

NOTE FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

Supplementary Information on 759TH – Shenzhen Western Corridor 736TH – Deep Bay Link

INTRODUCTION

In considering PWSC (2001-02)96 on **759TH** – Shenzhen Western Corridor and **736TH** – Deep Bay Link at the Public Works Subcommittee meeting held on 30 January 2002, Members requested elaboration on plans for the proposed easterly link road from Deep Bay Link (DBL) to the Yuen Long Highway.

THE ADMINISTRATION'S RESPONSE

2. The proposed easterly link road from DBL to the Yuen Long Highway serves to facilitate traffic heading east. Such a link road is proposed in view of the suggestions from some Members and the Yuen Long District Council for a more direct link between DBL and the existing road network to the east. We have agreed to include this link road in the scope of detailed design of DBL.

3. So far, there are three proposals (as shown at the **Annex**) on the possible alignment of this link road –

- (a) Tin Shui Wai North – This alternative links the DBL at Ngau Hom Shek and the interchange between Yuen Long Highway and

Route 3. The alignment passes through the north of Tin Shui Wai and Yuen Long Industrial Estate. It will provide a direct link from DBL to Route 3 by-passing Yuen Long Highway and an additional link to Route 3 from Tin Shui Wai. It does not affect the proposed Hung Shui Kiu New Development Area. However, it may affect the Deep Bay coast and there may be environmental concerns owing to the proximity of the route to wetlands at Tin Shui Wai, Mai Po and Kam Tin.

- (b) Tin Shui Wai West – This alternative links the DBL at Ngau Hom Shek and Yuen Long Highway at Tin Shui Wai West Interchange. The alignment follows existing Tin Shui Wai local roads including Tin Wah Road, Tin Ying Road and Hung Tin Road although widening may be required. It will provide an additional link from DBL to Yuen Long Highway east of Lam Tei and does not affect the proposed Hung Shui Kiu New Development Area. However, the widening of existing roads and interchange may have adverse effect on local road network, land and environment. The alignment may also affect the Deep Bay coast.
- (c) Hung Shui Kiu – This alternative also links the DBL at Ngau Hom Shek and Yuen Long Highway at Tin Shui Wai West Interchange. The alignment however follows proposed distributor roads in the Hung Shui Kiu New Development Area under planning. It will provide an additional link from DBL to Yuen Long Highway east of Lam Tei. It will however adversely affect the “green town” concept of the proposed Hung Shui Kiu New Development Area.

4. We will further examine the above as well as other alignment options in the detailed design of DBL with a view to identifying a feasible alignment, taking into account the impacts on traffic, environment, drainage, planning and programme.

5. The detailed design of DBL and the investigation and planning of the easterly link road would progress in tandem. The estimated cost for the investigation and planning for the easterly link road is \$5 million and that for the detailed design is \$21.9 million. We will report to the Transport Panel and the Public Works Subcommittee on the preferred alignment option(s) for the easterly link road before the detailed design commences.

Transport Bureau
March 2002

