

For Information

Legislative Council Panel on Transport

Route 10 Southern Section – North Lantau to So Kwun Wat

PURPOSE

This paper informs Members of the latest position of the Route 10 project and sets out our response to key points raised by deputations in their submissions for the special panel meeting on 18 October 2002.

PRESENT POSITION

Route 10 Southern Section

2. We informed Members in June 2002 (a copy of the paper is at **Annex A**) that having regard to the public views expressed and the latest circumstances, we had revised the alignment of the section of Route 10 between North Lantau and So Kwun Wat (the “Southern Section”) gazetted under the Roads (Works, Use and Compensation) Ordinance in July 2000. The revised alignment was subsequently gazetted on 28 June 2002.

3. We are in the process of resolving the 1580 objections against the gazetted scheme of the Route 10 Southern Section received during the objection period. A majority of these objections (1183 objections) were lodged by residents of the Palatial Coast in Siu Lam and villagers at Fuk Hang Tsuen (217 objections). The remaining objections were lodged by residents from various other locations and other parties. The proposed road works and the objections received will be considered by the Chief Executive in Council in due course.

Route 10 Northern Section

4. The Finance Committee of the Legislative Council voted down the funding proposal for the detailed design of the Route 10 between So Kwun Wat and Yuen Long Highway (the “Northern Section”) at its meeting on 8 March 2002. The Government will continue to monitor the traffic situation and keep in view its implementation plan. According to the result of the 2001/02

Strategic Highway Project Review, the Northern Section will not be required until 2010/11.

RESPONSE TO PUBLIC SUBMISSIONS

5. Our comments on the key issues raised by the Action Group Against Route 10 and Deep Bay Link and Route 3 (CPS) Company are at **Annexes B** and **C** respectively.

WAY FORWARD

6. We will continue to resolve the objections to the Route 10 Southern Section within the statutory period with a view to seeking authorization from the Executive Council for the project in due course.

ADVICE SOUGHT

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

Environment, Transport and Works Bureau
October 2002

For information**Legislative Council Panel on Transport****Gazettal of the revised alignment of Route 10 Southern Section****PURPOSE**

This paper informs Members of the Administration's plan to gazette the revised alignment of Route 10 Southern Section on 28 June 2002.

BACKGROUND

2. We informed Members in November 2001 that having regard to the public views and the latest circumstances, we would revise the alignment of the section of Route 10 between North Lantau and So Kwun Wat ("the Southern Section") which was gazetted under the Roads (Works, Use and Compensation) Ordinance in July 2000. A plan showing the alignment gazetted in July 2000 and the revised alignment to be gazetted on 28 June 2002 are at **Annexes A and B** respectively.

THE REVISED ALIGNMENT

3. The revised alignment is recapped as follows :
- (a) an interchange between Tsing Lung Bridge and Tuen Mun Road at Tsing Lung Tau is added;
 - (b) link roads between Tsing Lung Bridge and the North Lantau Highway are added and the section of the North Lantau Highway between the existing toll plaza and Yam O Interchange are to be widened;
 - (c) the section along the coast of North Lantau from Tsing Lung Bridge to Chok Ko Wan Link Road is deleted;
 - (d) Siu Lam Link Road is deleted; and
 - (e) the east arm of the interchange between Tuen Mun Road and the So Kwun Wat Link Road is deleted.

4. As regards the proposed replacement of Siu Lam Link Road by Sham Tseng Tunnel Link Road, which will link Route 10 mainline at Siu Lam to Ting Kau, we will pursue it as a separate public works item with a view to synchronizing the construction programme with that of the Southern Section.

