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Panel on Transport

Background brief on Route 10

Purpose

This paper provides background information on the Route 10 - North Lantau to Yuen Long Highway project. It also gives an account of past discussions on the subject matter held by Legislative Council Members.

Background of Route 10

2. Route 10, a proposed dual 3-lane highway of about 12.8-kilometre (km) long, will connect Lam Tei in North West New Territories (NWNT) to Northeast Lantau via So Kwun Wat and Tsing Lung Tau.
3. According to the Administration, Route 10 will perform the following functions –
 - (a) to provide an alternative external road link for Lantau and the airport;
 - (b) to meet anticipated population and employment growth in NWNT; and
 - (c) to meet forecast traffic demand generated by cross boundary activities.
4. The route comprises the following sections –
 - (a) Southern Section (8.3 km) – from North Lantau to So Kwun Wat; and
 - (b) Northern Section (4.5 km) – from So Kwun Wat to Yuen Long Highway.

Route 10 Southern Section

5. The Southern Section of Route 10 between North Lantau and So Kwun Wat was gazetted under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) in July 2000. Two link roads to connect with Tuen Mun Road were included in the scheme –

- (a) a dual 2-lane So Kwun Wat Link Road which connected Route 10 to Tuen Mun Road at So Kwun Wat, for vehicles to enter or leave the Southern Section; and
- (b) a dual 2-lane Siu Lam Link Road which connected Route 10 to Tuen Mun Road at Siu Lam, for vehicles to enter or leave the Northern Section.

6. During the objection period, 577 objections were received. Most of them were from the residents of Palatial Coast at Siu Lam. They were concerned about the environmental impact of the Siu Lam Link Road and its traffic impact on Tuen Mun Road. Lo Tsing Shan village at So Kwun Wat also objected to the gazetted scheme in view of the environmental impacts of the So Kwun Wat Link Road. Some Members of the Tsuen Wan District Council had asked to investigate whether an interchange could be provided at Tsing Lung Tau for Route 10 and Tuen Mun Road. Some green groups had asked for investigation into the possibility of connecting Tsing Lung Bridge directly to the North Lantau Highway.

Revised scheme

7. In view of the objections received, the Administration conducted a review and recommended a revised scheme in November 2001 as follows:

- (a) an interchange between Tsing Lung Bridge and Tuen Mun Road at Tsing Lung Tau was added;
- (b) link roads between Tsing Lung Bridge and the North Lantau Highway were added and the section of the North Lantau Highway between the existing toll plaza and Yam O Interchange be widened;
- (c) the section along the coast of North Lantau from Tsing Lung Bridge to Chok Ko Wan Link Road was deleted;
- (d) Siu Lam Link Road was deleted; and

- (e) the east arm of the interchange between Tuen Mun Road and the So Kwun Wat Link Road was deleted.

8. According to the Administration, the revised scheme would address the following concerns:

- (a) Concerns of environmental organizations, Ma Wan fishermen and villagers of Tso Wan related to the coastal section of the scheme and the toll plaza on Northeast Lantau are addressed by their deletion in the revised scheme.
- (b) Concerns of some District Council Members are addressed by providing direct connections between Tsing Lung Bridge and Tuen Mun Road east and west at Tsing Lung Tau.
- (c) The provision of the direct links at Tsing Lung Tau has also enabled the approach ramps and viaducts from Tuen Mun Road east to So Kwun Wat Link Road to be removed. This addresses concerns of some residents of the Lo Tsing Shan village by limiting the extent of intrusion into the area.
- (d) To address concerns of the villagers in the So Kwun Wat valley, tighter radii have been adopted for the slip roads between So Kwun Wat Link Road and the Route 10 mainline to minimize the impact on the burial ground at So Kwun Wat. The burial ground affected will be reprovisioned.
- (e) Concerns of residents of Palatial Coast are addressed by the deletion of the Siu Lam Link Road. It is proposed to be replaced by the Sham Tseng Tunnel Link Road to be pursued under a separate project. The proposed Sham Tseng Tunnel Link Road will link Route 10 mainline at Siu Lam to Ting Kau, with connection to both Tuen Mun Road and Ting Kau Bridge.
- (f) A short tunnel instead of a deep cutting at Siu Lam and "Arch Bridges" instead of conventional viaducts at Siu Lam and Tai Lam Chung are proposed to address villagers' concerns of adverse visual impact.

