

立法會交通事務委員會

二零零四年新界西北交通及運輸基建檢討  
及  
屯門公路重建及改善工程

Legislative Council Panel on Transport

**NWNT Traffic and Infrastructure Review 2004  
and  
Reconstruction and Improvement of Tuen Mun Road**

二零零五年四月二十二日  
**22 April 2005**

交通需求量  
Demands

可能方案  
Possible Options

各種可能出現的發展情況  
Different Scenarios

各種道路工程組件  
Building Blocks

最關鍵路段  
Most Critical Sections

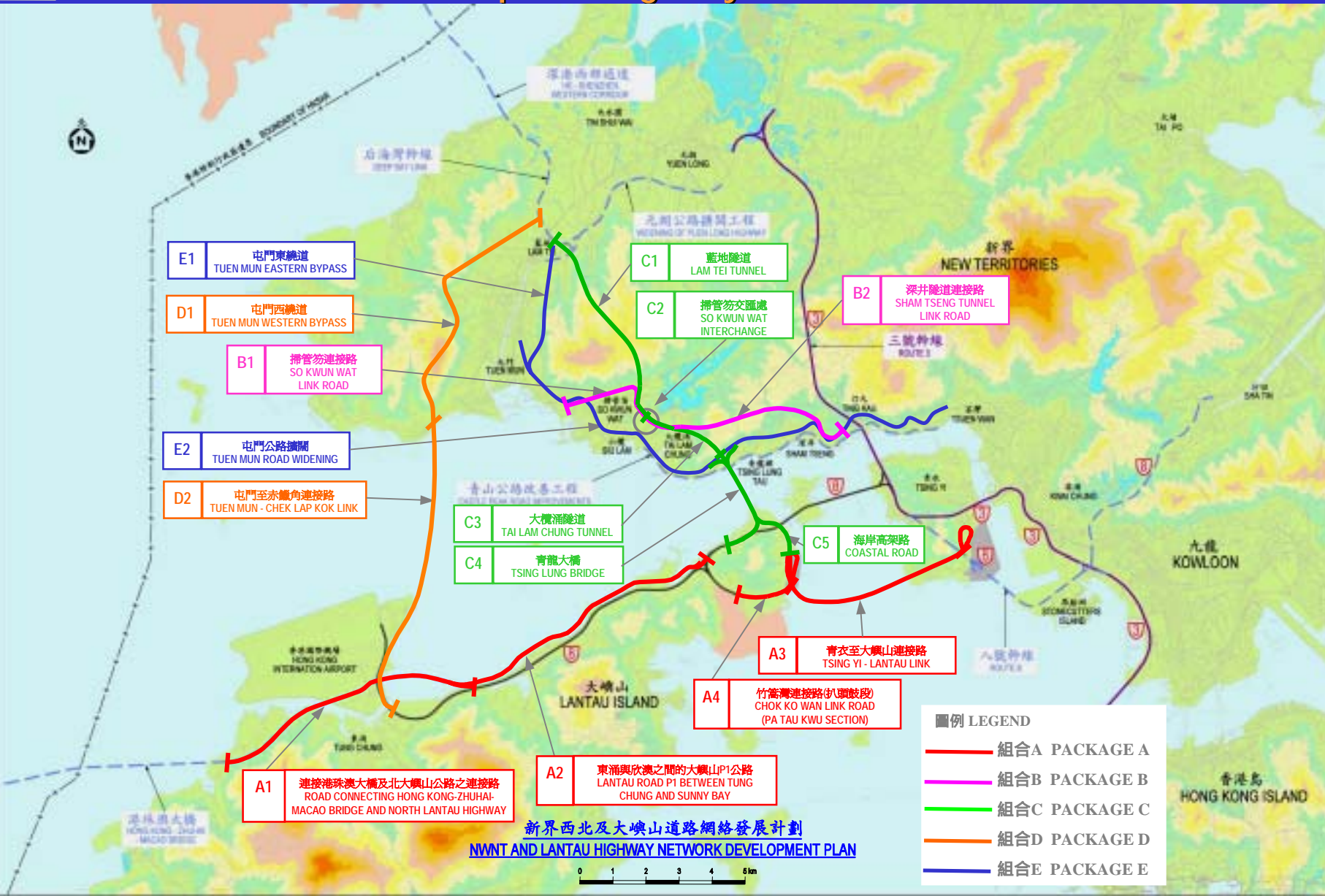
最大規模公路網  
Maximal Network

以公路網配合需求  
*Matching the demand with network*

共同的組件、可行性、觸發點、時間、成本效益及其他考慮  
*Common elements, practicability, triggers, timing, cost effectiveness, other considerations*

