

# **立法會**

## ***Legislative Council***

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### **Panel on Transport**

#### **Background brief on Northwest New Territories Traffic and Infrastructure Development**

#### **Purpose**

This paper provides some background information on the Government's planning for transport infrastructure development in Northwest New Territories (NWNT), taking into account the impact of major projects in NWNT and Lantau as well as other cross boundary infrastructural development projects.

#### **Shenzhen Western Corridor and Deep Bay Link**

2. In March 2001, the Administration completed Stages 1 and 2 of the Cross-links Further Study (the Study) which assessed the future cross boundary traffic demand. The Study confirmed the need to construct the fourth land boundary crossing - the Shenzhen Western Corridor (SWC) together with its connecting road, the Deep Bay Link (DBL) - to satisfy future demand. SWC will span across Deep Bay with its landing points at Shekou in Shenzhen and at Ngau Hom Shek in the Hong Kong Special Administrative Region (HKSAR).

3. When consulted on SWC/DBL in October 2001, the Panel raised concerns that the SWC and DBL traffic, upon opening, would cause unacceptable congestion at Tuen Mun town centre and Tuen Mun Road (TMR), and considered that the planning of the supporting infrastructure, especially Route 10 - North Lantau to Yuen Long Highway (Route 10 Northern Section), should be co-ordinated with the SWC and DBL programme. At the same time, the Panel had received views from various bodies and members of the public regarding the proposed implementation of Route 10. Five public hearings on the SWC, DBL and Route 10 were held between November 2001 and January 2002.

4. At the Panel meetings, Route 3 (CPS) Company indicated that there was still spare capacity at Route 3 and the route would not reach saturation until 2016. Route 10 Northern Section would not be required until then.

5. According to the Administration's forecasts, Route 3 would be saturated by 2010-11 during peak hours and Route 10 Northern Section would be required by then. However, in view of the concerns raised by Members, the Tuen Mun District Council and the Yuen Long District Council, the Administration would be prepared to start the detailed design of Route 10 Northern Section in 2002 to retain the flexibility of completing the project between 2007-08 and 2010-11.

6. As regards the suggestion that Route 10 be replaced with a link road between Tuen Mun and Chek Lap Kok, the Administration explained that such a route was already on its drawing board but its priority was lower than that of Route 10. That was because it related to future traffic demand arising from the further development of the logistics industry in Lantau, the possible fifth land crossing to the western shore of the Pearl River Delta, as well as the future development of any new container terminals. This link could not perform the important functions of Route 10, such as providing a connection between NWNT and the urban areas and container ports, and relieving TMR and Route 3 in the longer term.

7. In March 2002, the Finance Committee approved the funding proposal for the detailed design of the SWC/DBL projects, but not the Route 10 Northern Section project. The Finance Committee's approval in respect of the SWC/DBL projects was made on the requirement that the Administration would investigate and design an Easterly Link Road (ELR) as requested by some members. The ELR would serve as an additional access road connecting SWC/DBL to the existing road system to facilitate traffic heading east from DBL after landing at Ngau Hom Shek.

8. In December 2002, the Administration consulted the Panel again on the SWC/DBL projects prior to seeking funding approval for construction. On the proposed ELR, the Administration advised that it had conducted a study and identified initially 13 possible alignments for ELR having regard to various engineering, land, planning, environmental and transport considerations. Although a preferred option was identified, the analysis showed that its transport benefit was rather limited with a saving of journey time of about two minutes. There were also other implications on the planning of the Hung Shui Kiu New Development Area and land resumption.

9. Given the problems identified above, the Administration proposed to defer the decision on ELR pending the outcome of its review of the transport infrastructure in NWNT including projects which might need to be advanced for the transport link to the western shore of the Pearl River Delta, i.e. the Tuen Mun Western Bypass (TMWB) and the Tuen Mun-Chek Lap Kok Link (TM-CLKL). The Administration however said that the proposal for DBL could not be delayed since it was the only link with SWC and the local network. SWC could not operate without DBL. It was also the stated commitment of both the Shenzhen Municipal Government and the HKSAR Government to strive to complete SWC by 2005 in view of its economic significance to both Shenzhen and Hong Kong. The relevant funding proposal was put to the Finance Committee for consideration at its meeting held on 21 February 2003.

10. During the Finance Committee meeting, the Administration provided the following information in respect of members' concerns:

- (a) Regarding the traffic conditions in NWNT upon the commissioning of SWC/DBL, the total capacity provided by the three existing strategic roads in NWNT, namely TMR, Castle Peak Road and Route 3, would be capable of catering for the peak period traffic demand generated in NWNT as well as those from SWC/DBL until 2011 based on latest traffic forecast. Notwithstanding, plans were in the pipeline for improving traffic conditions in NWNT, including the Castle Peak Road improvement project and the proposed widening of Yuen Long Highway. The impending commissioning of West Rail would also help improve traffic condition in NWNT. Necessary improvement measures would continue to be implemented before the existing network reached its full capacity.
- (b) Regarding traffic diversion, the Administration was in the course of negotiation with the Route 3 (CPS) Company for toll concessions to attract motorists to use Route 3 with a view to reaching an agreement in early 2004. A decision would then be made on ELR to facilitate traffic diversion to Route 3. Initial estimates indicated that ELR would cost about \$700 million and take about three years to complete.
- (c) Regarding the need for Route 10, it had all along been the Administration's position that Route 10 was required by 2011 to meet the development and projected population growth in NWNT rather than as a direct measure for relieving the traffic load generated from SWC/DBL in 2005. The Administration would consider the construction of Route 10 in the context of the overall review of the transport network for NWNT.

11. The funding proposal for the proposed construction of SWC/DBL was approved by the Finance Committee on 21 February 2003.

### **Hong Kong-Zhuhai-Macao Bridge**

12. In August 2003, the State Council gave its approval for the commencement of advance work for the Hong Kong-Zhuhai-Macao Bridge to improve the transport linkage between the three places. The governments of Guangdong, Hong Kong and Macao have set up the Hong Kong-Zhuhai-Macao Bridge Advance Work Co-ordination Group (Co-ordination Group) to press ahead with the advance work of the project. Hong Kong would be the convenor and each of the three sides would appoint three representatives as members of the Co-ordination Group. The Co-ordination Group would commission preliminary feasibility studies on various subjects, including economic benefits, alignment, environmental protection and hydrology.

The reports, when completed, would be submitted to the National Development and Reform Commission to apply for the creation of the project.

13. The Administration will brief the Panel on the latest development of the project at the forthcoming meeting to be held on 29 September 2003.

#### **Northwest New Territories Traffic and Infrastructure Review**

14. On 1 August 2003, the Panel received views from the Working Group on Route 10 and Deep Bay Link Project formed under the Tuen Mun District Council. The Working Group opines that in order to alleviate existing congestion at TMR and meet anticipated demand generated by SWC/DBL and the Hong Kong-Zhuhai-Macao Bridge, the Administration should expedite the overall planning for the transport infrastructure in NWNT, including the choice and implementation schedules for related projects such as the Northern Section of Route 10, ELR, TMWB and TM-CLKL. The Administration should also pursue more actively measures to achieve traffic diversion from TMR to Route 3.

15. The Panel will follow up on the preliminary outcome of the NWNT Traffic and Infrastructure Review at the forthcoming meeting to be held on 29 September 2003. Details of the review are set out in LC Paper No. CB(1)2291/02-03(04).

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