Latest position

9. The revised alignment was gazetted on 28 June 2002. The objection period had already expired. The Administration is now in the process of handling the objections received during the objection period. The Administration plans to complete the Southern Section of Route 10 in end 2008. The construction of the Tsing Lung Bridge would take five years to complete

and its construction is scheduled to commence in 2003. The construction of the Tai Lam Chung Tunnel and road works at Tai Lam and So Kwun Wat are scheduled to commence in 2004.

10. 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, the Administration plans to pursue it as a separate public works item with a view to synchronizing the construction programme with that of the Southern Section of Route 10.

Route 10 Northern Section

11. The Northern Section of Route 10 runs from So Kwun Wat to Yuen Long Highway. It comprises the construction of a 4.5-km dual three-lane carriageway from So Kwun Wat to Yuen Long Highway near Lam Tei, which includes a 4-km dual three-lane Lam Tei Tunnel, a toll plaza at Lam Tei Quarry and associated interchanges to connect with other necessary access roads. Route 10 Northern Section represents the fourth north-south link besides Route 3 Country Park Section (Route 3), Tuen Mun Road and Tolo Highway.

Main points of past discussions

12. The Panel held a series of meetings between October 2001 and January 2002 to discuss the Administration's proposal for the Route 10 project, together with the Shenzhen Western Corridor (SWC) and Deep Bay Link (DBL). It also invited views from various bodies and members of the public, and organized a series of public hearings together with the concerned parties to discuss the three projects. A summary of major views on these projects, together with the Administration's response is in **Appendix 1**.

13. The Administration believed that the proposed Route 10 alignment was the most sensible alignment for the new north-south road link. To the north, it connected with the SWC and DBL. To the south, it connected with North Lantau at Tsing Lung Tau where the width of the channel was the shortest. With such an alignment, Route 10 could perform many functions, namely to provide a convenient alternative access to Lantau and the airport, to facilitate the movement of traffic from the boundary to the urban areas and the Kwai Chung Container Port and to provide relief to Tuen Mun Road.

14. The Administration's traffic forecast indicated that Route 3 would be saturated by 2010/11. Without Route 10 Northern Section, the peak volume to capacity ratios for Tuen Mun Road Sham Tseng Section and Route 3 would be 1.31 and 1.15 by then during the morning peak. By that time Route 10, as a new north-south road link, would be required to relieve the traffic conditions at Tuen Mun Road and Route 3. Without Route 10, Hong Kong would suffer an

economic loss of \$120 billion in a 20-year planning horizon as a result of the congestion and increase in travelling time. A detailed traffic forecasts prepared by the Administration is in **Appendix 2**.

15. In view of the concern of the District Councils and the local community, the Administration proposed to start the detailed design of the Route 10 Northern Section in mid 2002 for completion in end 2003. A funding proposal was therefore put to the Finance Committee for consideration on 8 March 2002.

16. There were divergent views among Members over the need, alignment and timing for Route 10. Some Members were concerned that the SWC and DBL traffic, upon opening, would cause unacceptable congestion at Tuen Mun town centre and Tuen Mun Road, and considered that the planning of Route 10 should be co-ordinated with the SWC and DBL programme. Other Members however were worried that it might be premature to construct Route 10 at the present stage because the future development of port facilities had not been finalized and the increase in freight throughput after China's accession to the World Trade Organization had yet to be assessed. As the project would have impact on the logistics industry, it was necessary to take into account the views of the Steering Committee on Logistics Development and the Hong Kong Logistics Development Council on the Route 10 project. The Panel had also examined, inter alia, the basis of traffic projections provided by both the Administration and the Route 3 (CPS) Company, the suggestion to "subsidize" certain road users of Route 3 to maximize its utilization to meet the additional traffic demand and the provision of other alternative road links.

17. The funding proposal for the detailed design of the Route 10 Northern Section was voted down by the Finance Committee at its meeting held on 8 March 2002.

18. The Administration has recently indicated that based on current traffic forecasts, Route 10 Northern Section between So Kwun Wat and Yuen Long Highway will be required in or after 2010. This schedule will be reviewed annually.

