

## **Letterhead of Route 3 (CPS) Company Limited**

CB(1)792/01-02(03)

11<sup>th</sup> Jan. 2002

### **Response to Government Paper on Route 10 CB(1) 729/01-02(01)**

#### **Paragraph 2**

Ting Kau Bridge traffic volumes are currently about 25% higher than Route 3 in peak hours. Funneling an even greater share of New Territories traffic to this Bridge via the Route 10 alignment will further exacerbate traffic congestion on this Bridge and is inconsistent with sound overall transport planning practice.

Similar problems are likely at the North West Tsing Yi Interchange where traffic from Route 2, Route 3 and Route 10 will interact with the Lantau Link (Route 9) which is forecast to be saturated by 2011.

#### **Paragraph 3**

CTS-2 recommended additional north-south link (Route Y) when Route 3 became congested. CTS-3 recommended that "If development plans change to exclude port development on Lantau Island then the function for Route 10 should be reviewed."

#### **Paragraph 4**

Our projections show that Route 3's V/C ratio will only be 0.9 by 2011 even in the peak hour.

#### **Paragraph 5**

A 20% return on investment means annual benefits of \$4.4B from travel time and expenses saving. This statement should be substantiated.

#### **Paragraph 6**

Without a decision on the toll level, it is impossible to evaluate the impacts of Route 10 on other highways and to determine its benefits.

#### **Paragraph 13**

Government's previous traffic projections for Route 3 proved to be significantly over-optimistic. Input assumptions on population and economic growth continue to be optimistic. How reliable can the current traffic forecast be?

Although there are no decisions on toll levels, it is apparent Government intends Route 10 to be tolled. This completely ignores the demands of local residents expressed through their District Councils.

#### **Paragraph 14**

The low range forecast indicated that 80% of Route 3 traffic would be goods vehicles whereas in reality only 28% of such traffic are goods vehicles. This further demonstrates the need to avoid making expensive decisions on the basis of traffic forecasts until it becomes clear that the forecast conditions are likely to be realized.

#### **Paragraph 15**

Average traffic growth on Route 3 has been 13% per year since opening, not 20% as claimed in the Government paper. After fairly rapid growth shortly after opening, growth has declined and over the past year growth has been negative (-3%).