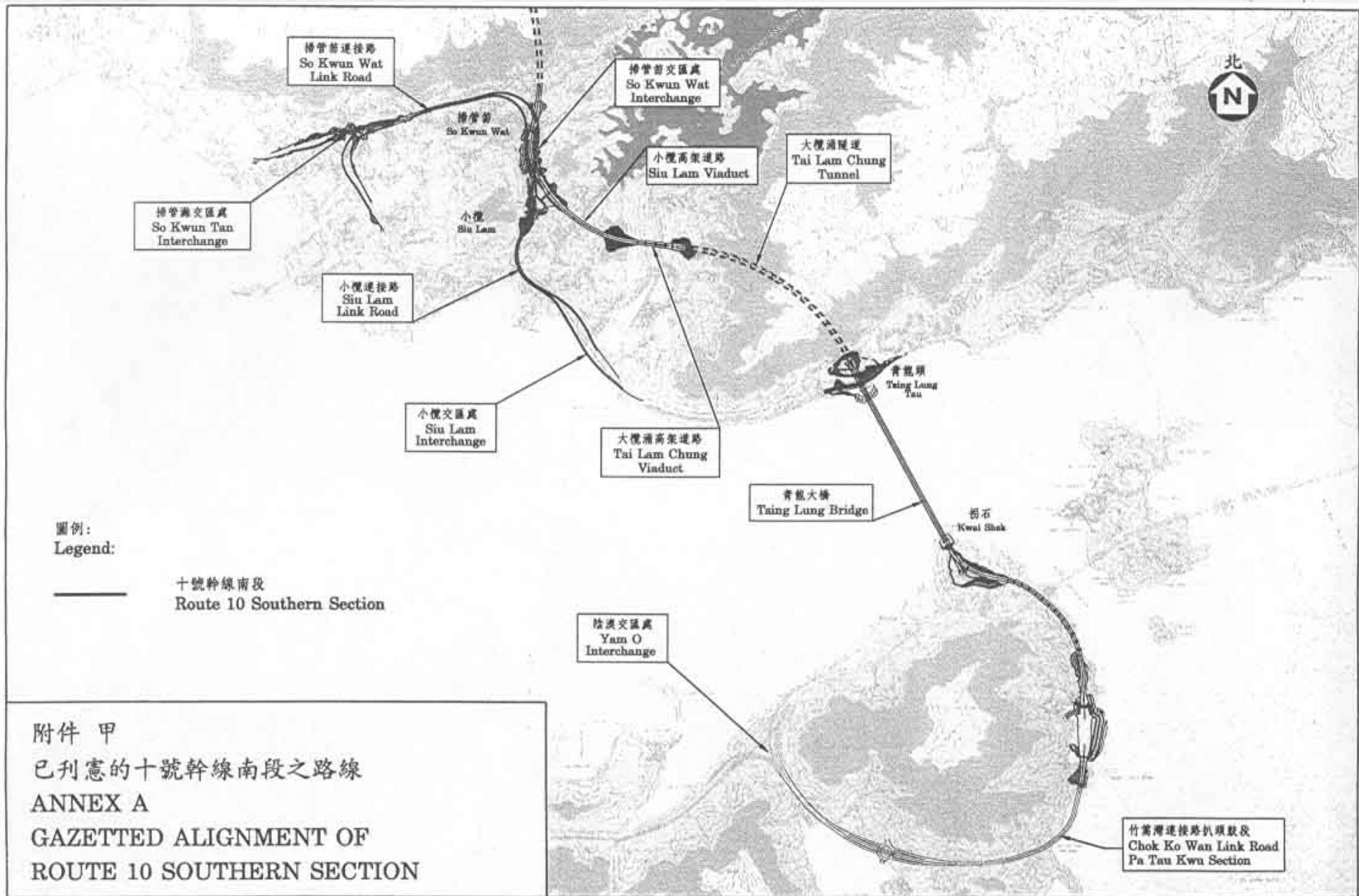
WAY FORWARD

5. We plan to gazette the revised alignment on 28 June 2002. We will inform the objectors to the previous gazetted scheme of the changes to the alignment.