LegCo Panel on Transport
Summary of views on Shenzhen Western Corridor (SWC),
Deep Bay Link (DBL) and Route 10
(Paper for the Panel meeting on 17 January 2002)

Name of organizations / individuals	Major views on SWC/DBL and R10	The Administration's Response
1. Tuen Mun District Council (TMDC)	<ul style="list-style-type: none"> ● Supported the SWC/DBL and Route 10 projects in principle. ● The whole of Route 10 should be synchronized with SWC/DBL to provide relief on Tuen Mun Road (TMR). ● A more direct road link should be provided from DBL to Yuen Long Highway and Route 3 (CPS). ● Other concerns included the acquisition of land, compensation and re-housing arrangements and grave 	<ul style="list-style-type: none"> ● We welcome TMDC's support. ● We have put forward the idea of advancing the completion of Route 10 Northern Section to ensure better interface among the project. In any case, our projection is that the problem will not be serious during the first few years after SWC/DBL are completed. As illustrated over the past few years, Route 3 will divert traffic from TMR. But a real problem will arise when even Route 3 is saturated in 2010/2011. ● We will pursue this in the detailed design of SWC/DBL. ● We will closely liaise with the local community on these arrangements.

Name of organizations / individuals	Major views on SWC/DBL and R10	The Administration's Response
	<p>removal.</p> <ul style="list-style-type: none"> ● Toll charges should not be imposed on Route 10. 	<ul style="list-style-type: none"> ● The toll level will be decided nearer the time of completion of Route 10 taking into account various factors including affordability of the public, the need for traffic diversion and the toll level of any alternative route.
<p>2. Yuen Long District Council (YLDC)</p>	<ul style="list-style-type: none"> ● Supported the SWC/DBL and Route 10 projects in principle. ● A direct road link from Ngau Hom Shek to Route 3 (CPS) via Tin Shui Wai should be provided to meet the additional traffic generated. ● Access roads should be provided to local areas to benefit the residents of Tin Shui Wai and Yuen Long. ● Suitable rehousing and compensation arrangements should be made for the affected residents. 	<ul style="list-style-type: none"> ● We welcome YLDC's support. ● We will pursue this in the detailed design of SWC/DBL. ● Access roads to the Ha Tsuen/Hung Shui Kiu areas will be provided. ● We will liaise closely with the affected residents on the arrangements.
<p>3. Miss YUNG Wing-</p>	<ul style="list-style-type: none"> ● Supported the strategic need of the project for providing 	<ul style="list-style-type: none"> ● We welcome Miss Yung's support.

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sheung, Islands District Council Member	an alternative access to cater for the developments on Lantau.	
4. The Hong Kong Institution of Engineers	<ul style="list-style-type: none"> ● The need of Route 10 to meet the expected traffic demand up to 2007 and beyond was supported. ● Funding approval should be given for the detailed design of the southern and northern sections of Route 10. ● The use of toll at the northern section of Route 10 (i.e. Lam Tei Tunnel) to regulate traffic flow among Route 3, Route 10 and TMR and achieve maximum utilization of transport facilities was supported. 	<ul style="list-style-type: none"> ● We welcome the support. ● We are pursuing to seek the funding approval for the detailed design of the northern section of Route 10. Funding for detailed design for southern section has been approved. ● The toll level will be decided nearer the time of completion of Route 10 taking into account various factors including affordability of the public, the need for traffic diversion and the toll level of any alternative route.
5. The Association of Consulting Engineers of Hong Kong (ACEHK)	<ul style="list-style-type: none"> ● ACEHK supported SWC/DBL because the infrastructure link between Hong Kong and the Mainland would be strengthened. ● ACEHK supported Route 10 as it would help relieve traffic congestion along TMR, in Tuen Mun and all of 	<ul style="list-style-type: none"> ● We welcome the support. ● We welcome the support.