道路基建發展策略  
*An Infrastructure Development Strategy*

# 擬議公路發展組合 Proposed Highway Network



**E1** 屯門東繞道  
TUEN MUN EASTERN BYPASS

**D1** 屯門西繞道  
TUEN MUN WESTERN BYPASS

**B1** 掃管笏連接路  
SO KWUN WAT LINK ROAD

**E2** 屯門公路擴闊  
TUEN MUN ROAD WIDENING

**D2** 屯門至赤鱗角連接路  
TUEN MUN - CHEK LAP KOK LINK

**C1** 藍地隧道  
LAM TEI TUNNEL

**C2** 掃管笏交匯處  
SO KWUN WAT INTERCHANGE

**B2** 深井隧道連接路  
SHAM TSENG TUNNEL LINK ROAD

**C3** 大欖涌隧道  
TAI LAM CHUNG TUNNEL

**C4** 青龍大橋  
TSING LUNG BRIDGE

**C5** 海岸高架路  
COASTAL ROAD

**A3** 青衣至大嶼山連接路  
TSING YI - LANTAU LINK

**A4** 竹篙灣連接路(伊頭段)  
CHOK KO WAN LINK ROAD (PA TAU KWU SECTION)

**A1** 連接港珠澳大橋及北大嶼山公路之連接路  
ROAD CONNECTING HONG KONG-ZHUHAI-MACAO BRIDGE AND NORTH LANTAU HIGHWAY

**A2** 東涌與欣澳之間的大嶼山P1公路  
LANTAU ROAD P1 BETWEEN TUNG CHUNG AND SUNNY BAY

**圖例 LEGEND**

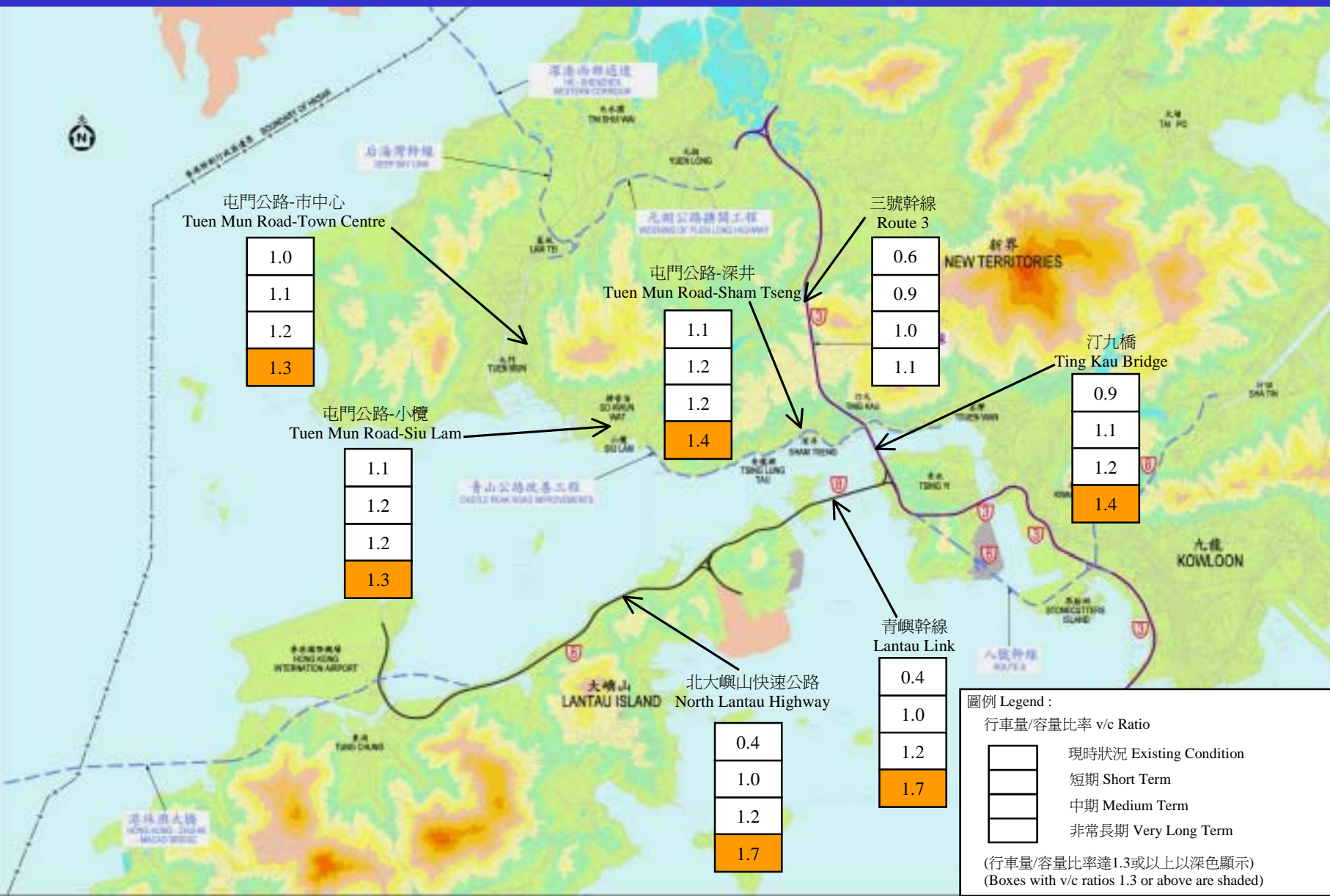
<span style="color: red;">—</span>	組合A PACKAGE A
<span style="color: magenta;">—</span>	組合B PACKAGE B
<span style="color: green;">—</span>	組合C PACKAGE C
<span style="color: orange;">—</span>	組合D PACKAGE D
<span style="color: blue;">—</span>	組合E PACKAGE E

