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11 December 2001

Clerk to Panel on Transport Legislative Council 3/F, Citibank Tower Garden Road, Central, Hong Kong

Dear Mr Lau,

## LegCo Panel on Transport Special meeting on 17 December 2001

Thank you for your letter dated 1 December 2001. Our response to the three points mentioned in your paragraph three is as follows –

(a) The target completion date of the Shenzhen Western Corridor (SWC)/Deep Bay Link (DBL) is 2005/2006. Our view is that during the initial period of operation, Route 3 Country Park Section (CPS) and Tuen Mun Road (TMR) will be able to cope with the increase in cross boundary traffic generated by SWC/DBL. This takes into account that traffic would only build up incrementally and some traffic leaving DBL will head east and use Tolo Highway. Even though Route 3 CPS is a tolled road, from experience it can divert traffic away from TMR because it offers a quicker and more direct route to the urban areas and the container port. For example, the daily traffic on TMR dropped by 5% over the past three years, whereas the total daily traffic for Route 3 CPS and TMR for the same period increased by 39%. We expect that in 2006,

the volume/capacity ratios<sup>1</sup> of TMR and Route 3 CPS during peak hours would be 1.2 and 0.9 respectively as compared with 1.1 and 0.6 at the moment. The v/c ratio of Tolo Highway would be 0.9. The situation would still be manageable.

Notwithstanding that, we are planning to complete the construction of the northern section of Route 10 in 2007 and the whole section in 2008 in response to concerns expressed by Members and the District Councils so as to provide a further safeguard against congestion on TMR. Our plan to advance the completion of Route 10 has also taken into account the need to facilitate the development of the logistics industry and tourism and to provide a strategic alternative access to the airport as quickly as possible. We will further refine during the detailed design stage the completion dates of SWC/DBL and Route 10 to ensure better interface and synchronisation between the projects;

- (b) we forecast that in 2010/2011, the peak v/c ratio of TMR would be 1.3 without Route 10 and 1.0 with Route 10. The v/c ratio of Route 10 in 2010/2011 would be 0.5; and
- (c) as regards the tolling strategy for Route 10, this will be considered nearer the time of completion. Factors such as the need for traffic diversion, the toll level of alternative routes, the state of the economy and public affordability will all be considered.

The following officers will attend the meeting –

- (a) Mr Paul Tang, Deputy Secretary for Transport;
- (b) Ms Shirley Lam, Principal Assistant Secretary for Transport;
- (c) Mr Robert Lloyd, Project Manager, Major Works Project

A v/c ratio equals to or less than 1.0 means that the road has sufficient capacity to cope with the volume of vehicle traffic under consideration and the resultant traffic will flow smoothly. A v/c ratio above 1.0 indicates the onset of congestion; above 1.2 indicates more serious congestion with traffic speeds progressively deteriorating with further increases in traffic.

Management Office, Highways Department (MWPMO, HyD);

- (d) Mr Adrian Ng, Deputy Project Manager, MWPMO, HyD;
- (e) Mr Norman Mak, Acting Deputy Project Manager, MWPMO, HyD; and
- (f) Mr Tony So, Chief Engineer, Transport Department.

Yours faithfully,

(Ms Shirley Lam) for Secretary for Transport

c.c.

Director of Highways (attn: Mr Robert Lloyd) Commissioner for Transport (attn: Mr Tony So)

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