



## Route 3 (CPS) Company Limited

**LegCo Panel on Transport meeting on 23 January 2002  
Shenzhen Western Corridor, Deep Bay Link and Route 10**

### **GOVERNMENT'S FIGURES ARE UNRELIABLE**

	Government's figures	Actual figures							
A	The average traffic growth of R3CPS in the past 3 years is 20% in paragraph 15 of Transport Bureau's Paper to LegCo on 11 January 2002.	<table> <tr> <td>1999</td> <td>+32%*</td> <td rowspan="3">} Average +13% per annum</td> </tr> <tr> <td>2000</td> <td>+14%</td> </tr> <tr> <td>2001</td> <td>-3%</td> </tr> </table>	1999	+32%*	} Average +13% per annum	2000	+14%	2001	-3%
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B	Average peak hourly flow through the Cross Harbour Tunnel is 4,200 private car units (pcu) and the volume/capacity (v/c) ratio is 1.17 in paragraph 17 of Transport Bureau's LegCo Paper "Response to points raised by deputations" on 17 January 2002.	The actual figure is 4,900 private car units. The volume/capacity ratio is 1.36 if a 1,800 pcu per hour per lane basis is used.							
C	80% of traffic of R3CPS (i.e. 32,000) in 2001 will be goods vehicles in the low range traffic forecast in the Invitation for Expressions of Interest in Developing the Country Park Section of Route 3 in March 1993.	In 2001, just 12,000 or 28% are goods vehicles.							

\* higher growth in 1999 because tunnel opened just in May 1998

### **SLOWDOWN IN FUTURE TRAFFIC GROWTH**

Worldwide economic recession, reduced growth of population in northwest New Territories, inaugural of West Rail in 2003/2004, Government's announced rail-based transport policy, slow or no growth in private cars and goods vehicles will all act as damping factors on the future traffic growth. Therefore Government's projection of traffic growth is over-optimistic and its conclusion that Route 10 is needed in 2010/2011 is premature.

### **MAKE BEST USE OF R3CPS SPARE CAPACITY**

Our traffic consultants have conducted studies which show that R3CPS will not be saturated even after 2016. Moreover, goods vehicle traffic is evenly spread throughout the day and does not concentrate on the morning peak hour. The spare capacity at R3CPS will be more than sufficient to cater to the estimated daily 28,000 vehicles crossing the Shenzhen Western Corridor (SWC) in 2006 and well beyond the estimated 46,000 vehicles in 2011. A direct expressway connection between SWC and R3CPS plus appropriate measures encouraging motorists to make use of R3CPS will result in evenly distributed traffic flows amongst the existing trunk routes in northwest New Territories, viz R3CPS and Tuen Mun Road.

### **SAVING HK\$22 BILLION AND IMMEDIATE RELIEF TO TUEN MUN ROAD CONGESTION**

Instead of spending HK\$22 billion on a road that is not needed, Government should in fact consider adopting the appropriate measures mentioned above immediately so as to provide an instant relief to congestion on Tuen Mun Road, which is a common phenomenon during the morning and evening peak hours.