Name of organizations / individuals	Major views on SWC/DBL and R10	The Administration's Response
	NWNT.	
6. The Chartered Institute of Logistics and Transport in Hong Kong (CILTHK)	<ul style="list-style-type: none"> ● The Administration should provide comparable cost-benefit data for DBL and Route 10. ● CILTHK was concerned about the gap between the completion of SWC/DBL and Route 10 causing congestion on TMR. 	<ul style="list-style-type: none"> ● SWC is expected to generate net benefit of \$175 billion over a 20-year planning horizon, with an Economic Internal Rate of Return of about 20%. DBL is required to connect SWC to the local road network and the two are therefore inextricably linked. Route 10 is expected to generate a net benefit of about \$120 billion, with an Economic Internal Rate of Return of also about 20%. ● We propose to advance the completion of Route 10 Northern Section of 2007 to ensure better interface among the project. In any case, our projection is that the problem will not be serious during the first few years after SWC/DBL

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	<ul style="list-style-type: none"> ● Concurring with the strategic function of the Tsing Lung Bridge as a crucial link and alternative overland route to HKIA in emergency situations, this bridge should be expedited as far as possible for safety reasons. 	<p>are completed. As illustrated over the past few years, Route 3 will divert traffic from TMR. But a real problem will arise when even Route 3 is saturated in 2010/2011.</p> <ul style="list-style-type: none"> ● We are now undertaking the detailed design for the bridge. The construction of the bridge will be completed in 2008.
7. Ha Tsuen Rural Committee (HTRC)	<ul style="list-style-type: none"> ● HTRC supported SWC and DBL in principle. ● Strong objection for the proposed tunnel section of DBL at Hung Shui Kiu to be built under Permitted Burial Ground YL/55 on fung-shui grounds. ● Access roads should be provided to local areas and improvements be made to existing local roads. 	<ul style="list-style-type: none"> ● We welcome HTRC's support. ● We have replaced the tunnel section with a viaduct and understand that the HTRC accepts this new alignment. ● Access roads to the Ha Tsuen/Hung Shui Kiu areas will be provided.
8. The Advisory Council on the Environment	<ul style="list-style-type: none"> ● General concerns were expressed regarding the joint environmental monitoring programme between the Mainland and Hong Kong, the scale of reclamation in 	<ul style="list-style-type: none"> ● These issues will be addressed when preparing the Environmental Impact Assessment (EIA) report of

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	<p>Shekou, the visual design of the bridge, and the overall ecological well-being of Deep Bay</p> <ul style="list-style-type: none"> • Construction of Route 10 southern section would not commence until the Environmental Impact Assessment (EIA) report of the northern section was completed and endorsed. 	<p>the project.</p> <ul style="list-style-type: none"> • We will not start the construction of the southern section without the agreement of ACE and approval of DEP.
<p>9. Sir Gordon WU, Chairman of Port and Maritime Board</p>	<ul style="list-style-type: none"> • Tsing Lung Bridge was not an effective solution for connecting NWNT to HKIA as a much longer and circuitous route was involved. A direct tunnel-bridge link between Tuen Mun and Chep Lap Kok should be built instead. 	<ul style="list-style-type: none"> • Tuen Mun – Chek Lap Kok Link (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 only connects the airport with Tuen Mun. The catchment of Route 10 is much wider. Other than providing a direct connection for traffic from Yuen Long and Tuen Mun, it will also be attractive to motorists from Tsuen Wan, Kowloon and Northeast New Territories; (b) only less than 5% of the freight traffic from SWC would head for the airport. Most traffic would still use Route 3 or

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	<ul style="list-style-type: none"> The Government should purchase road capacity from Route 3 (CPS) to achieve traffic diversion from TMR and benefit the logistics industry. 	<p>Route 10 to gain access to the container port the urban areas; and</p> <p>(c) TM – CLK Link will not help relieve traffic from Tuen Mun Road and Route 3.</p> <p>(d) TM-CLK Link will be needed in the longer term in addition to Route 10.</p> <ul style="list-style-type: none"> The Route 3 (CPS) company has made a commercial decision to build and operate Route 3. All commercial decisions carry risks. We do not consider it appropriate to use public funds to address the risks involved in a commercial situation.
10. Professor Richard WONG	<ul style="list-style-type: none"> The gap between the completion of SWC/DBL and Route 10 would result in traffic congestion on the already over-utilized TMR. 	<ul style="list-style-type: none"> We propose to advance the completion of Route 10 Northern Section of 2007 to ensure better interface among the project. In