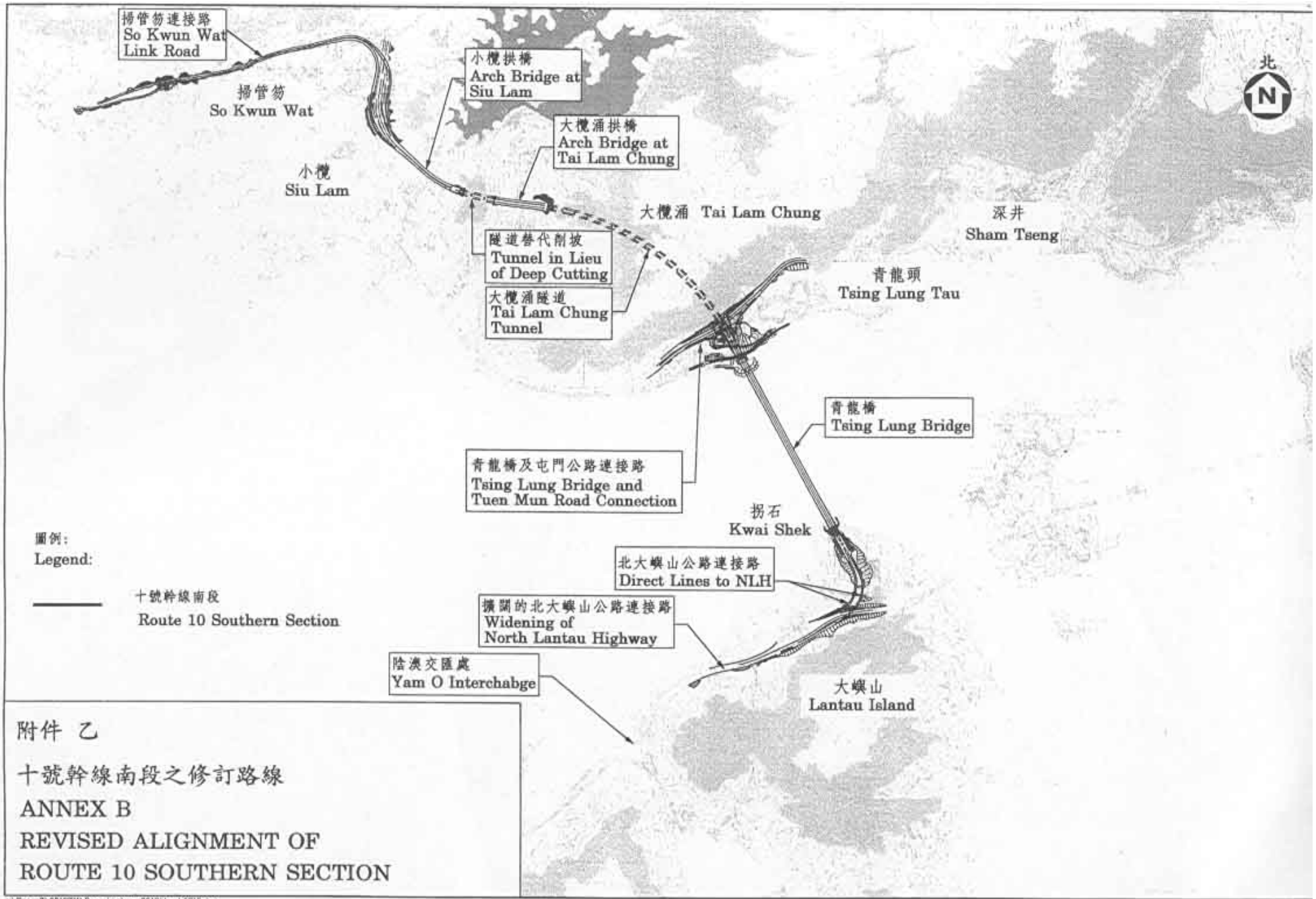
ADVICE SOUGHT

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

Transport Bureau
June 2002



附件 甲
 已刊憲的十號幹線南段之路線
 ANNEX A
 GAZETTED ALIGNMENT OF
 ROUTE 10 SOUTHERN SECTION



**Action Group Against Route 10 and Deep Bay Link's
Submission on Route 10**

Action Group's Views	The Administration's Response
<ul style="list-style-type: none"> ■ The Government should shelve the Route 10 Southern Section and review the Route 10 project in one go now that the future of the Northern Section is uncertain and the only remaining function of Route 10 is to provide an alternative access to the airport. 	<ul style="list-style-type: none"> ■ Besides serving as an alternative access to Lantau, Route 10 is required to meet forecast traffic demand generated by cross boundary activities, to meet anticipated population and employment growth in North West New Territories (NWNT) and to relieve traffic on Tuen Mun Road. ■ The early provision of the Southern Section will provide a much needed alternative access to Lantau. The Northern Section will not be needed until 2010/11 and we will continue to review the time-table for this section, taking into account the latest planning parameters and traffic situation.
<ul style="list-style-type: none"> ■ A Tuen Mun to Chek Lap Kok Link (TM-CLK Link) will provide a better alternative access to the airport than Route 10. Together with a Hong Kong-Macau-Zhuhai Bridge, it will facilitate Hong Kong's integration with the Pearl River Delta. 	<ul style="list-style-type: none"> ■ A TM-CLK Link will be needed to tie in with further development of the logistics industry in Lantau, a possible fifth land crossing to the western shore of the Pearl River Delta and the future location of the new container port in Lantau. ■ However, a TM-CLK Link does not obviate the need for Route 10 which serves different functions: <ul style="list-style-type: none"> (a) TM-CLK Link connects the airport with Tuen Mun. The catchment of Route 10 is much wider than the TM-CLK Link. Other than providing a direct connection for traffic from Yuen long and Tuen Mun, it will also

Action Group's Views	The Administration's Response
	<p>be more attractive to motorists from Tseun Wan, Kowloon and Northeast New Territories and thus serves to relieve the Lantau Crossing. Besides serving as an alternative access to the airport for such a catchment area, it also provides a more convenient alternative access to the tourist related developments at east Lantau; and</p> <p>(b) our forecast is that only less than 5% of the freight traffic from the Shenzhen Western Corridor would head for the airport. Therefore most traffic would still use Route 3 or Route 10 to gain access to the container port and TM-CLK Link will not directly relieve traffic from Tuen Mun Road and Route 3.</p>
