

For Information

**Legislative Council Panel on Transport**  
**Planning of Major Highway Infrastructure**

**PURPOSE**

This paper updates Members on the planning of major highway infrastructure projects after the completion of the Third Comprehensive Transport Study (CTS-3) in 1999.

**BACKGROUND**

2. At the meeting of the LegCo Panel on Transport on 9 October 2003, Members requested the Administration to update Members on the development programme of major transport infrastructure and the associated project assumptions and planning parameters.

**HONG KONG'S TRANSPORT STRATEGY AND TRANSPORT INFRASTRUCTURE PLANNING**

3. Upon the completion of CTS-3 in 1999, the Administration promulgated an updated transport strategy entitled "*Hong Kong Moving Ahead – A Transport Strategy for the Future*" and briefed Members on 26 October 1999 on the major findings.

4. The objective of the strategy is to provide a safe, efficient and reliable transport system to meet the economic growth, social and recreational needs of Hong Kong in an environmentally sustainable manner.

5. The Strategy seeks to achieve this objective through a multi-faceted approach -

- better integration of transport and land use planning;
- better use of railways as the backbone of our passenger transport system;
- better public transport services and facilities;
- better use of advanced technologies in transport management; and
- better environmental protection.

### **CTS-3**

6. CTS-3 adopted an envelope of study assumptions encompassing a wide range of key socio-economic factors such as growth in gross domestic product (GDP), population and employment, vehicle fleet and cross boundary traffic flow to forecast the territory's transport demands under the possible low, **Annex 1** medium and high growth scenarios. The details are set out at **Annex 1**. Based on these assumptions, CTS-3 produced a range of indicative highway development programmes to cater for the anticipated transport needs under different planning and growth scenarios.

### **Latest Position**

#### Continual Review

7. The highway development plan is subject to regular review to ensure that the need, effectiveness, timing and scope of major highway projects can best meet the changing social and transport requirements. In the course of our review, we examine the projects in respect of their operational and developmental needs, economic and financial performance, environmental benefits as well as public acceptability. We then adjust the delivery baselines for these major highway projects as appropriate.

#### Major Changes

8. Since 1999, the growth rate of the territory's population has been on the low side. This can be attributed to the lower birth rate and the increasing trend of people residing to the north of the boundary. The economic downturn in recent years has significantly affected the pace and extent of property

developments and has led to a reduction in the growth rate of domestic trips made by the general public. Cross-boundary passenger flow on the other hand has witnessed continued growth.

9. The development of our highway network has been reviewed in the Annex 2 light of the changing socio-economic environment. **Annex 2** sets out the major highway projects currently at the detailed planning stage or under Annex 3 construction. Highway projects which are under review are listed at **Annex 3**<sup>1</sup>.

### **Way Forward**

10. We would continue to closely monitor the overall transport demand and deliver highway projects to best meet transport needs and the latest socio-economic development of the territory.

### **Advice Sought**

11. Members are invited to note the contents of this paper.

**Environment, Transport and Works Bureau**

**July 2004**

**[ETWB(T)CR 11/5591/95]**

---

<sup>1</sup> Projects serving the Northwest New Territories and those related to the proposed Hong Kong – Zhuhai – Macao Bridge (HZMB) are being reviewed in a separate exercise. (LegCo Paper No. CB(1)2180/03-04(02) issued on 24 June 2004 refers.)

**Envelope of Assumptions adopted in CTS-3 and the Prevailing Planning Assumptions**

<b>2016</b>	<b>Low Growth Scenario</b>	<b>Medium Growth Scenario</b>	<b>High Growth Scenario</b>	<b>Prevailing Planning Assumptions (as at March 2004)</b>
Population	8.2M	8.9M	8.9 – 10.1M	8.2M*
Employment	3.8M	4.4M	4.4 – 5.2M	3.8M
Average GDP Growth per annum	2.4%	4.4%	4.4 - 4.9%	3.0%
Private Vehicle Fleet	455 000	618 000	960 000 – 1 084 000	514 000
Goods Vehicle Fleet	141 000	185 000	262 000	117 000
Cross Boundary Traffic	85 000 vehicles/day	120 000 vehicles/day	120 000 – 164 000 vehicles/day	120 000 vehicles/day

Note: \* Forecast population at mid year including non usual residents (i.e. mobile residents and transients) of 610 000.

