

Date: October 23, 2001  
Our Ref: 011023\_TP\_SZWC1  
Your Ref:  
To: Mr Andy Lau, Secretary, Transport Panel, LegCo  
By Email: alau@legco.gov.hk  
From: Ng Kwai-wah, Action Group Against Siu Lam Works (Route 10)  
Re: **Alignment of Shenzhen Western Corridor and Route 10**

Dear Mr Lau,

I am writing on behalf of the Action Group Against Siu Lam Works (Route 10) which represents the interests of citizens living in the neighbourhood of Siu Lam. We understand there will be a session in the Transport Panel on Friday to discuss the project of Shenzhen Western Corridor. It is unfortunate that due to the time constraint, it was not possible to arrange for us to be heard at this forthcoming meeting, but we hope that this letter will be circulated to the Panel members to take our voice to our legislature. We further request that citizens of Northwestern New Territories, including our Action Group, be included in future discussions of this nature.

Members of the Panel may recall that we have previously raised our grave concerns over the proposed alignment of the Southern Section of Route 10, which with the inclusion of So Kwun Wat and Siu Lam Link Roads, will bring traffic of about 2500 pcus per hour to the already congested Tuen Mun Road. Hundreds of citizens have also met with the project proponent, the Highways Department, to discuss this issue which is critical to the everyday lives of half a million population in Northwestern New Territories.

Route 10 was designed to direct traffic from Mainland China to the new container port, originally planned to be built in Lantau. However, the Government has already told the public that they are currently seeking a better location for the container port, which is highly unlikely to be next to Disneyland. We have in several occasions and through correspondences asked the

Transport Bureau and the Highways Department how the alignment of Route 10 could be determined when the location of the container port is yet to be decided. Our query was also echoed by all the LegCo members present at another Transport Panel meeting held on April 27, 2001.

Mr Nicholas Ng pointed out at that meeting that the Southern Section of Route 10 would now serve another purpose: To provide a second link to the airport in Lantau. Although he did not state that explicitly, but from the context of the discussion on that day, it was obvious that he was referring to passenger traffic.

Under the current design of the Shenzhen Western Corridor and Deep Bay Link, which will be connected to Route 10, the traffic from Mainland China, mostly goods vehicles, will go directly from across the border to Disneyland.

If the goods vehicles do not wish to go to Disneyland, they have the alternative of leaving Route 10 at Siu Lam Link Road and join the traffic queue on Tuen Mun Road to Kwai Chung container facilities.

In your opinion, which of the above two scenarios better reflect the future traffic demand and flow? It seems that Mr Ng has been delivering confusing messages to LegCo members and the public about providing a second link to the airport for passenger traffic, and a rational routing for goods vehicles to ports facilities.

The Shenzhen Western Corridor and Route 10 will cost Hong Kong people billions of dollars. We sincerely urge the Panel to advise Government to develop a comprehensive plan before taking hasty moves to build infrastructure that do not serve their objectives. We request that under this comprehensive plan the following issues are examined and addressed:

1. The location of the container port has to be determined before a rational alignment for Route 10 could be developed.
2. The present traffic conditions of Tuen Mun Road has been and remain unsatisfactory, and any additional traffic or obstruction due to construction works will have disastrous impact on this essential link for Northwestern New Territories. We therefore urge LegCo members to give priority to the widening of the entire Tuen Mun Road which is currently under study.

3. We recognise the importance of establishing additional cross-border links, so as a temporary measure, we propose that Government consider a connecting road from Deep Bay Link to Yuen Long Highway and Route 3 which is currently under capacity. The alignment of this temporary road should have a more northerly alignment because the present alignment of the Deep Bay Link will discharge traffic onto the already saturated Tuen Mun Road especially when Route 3 is tolled. The implementation of this temporary road scheme will help Government meet the urgent requirements following the 2005 opening of the Shenzhen Western Corridor. During this time, Government can review the overall planning of highways, railways, port and logistics facilities, and revised residential and commercial developments in Lantau and Northwestern New Territories, before they proceed with building infrastructure that truly meets our future needs. If Government hastily adopt this Deep Bay Link proposal, there will be pressure to continue the highway by constructing Route 10, a road leading to nowhere but again to Tuen Mun Road.
4. We understand that a programme is already underway to widen Yuen Long Highway to dual 3 capacity. We strongly urge that this project be completed in time for the opening of the Shenzhen Western Corridor.
5. Government have promised that under the proposed road scheme, good vehicles from Shekou will take Deep Bay Link to Yuen Long Highway and pay HK\$80 for Route 3, instead of Tuen Mun Road. Could you ask Government on our behalf what measures they intend to adopt to encourage traffic to take a more meandering and costly route when in reality, they today prefer to take the congested Tuen Mun Road to avoid toll payment?

As Route 10 is a continuation of Deep Bay Link & Shenzhen Western Corridor, we would like to be involved in the consultation of the latter. We would appreciate if we would have a chance to present our case to the Panel in its next meeting discussing the topic. For Friday's discussion, we count on our representatives at LegCo to speak for us. Thank you.