<ul style="list-style-type: none"> ■ The North Lantau Highway (NLH) would be overloaded by additional traffic from Tsing Ma Bridge and Tsing Lung Bridge. 	<ul style="list-style-type: none"> ■ The additional traffic on the NLH will only build up progressively. To cater for the additional traffic, a section of the NLH will be widened to dual-5 lane under the Route 10 Southern Section project. The airport and Tung Chung traffic demand up to 2016 will be catered for by NLH and the planned Road P1 between Sham Shui Kok and Yam O. Provision has also been made for connecting the Tsing Lung Bridge to east Lantau to meet future traffic demand.
<ul style="list-style-type: none"> ■ The Sham Tseng Tunnel Link Road (STTLR) should be included in the scheme of the Southern Section for public consultation. 	<ul style="list-style-type: none"> ■ The STTLR is proposed as a replacement for the Siu Lam Link Road which has been deleted from the original scheme of the Southern Section to address public concerns. As the STTLR is not included in the original Route 10 scheme, we plan to pursue it as a separate public works item.

Action Group's Views	The Administration's Response
<ul style="list-style-type: none"> ■ The cost estimates of the Route 10 Southern Section and STTLR are misleading. 	<ul style="list-style-type: none"> ■ The estimated projects costs for Route 10 and STTLR have been updated taking into account the revised scope, the latest market condition and the relevant cost information from prevailing contracts. These costs include allowance for contingencies and represent the best possible estimates for the revised scheme.
<ul style="list-style-type: none"> ■ A tolled Route 10 (including STTLR) will not help relieve congestion on Tuen Mun Road. 	<ul style="list-style-type: none"> ■ As in the case of other infrastructure projects, the tolling strategy for Route 10 and STTLR will be considered nearer the time, taking into account various factors like affordability of the public, the effect on traffic diversion and the toll level of any alternative route.
<ul style="list-style-type: none"> ■ Concerns about the anticipated traffic flow at Tsing Lung Tau Interchange and the impact of construction works on Tuen Mun Road. 	<ul style="list-style-type: none"> ■ Although the Tsing Lung Tau Interchange is not expected to attract too much traffic, it is needed to provide an alternative to Lantau Link in case of emergencies and regular maintenance. The traffic impact, including the cumulative impact arising from other projects being carried out concurrently, on the adjacent road network will be carefully considered before construction commences, and temporary traffic management measures will be implemented where necessary.
<ul style="list-style-type: none"> ■ In case STTLR is toll-free, traffic bottleneck will appear at Tuen Mun Road and Ting Kau. 	<ul style="list-style-type: none"> ■ Upon completion of the STTLR, the junction at Ting Kau will comprise 3 south/east bound approach roads, i.e. Tuen Mun Road (3) + STTLR (2) + Route 3 (3) = 8 lanes. To enhance the capacity downstream, Ting Kau Bridge will be converted from a dual 3 carriageway to a dual 4 carriageway so that a total of 7 lanes (i.e. 3 from Tuen Mun Road and 4 from Ting Kau Bridge by converting the current hard shoulder to the fourth lane) will be made available. During the design stage of the STTLR, the feasibility of