Name of organizations / individuals	Major views on SWC/DBL and R10	The Administration's Response
	<ul style="list-style-type: none"> ● Route 10 did not provide a satisfactory solution for connecting cross-boundary traffic into the urban areas. ● Tsing Lung Bridge could be constructed as a stand-alone project. 	<p>any case, our projection is that the problem will not be serious during the first few years after SWC/DBL are completed. As illustrated over the past few years, Route 3 will divert traffic from TMR. But a real problem will arise when even Route 3 is saturated in 2010/2011.</p> <ul style="list-style-type: none"> ● We have thoroughly reviewed the planning of Route 10 and maintain that it is needed and the currently proposed alignment is the most sensible alignment, linking most directly the boundary traffic from SWC to their main destinations of the urban areas and the Kwai Chung Container Port. TM-CLK Link will provide a more direct link to the airport and is required in addition to Route 10. ● Route 3 will be saturated in 2010/11. Route 10 Northern

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	<ul style="list-style-type: none"> ● Route 10 represented poor planning in view of the correct current emphasis on developing Hong Kong's role as the logistics hub in southern China. ● With the adoption of "shadow tolls", Route 3 with its low utilization rate could be a more cost-effective short-term solution for connecting DBL and relieving congestion at TMR. 	<p>Section is required to meet forecast traffic demand generated by cross boundary activities and to meet anticipated population and employment growth in North West New Territories and to relieve traffic on Tuen Mun Road.</p> <ul style="list-style-type: none"> ● Route 10 is required to cater for currently anticipated demand arising from cross boundary activities and population growth in the North West New Territories and Lantau and not just the development of the logistics business. The need for additional road infrastructure would be considered when plans for the further development of the logistics industry are available. ● The Route 3 (CPS) company has made a commercial decision to build and operate Route 3. All commercial decisions carry risks.

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		We do not consider it appropriate to use public funds to address the risks involved in a commercial situation.
11. The Hong Kong Institute of Planners (HKIP)	<ul style="list-style-type: none"> ● The purpose of and need for Route 10 were not clearly identified or justified. A very narrow process of assessment had been adopted with no apparent consideration of its relationship to land use planning, environmental impacts of the northern section, and no consideration of sustainable development criteria. ● If Route 10 was tolled, it would also be subject to under-utilization. ● The best use of existing transport infrastructure should be assured before further expenditure was committed. 	<ul style="list-style-type: none"> ● We have thoroughly reviewed the planning of Route 10 and maintain that it is needed and the currently proposed alignment is the most sensible alignment. ● The toll level will be decided nearer the time of completion of Route 10 taking into account various factors including affordability of the public, the need for traffic diversion and the toll level of any alternative route. ● Route 3 (CPS) would be saturated in 2010/11 and we have therefore proposed to complete Route 10 Northern Section in 2010/11. It was to address the concerns of the

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		District Councils on the traffic impact on Tuen Mun Road that we subsequently proposed to complete Route 10 Northern Section earlier.
12. Hong Kong Logistics Association Ltd.	<ul style="list-style-type: none"> ● Supported SWC/DBL as the projects would facilitate cargo flow. ● Objected to the construction of Route 10 could not immediately help the logistics business. ● Government should subsidize users of Route 3. 	<ul style="list-style-type: none"> ● We welcome the support. ● Route 10 is required to cater for currently anticipated demand arising from cross boundary activities and population growth in the New Territories and not just the logistics business. The need for additional road infrastructure would be considered when plans for further development of the logistics industry are available (e.g. TM-CLK Link). ● The Route 3 (CPS) company has made a commercial decision to build and operate Route 3. All commercial decisions carry risks.

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	<ul style="list-style-type: none"> ● Further infrastructural development to facilitate logistics business should be referred to LOGSCOUNCIL for discussion. 	<p>We do not consider it appropriate to use public funds to address the risks involved in a commercial situation.</p> <ul style="list-style-type: none"> ● We will maintain close liaison with the LOGSCOUNCIL on major infrastructural developments relevant to the logistics business (e.g. TM-CLK Link).
13. Route 3 (CPS) Company Limited	<ul style="list-style-type: none"> ● An alternative Western Highway proposal for connecting DBL to Ting Kau was proposed with completion in 2005 to tie in with the opening of SWC/DBL at an estimated cost of about \$3 billion. ● The Government should subsidize the users of Route 3 (CPS) to achieve traffic diversion from TMR. 	<ul style="list-style-type: none"> ● We will pursue an access connecting SWC/DBL to the east. We will examine various alignments of such a link in the detailed design of SWC/DBL with a view to identifying a feasible alignment. ● The company has made a commercial decision to build and operate Route 3. All commercial decisions carry risks. We do not consider it appropriate to use public funds to address the risks involved in a commercial situation.