**Updated Highway Development Programme**  
**Highway Projects under Detailed Planning or Construction**

	Configuration	Estimated Cost (\$Billion) September 2003 prices	Anticipated Completion Date
<b>Urban</b>			
Central – Wan Chai Bypass and Island Eastern Corridor Link	D3	8.7	2011/12
<b>New Territories</b>			
Sha Tin Trunk Road T7	D2	1.5	2004
Route 8 (formerly Route 9) (Tsing Yi to Sha Tin)	D3	15.0	2007/08
Sha Tin Trunk Road T3	D2	1.9	2007
Route 9 (formerly Route 5) Extension from Shek Wai Kok to Chai Wan Kok	D2	1.0	2006
Castle Peak Road Widening (Tsuen Wan Area 2 to Ka Loon Tsuen)	D2	2.8	2006
Castle Peak Road Widening (Ka Loon Tsuen to Siu Lam)	D2	0.7	2007
Kam Tin Bypass	D2	0.2	2004
Widening of Yuen Long Highway (Lam Tei to Shap Pat Heung Interchange)	D3	0.9	2005
Widening of Tung Chung Road (Lung Tseng Tau to Cheung Sha)	S2	0.7	2007
Chok Ko Wan Link Road (Penny's Bay Section)	D3	0.2	2005
Reconstruction and Improvement to Tuen Mun Road	D3	2.7	2010/11
Deep Bay Link	D3	3.9	2005
<b>Cross Boundary</b>			
Hong Kong - Shenzhen Western Corridor	D3	2.6	2005

Notes: D3 denotes dual 3-lane  
D2 denotes dual 2-lane  
S2 denotes single 2-lane

**Updated Highway Development Programme  
Highway Projects under Review**

	Configuration	Estimated Cost (\$Billion) September 2003 prices
<b>Urban</b>		
Route 4 (formerly Route 7) between Kennedy Town and Aberdeen	D2	9.1
Island Eastern Corridor Improvement between Causeway Bay and North Point	D4	1.3
Route 6 (formerly Route 11) – Central Kowloon Route	D3	9.1
Route 6 (formerly Route 11) – Trunk Road T2 (Kai Tak – Cha Kwo Ling Link)	D2	5.8
<b>New Territories</b>		
Tolo Highway/Fanling Highway Widening (between Island House Interchange and Fanling)	D4	3.1
Route 6 (formerly Route 11) – Western Coast Road, Tseung Kwan O	D2	4.7
Sha Tin Trunk Road T4	D2	1.1
<b>NWNT Traffic and Infrastructure Review Packages</b>		
<u>Package A – Lantau –Urban Link</u>		
Tunnel link connecting Hong Kong – Zhuhai – Macao Bridge (HZMB) and North Lantau Highway (NLH)	D3	10.0
Lantau Road P1 between Tung Chung and Yam O	D2	3.5
Tsing Yi – Lantau Link (TYLL)	D2	15.0
Pa Tau Kwu section of the Chok Ko Wan Link Road	D3	1.7
<u>Package B – Tuen Mun Road Bypass</u>		
So Kwun Wat Link Road	D2	1.9
Sham Tseng Tunnel Link Road	D2	3.5
<u>Package C – Strategic North – South Link (East)</u>		
Lam Tei Tunnel	D3	4.0
So Kwun Wat Interchange	D3	1.0
Tai Lam Chung Tunnel	D3	1.5
Tsing Lung Bridge and Interchanges at Tuen Mun Road and NLH	D3	6.5
Link Road between Tsing Lung Bridge and TYLL	D2	0.6
<u>Package D – Strategic North – South Link (West)</u>		
Tuen Mun Western Bypass	D2	4.4
Tuen Mun – Chek Lap Kok Link	D2	11.5
<b>Cross Boundary</b>		
HZMB	D3	(to be ascertained)

Notes: D4 denotes dual 4-lane  
D3 denotes dual 3-lane  
D2 denotes dual 2-lane