans on the provision and improvement of the transport infrastructure to meet the long term travel demand in Hong Kong are given in the White Paper. In particular, Tenderers should note that it is Government's declared objective to provide high capacity strategic links to support the new airport and port facilities.

7.12 COMPREHENSIVE TRANSPORT STUDY II UPDATE

This study was carried out to review the recommendations of the Second Comprehensive Transport Study and all major post Second Comprehensive Transport Study studies on the new transport infrastructure proposals, taking into account the port and airport developments and other developments proposed by various strategic planning studies. This update study produced a new transport infrastructure development programme up to 2011. It also assessed the suitable level of restraint required on the private vehicle fleet and goods vehicle trips, apart from investigating the tolling strategy for road crossings and tunnels. A copy of the Study Update is shown at **Annex 17.**

7.13 TIMING OF STRATEGIC TRANSPORT LINKS

7.13.1 In accordance with the results of the Comprehensive Transport Study II Update and Railway Development Study, the programmes for commencement/completion of major improvements to strategic transport links are appended below for information only. For obvious reasons, the programmes are only indicative and the Government does not guarantee any of the timings in any manner.

could function satisfactorily without this project in 2006. Additionally, CTS-3 assumed that the Lingdingyang Bridge would not be open in 2006 eliminating the need for the project to meet development (cross boundary) objectives. The low volumes (and related poor economic performance) forecast for the Tuen Mun Port Expressway and Southern Bypass also suggested that it be deferred for further consideration in the 2011 tests.

Table 11.5
2006 Project Combined Evaluation

Project	Economic	Financial	Environment	Public Acceptance	Development	Total Score
Widen Yuen Long Highway to Dual 3-Lane	60	0	7	8	5	80
Trunk Road T2	60	0	10	3	5	79
Central Kowloon Route	40	0	10	8	6	64
Route 10 Package & Deep Bay Link	20	0	9	5	10	44
Route 7	20	0	7	5	8	40
Western Coast Road & Cross Bay Link	20	0	7	3	7	37
Tuen Mun Southern Bypass & Port Expressway	0	0	5	7	9	21
Sha Tin Northern Bypass	0	0	7	8	4	19

11.3.18 Widening of Yuen Long Highway will add much needed capacity between Tuen Mun and Yuen Long. The Central Kowloon Route, Trunk Road T2. Western Coast Road and Cross Bay Link provide a needed east-west high capacity link across the Kowloon Peninsula CTS-3 demand estimates suggest that a dual 3-lane cross section may be sufficient, but tight, for the Western Coast Road through the 2016 design period (as opposed to the dual 3/4-lane configuration presently being considered). However, a dual 3/4-lane would allow for future growth.

11.3.19 The Route 10 Package and Deep Bay Link provide high capacity links to new boundary crossings and improve access to planned Port Facilities on Lantau Island. If development plans change to exclude port development on Lantau Island then the function for Route 10 should be reviewed Route 7 will eliminate the severe congestion that exists in the Pokfulam Road corridor.

11.3.20 The Sha Tin Northern Bypass is recommended to provide a diversion route around Sha Tin (for through traffic) and as a logical extension of Route 9. Demand estimates suggest that without this project severe levels of congestion on parallel (to the proposed Sha Tin Northern Bypass) routes may occur within Sha Tin. It should be noted that the Eastern Highway is not recommended for implementation until 2011 (and therefore is not included in the 2006 networks). When the Eastern Highway is included in the transport system it also provides relief to existing roads through Sha Tin. Should the Eastern Highway be implemented earlier than 2011 then the need for the Sha Tin Northern Bypass would be reduced.

發展三號幹線郊野公園段 ——
邀請表示興趣書 —— 計劃大綱，1993 年 3 月

6.3 政府希望在批出專營權的整個期間能夠將收費維持在一個低和穩定的水平，同時確保私營機構獲得合理但不會過高的利潤。調整收費的方程式可以與某些預定條件掛鈎，政府會考慮基於這種方程式的建議。

7. 交通管制及監察

7.1 汀九橋（包括汀九交匯處）的交通管制及監察系統預料會納入包括了青衣至大嶼山幹線及三號幹線青衣及葵涌段管制區的系統內。汀九橋交通管制及監察工作的執行和運作，將交由青衣至大嶼山幹線的營辦者負責，但郊野公園段的營辦者須支付安裝有關設備及運作成本的一部分。

7.2 大欖隧道及元朗引道的交通管制及監察系統將與青衣至大嶼山幹線的系統分開，並會由設於元朗引道繳費廣場的行政大樓控制。營辦機構須全面負責建造及運作這個交通管制及監察系統。

8.交通流量預測

8.1 以「第二次整體運輸研究」所發展的運輸預測模式計算，每日通過六欖隧道的交通流量預計如下：—

大欖隧道
平均交通流量（車輛／日）

年份	高水平的車輛總數	低水平的車輛總數
1999	49,277	32,837
2001	57,551	40,158
2006	81,550	63,490
2011	98,325	92,945
2021	144,026	128,597

預料使用大欖隧道的車輛中，約有 80%爲貨車。

上述預算數字是根據政府各項假設計算出來，包括有關土地使用、機場及港口發展、出入邊境交通預測、經濟增長預測、日後的運輸基建發展、各條隧道／道路的收費情況及交通管制措施等假設。這些列入考慮的假設如有改變，便會影響上述交通流量的預測。

政府不會就將來使用該計劃的交通流量作出保證及描述。

9. 發展條件

9.1 政府打算以建造、營辦及移交的方式，批出專營權予私營機構參與該計劃的融資、設計、興建及營辦，爲期約 30 年，即私營機構屆時須將該計劃的所有權無償地移交政府。專營權包括在專營期內就該計劃收取費用的權利。政府會考慮以注入資金或興建該計劃一部分的方式參與該計劃，同時也可能考慮將土地或物業發展納入爲該計劃一部分的建議。

9.2 在第 9.1 段的規限下，專營機構須負責三號幹線整個郊野公園段的設計、興建及營運，該專營機構須進行的工程如下：－

9.2.1 青衣西北交匯處的興建，包括完成餘下三分之一的地盤平整工程；興建青衣西北繳費廣場；

9.2.2 設有雙程三線分隔車道的汀九橋，連該橋的檔風板和有關的防波堤、石礫和填海工程；

9.2.3 汀九交匯處連同通往屯門公路的接駁道路；

9.2.4 大欖隧道 — 隧道設有雙程三線分隔車道以及通風入口和大樓，隧道日後可加建一條雙線行車的隧道。隧道的北面及南面入口均須遷移集水道；

9.2.5 以雙程三線分隔車道爲幹道的元朗引道，及該引道與錦田公路和新界環迴公路連接的交匯處，另在錦田公路的交匯處興建一條雙程兩線的支線(YL36)通往元朗南繞道；另須興建支路連接元朗南繞道交匯處以及任何有關的更改工程；