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	<ul style="list-style-type: none"> ● The strongest objection was expressed to the Government's proposal to proceed immediately with the whole of Route 10 which would be in direct competition with Route 3 (CPS). ● Route 10 should be planned in the context of Hong Kong's need for future container terminal facilities and a direct all-weather alternative link to the Hong Kong International Airport (HKIA), as well as the requirements for the proper development of Hong Kong's logistics industry. 	<ul style="list-style-type: none"> ● Route 3 (CPS) would be saturated in 2010/11 and we had therefore originally proposed to complete Route 10 Northern Section in 2010/11. It was to address the concerns of the District Councils on the traffic impact on Tuen Mun Road that we subsequently proposed to complete Route 10 Northern Section earlier. The need for an additional north-south road link besides Route 3 (CPS) was identified in mid-90's. ● Route 10 is required to cater for currently anticipated demand arising from cross boundary activities and population growth in the New Territories. The need for additional road infrastructure would be considered when plans for future container terminal facilities and the further development of the logistics

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		industry are available (e.g. TM-CLK Link).
14. Action Group Against Siu Lam Works (Route 10)	<ul style="list-style-type: none"> • The group was concerned about the gap between the completion of SWC/DBL and Route 10 aggravating the congestion of TMR. • Without an appropriate tolling strategy for Route 10, traffic would not be diverted off TMR. • A direct road link from DBL to Route 3 (CPS) through 	<ul style="list-style-type: none"> • We propose to advance the completion of Route 10 Northern Section to ensure better interface among the projects. In any case, our projection is that the problem will not be serious during the first few years after SWC/DBL are completed. As illustrated over the past few years, Route 3 will divert traffic from TMR. But a real problem will arise when even Route 3 is saturated in 2010/2011. • The toll level will be decided nearer the time of completion of Route 10 taking into account various factors including affordability of the public, the need for traffic diversion and the toll level of any alternative route. • We will pursue an access connecting

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	<p>Tin Shui Wai should be built.</p> <ul style="list-style-type: none"> ● The Administration should review the overall planning for Route 10 to take into account its strategic function of serving new container terminal facilities in Hong Kong. ● A direct road link should instead be built from Tuen Mun to Chep Lap Kok in tunnel form to provide an alternative access to HKIA. 	<p>SWC/DBL to the east. We will examine various alignments of such a link in the detailed design of SWC/DBL with a view to identifying a feasible alignment.</p> <ul style="list-style-type: none"> ● We have thoroughly reviewed the planning of Route 10 and maintain that it is needed to cater for known planning parameters and the currently proposed alignment is the most sensible alignment. Further development of container terminal facilities will require other transport infrastructure. ● The Tuen Mun – Chek Lap Kok Link cannot perform the functions of Route 10 who is not just for logistics development. It is on our drawing board but commands a lower priority to Route 10.

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15. Mr Richard YU, Planning Consultant	<ul style="list-style-type: none"> ● Given their similar functions, Route 10 was not justified with the presence of TMR and Route 3 (CPS). ● The alignment of Route 10 was not conducive to logistics development. A tunnel linking Tuen Mun to HKIA would be a more efficient option with reference to the “time-distance differences” among different road networks. 	<ul style="list-style-type: none"> ● Route 3 (CPS) would be saturated in 2010/11. Route 10 is required in any case. ● The Tuen Mun – Chek Lap Kok Link cannot perform the functions of Route 10 and not just for the logistics business. It is on our drawing board but commands a lower priority to Route 10.
16. 屯門掃管笏老青山村 居民聯會	<ul style="list-style-type: none"> ● Strong opposition was raised on Route 10 because of the serious livelihood problems, fung-shui implications and environmental impact arising out of the project. ● The section along So Kwun Wat should be built in tunnel form and the alignment be shifted to the northern valley to minimize disturbance if the project was to go ahead. 	<ul style="list-style-type: none"> ● There are a number of constraints at So Kwun Wat which dictate the alignment of the link road. While we believe that the gazetted alignment represents a compromised solution in view of the constraints involved, we will continue to explore the possibility of further minimising the impact of the link road on the villages and shifting the alignment if possible.