Action Group's Views	The Administration's Response
	<p>further traffic management measures and improvement schemes for Tuen Mun Road east of Ting Kau will be investigated.</p>
<ul style="list-style-type: none"> ■ Concerned about the cumulative impacts of the Northern and Southern Sections of Route 10. A new Environmental Impact Assessment (EIA) study needs to be conducted for the revised scheme of the Southern Section. 	<ul style="list-style-type: none"> ■ The EIA Report for the Route 10 Southern Section contains detailed assessment of all environmental impacts arising from the construction and operation of the Route 10 project, including that of the Northern Section. With appropriate mitigation measures, the environmental impacts could be minimised to meet statutory requirements. The Report was approved by the Director of Environmental Protection (DEP) under the EIA Ordinance on 2 February 2000 and Highways Department will seek agreement from DEP on the changes to the original scheme that would affect the findings and recommendations of the approved EIA Report and will demonstrate to the satisfaction of DEP that the environmental impacts of the revised scheme shall not be worse than that described in the approved EIA report.
<ul style="list-style-type: none"> ■ The Hong Kong Bird Watching Society has recorded a larger number of bird species at Tai Lam Chung reservoir and Tai Lam Country Park than that is documented in the EIA report. 	<ul style="list-style-type: none"> ■ The alignment of Route 10 Southern Section has been so designed as to avoid encroachment onto the existing Tai Lam Country Park and Tai Lam Chung Reservoir areas. The works should therefore not have adverse impact on these areas. It is noted that the survey areas and routes covered by members of the Hong Kong Bird Watching Society included areas outside the defined EIA Study Area (e.g. including Tai Lam Chung Reservoir), thus resulting in a greater variety of habitat types being identified.

Route 3 (CPS) Company's Submission on Route 10

The Company's Views	The Administration's Response
<ul style="list-style-type: none"> ■ The section between So Kwun Wat and Tsing Lung Tau has become redundant with the introduction of an interchange at Tsing Lung Tau. 	<ul style="list-style-type: none"> ■ One important function of the Route 10 Southern Section (together with the proposed Sham Tseng Tunnel Link Road) is to provide a bypass to Tuen Mun Road between So Kwun Tan and Ting Kau, thus relieving traffic congestion on Tuen Mun Road. The section from So Kwun Wat to Tsing Lung Tau will provide additional capacity to relieve Tuen Mun Road by directing traffic southbound from Tuen Mun to Lantau away from Tuen Mun Road, while providing a fast and efficient route to serve visitors going to the Hong Kong Disneyland and the logistics and travel industry facilities at Chek Lap Kok. The completion of the proposed Sham Tseng Tunnel Link Road will further increase the capacity of this corridor and bring Tuen Mun Road between Tuen Mun and Ting Kau to within its capacity in 2016.
<ul style="list-style-type: none"> ■ Object to the construction of the Southern Section in advance of a review for the entire Route 10. Such a review should take into account future port development, needs of the logistics trade, traffic and population growth, cost effectiveness of alternative road schemes including a TM-CLK Link, impact of West Rail after its 	<ul style="list-style-type: none"> ■ The need for Route 10 is justified on transport planning grounds based on known planning parameters including West Rail and is not contingent upon planning for the TM-CLK Link and a link to the western Pearl River Delta.

The Company's Views	The Administration's Response
commissioning.	
<ul style="list-style-type: none"> ■ Request the provision of a full interchange between Route 3 (CPS) and Tuen Mun Road at Ting Kau 	<ul style="list-style-type: none"> ■ The existing Ting Kau Bridge and the Lantau Link, which provide the link between Tsing Lung Bridge and Route 3 (CPS), will be able to serve the projected traffic demand of the catchment area until after 2016. It is not justified on transport planning grounds to distribute traffic onto Tuen Mun Road between Tsing Lung Tau and Ting Kau through a new interchange.