

**For Information**

**Legislative Council Panel on Transport**  
**Northwest New Territories Traffic and Infrastructure Review**

Response to Submission and Views from Working Group on  
Route 10 and Deep Bay Link Project under the  
Tuen Mun District Council

This paper sets out our response to the key points raised by the deputation from the Working Group on Route 10 and Deep Bay Link (DBL) Project under the Tuen Mun District Council (the Working Group) in LC Paper No. CB(1)2291/02-03(01) as discussed at the meeting of the Legislative Council Panel on Transport held on 1 August 2003.

**BACKGROUND**

2. The deputation's main concerns are summarized as follows :
  - (a) whether the total capacity provided by the existing roads and committed projects including the Hong Kong – Pearl River West Link (HK-PRWL) in the Northwest New Territories (NWNT) would be capable of catering for the peak period traffic demand generated in the area until well after 2011, hence the effectiveness of the proposed measures in offloading pressure from Tuen Mun Road (TMR), particularly the town centre section to cope with the anticipated increase in traffic;
  - (b) transport infrastructure projects such as Route 10 (Northern Section), Easterly Link Road, Tuen Mun Western Bypass and Tuen Mun – Chek Lap Kok Link should be implemented as early as possible;

- (c) the Administration should pursue more actively measures to achieve traffic diversion from TMR to Route 3, including negotiation with the Route 3 (CPS) Company on toll concessions to attract motorists to use Route 3; and
- (d) traffic flow might be disrupted during the reconstruction and improvement of TMR. Consideration should be given to constructing a tunnel bypass in Tuen Mun Town Centre to relief the existing congestion on TMR.

### **THE ADMINISTRATION'S RESPONSE**

3. The NWNT Traffic and Infrastructure Review (The Review) (see LC Paper No. CB(1)2291/02-03(04) to be discussed) anticipates that with the commissioning of the West Rail later this year and the implementation of Hong Kong-Shenzhen Western Corridor (SWC), DBL, Yuen Long Highway Widening and Castle Peak Road improvements by 2005, the total capacity provided by existing roads and committed projects will be capable of catering for the peak period traffic demand generated in the area (including traffic from the SWC) until well after 2011. It should be noted that the population build-up in the NWNT region is expected to slow down as compared to previous forecast, hence the decrease in anticipated demand on the existing and committed transport network.

4. The Review aims to develop a long-term strategy for the development of highway infrastructure in the NWNT and North Lantau region. The Review is a continuous process, the first step of developing a Highway Network Development Plan has been completed. The implementation timeframe and relative priorities of the various infrastructural packages identified in the Review will be established in the next stage.

5. Transport Department is at present conducting a study on measures to relieve congestion at Tuen Mun Town Centre and a report will be made to Members later. In addition, detailed planning for the reconstruction and improvement of TMR is underway and every effort will be made to minimize

disruption to traffic flow.

## **ADVICE SOUGHT**

6. Members are invited to note the content of this paper.

Environment, Transport and Works Bureau  
September 2003