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17. Save Our Shorelines Society (SOSS)	<ul style="list-style-type: none"> ● SOSS was generally concerned about the planning, process and policy perspectives of the projects. ● The whole concept of Route 10 should be reviewed due to major changes in planning. ● The project as currently designed was not justified on 	<ul style="list-style-type: none"> ● The Third Comprehensive Transport Study (CTS-3) has provided a blueprint for the planning of transport infrastructure. However, we will still review the programme of individual projects having regard to latest traffic projections as well as other socio-economic changes. We are therefore confident on the set of basic assumptions used upon which we can base for updating our predictions on the future traffic demands and the recommendations on new infrastructure requirements. ● We have thoroughly reviewed the planning of Route 10 and maintain that it is needed and the currently proposed alignment is the most sensible alignment. ● Our assessment is that Route 10 will

Name of organizations / individuals	Major views on SWC/DBL and R10	The Administration's Response
	<p>both economic and environmental grounds.</p> <ul style="list-style-type: none"> ● The under-utilized Route 3 should be maximized through pecuniary measures. ● The Government should conduct more in-depth multi-disciplinary analysis on the future demand of freight capacity. 	<p>have an Economic Internal Rate of Return of about 20% per annum. The environmental impact of the project will be addressed in the EIA report.</p> <ul style="list-style-type: none"> ● The company has made a commercial decision to build and operate Route 3. All commercial decisions carry risks. We do not consider it appropriate to use public funds to address the risks involved in a commercial situation. ● Route 10 is required to cater for currently anticipated demand arising from cross boundary activities and population growth in the New Territories. The need for additional road infrastructure would be considered when plans for future container terminal facilities and the further development of the logistics industry are available.

Name of organizations / individuals	Major views on SWC/DBL and R10	The Administration's Response
18. World Wide Fund for Nature Hong Kong (WWF)	<ul style="list-style-type: none"> ● The total impacts arising from the construction and operation of SWC and the cumulative impacts from the whole SWC project on the Deep Bay ecology might not be properly assessed as only the section of SWC in Hong Kong was subject to EIA study. ● WWF was generally concerned about the environmental and ecological impacts of the projects. ● The cumulative impacts from both the northern and southern sections of Route 10 should be properly assessed. ● Partial endorsement of the EIA of the southern section should not be used to justify the construction of the northern section and other connecting links in the future. 	<ul style="list-style-type: none"> ● The EIA study of SWC/DBL will take into account the cumulative impact of the works of both Hong Kong and Shenzhen sides on Deep Bay. ● These issues will be addressed in the EIA report. ● These will be properly assessed during the EIA process. ● We will not use this to justify the construction of northern section and other link roads.
19. Friends of the Earth	<ul style="list-style-type: none"> ● Gravely concerned about the lack of holistic transport planning and the environmental impacts of SWC and its related projects. ● Failure to relieve the traffic generated by SWC would aggravate the problem of traffic congestion on TMR 	<ul style="list-style-type: none"> ● A holistic approach has been adopted when planning SWC/DBL and Route 10. ● We propose to advance the construction of Route 10 Northern

Name of organizations / individuals	Major views on SWC/DBL and R10	The Administration's Response
	<p>which would in turn create serious noise and air pollution.</p> <ul style="list-style-type: none"> ● Concerned about the lack of convincing traffic data to justify the project. ● A tolled Route 10 might defeat its function of regulating the traffic flow between SWC and Hong Kong. 	<p>Section to provide additional safeguard to the traffic conditions at Tuen Mun Road. This will ensure better interface among the project. In any case, our projection is that the problem will not be serious during the first few years after SWC/DBL are completed. As illustrated over the past few years, Route 3 will divert traffic from TMR. But a real problem will arise when even Route 3 is saturated in 2010/2011.</p> <ul style="list-style-type: none"> ● We have presented comprehensive traffic forecast to the Panel to justify our case. ● The toll level will be decided nearer the time of completion of Route 10 taking into account various factors including affordability of the public, the need for traffic diversion and the toll level of any alternative route.

Name of organizations / individuals	Major views on SWC/DBL and R10	The Administration's Response
20. The Hong Kong Bird Watching Society	<ul style="list-style-type: none"> ● Due to poor funding and execution of EIA work, insufficient survey had been conducted to establish the types of birds which were using the site, as well as the potential impact of both the construction and operational phases of Route 10 on these birds. ● 	<ul style="list-style-type: none"> ● These issues have been addressed in the Route 10 Southern Section EIA report approved by DEP.
21. Tuen Mun Rural Committee (TMRC)	<ul style="list-style-type: none"> ● Seriously concerned about the adverse impact caused by the passing of Route 10 through So Kwun Wat Tsuen. ● General concerns were expressed about compensation and rehousing arrangements. 	<ul style="list-style-type: none"> ● There are a number of constraints at So Kwun Wat which dictate the alignment of the link road. While we believe that the gazetted alignment represents a compromised solution in view of the constraints involved, we will continue to explore the possibility of further minimising the impact of the link road on the villages and shifting the alignment if possible. ● We will liaise closely with the affected residents on the arrangements.
22. 屯門鄉郊區	<ul style="list-style-type: none"> ● General concerns were expressed about the acquisition 	<ul style="list-style-type: none"> ● We will liaise closely with the

Name of organizations / individuals	Major views on SWC/DBL and R10	The Administration's Response
	of land, compensation and rehousing arrangements.	affected residents on the arrangements.

Traffic Forecasts for R10, Sham Tseng Tunnel (STT), R3, Tuen Mun Road, Ting Kau Bridge, Lantau Link, Yuen Long Highway (YLH) and Tolo Highway

Year	Scenarios	Route 10		STT	R3	Tuen Mun Road		Ting Kau Bridge	Lantau Link	YLH	Tolo Highway
		S/S	N/S			TM Town	Sham Tseng				
	<i>Capacity per hour in passenger car unit</i>	5400	5400	3600	5400	3600	5400	5400 / 7200	5400	3600 / 5400	5400 / 7200
2001	Existing	- -	- -	- -	0.56 (0.84)	0.87 (0.96)	1.09 (1.07)	0.90 (1.12)	0.39 (0.34)	0.97 (1.09)	1.26 (1.34)
2006	without SWC	- -	- -	- -	0.76 (0.94)	0.89 (1.00)	1.11 (1.10)	0.71 (0.84)	0.79 (0.74)	0.76 (0.85)	0.97 (1.02)
2006	with SWC	- -	- -	- -	0.85 (1.04)	0.92 (1.03)	1.20 (1.19)	0.79 (0.94)	0.83 (0.78)	0.94 (1.04)	0.90 (0.95)
2008	with R10	0.31 (0.29)	0.32 (0.34)	0.95 (1.05)	0.71 (0.86)	0.97 (1.00)	0.85 (0.87)	0.79 (0.91)	0.63 (0.61)	0.77 (0.86)	0.90 (0.95)
2011	without R10	- -	- -	- -	1.00 (1.15)	1.03 (1.08)	1.27 (1.31)	0.88 (0.98)	1.01 (0.97)	1.04 (1.14)	0.97 (1.02)
2011	with R10	0.36 (0.34)	0.35 (0.37)	0.99 (1.08)	0.81 (0.94)	0.98 (1.01)	0.92 (0.94)	0.84 (0.93)	0.70 (0.69)	0.96 (1.07)	0.94 (0.99)
2016	without R10	- -	- -	- -	1.19 (1.26)	1.14 (1.13)	1.35 (1.43)	0.97 (1.06)	1.18 (1.16)	1.34 (1.42)	1.06 (1.12)
2016	with R10	0.43 (0.43)	0.60 (0.61)	1.04 (1.11)	0.96 (1.06)	0.99 (1.03)	0.95 (0.97)	0.92 (1.04)	0.81 (0.81)	1.28 (1.36)	1.03 (1.09)

Remark : 0.66 - PM Peak v/c ratio

(0.66) - AM Peak v/c ratio

Ting Kau Bridge and Tolo Highway are assumed to be widened from dual 3-lane to dual 4-lane before 2006.

Yuen Long Highway is assumed to be widened from dual 2-lane to dual 3-lane before 2006.

The toll level of R10 N/S is assumed to be the same as charged for R3.