新界西北及大嶼山道路網絡發展計劃  
NWNT AND LANTAU HIGHWAY NETWORK DEVELOPMENT PLAN



# 基本公路網的交通狀況

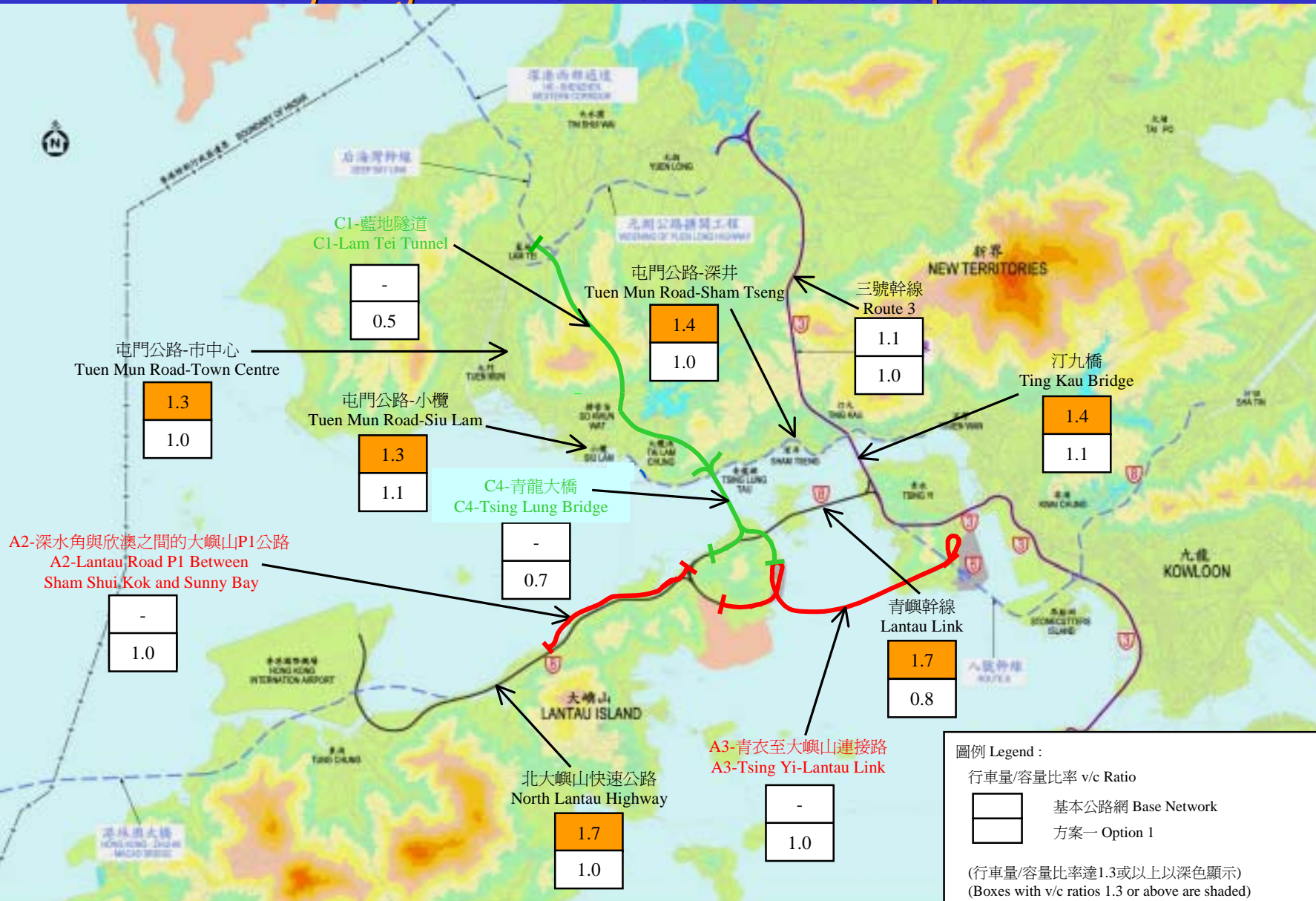
## Traffic Condition Under Base Network





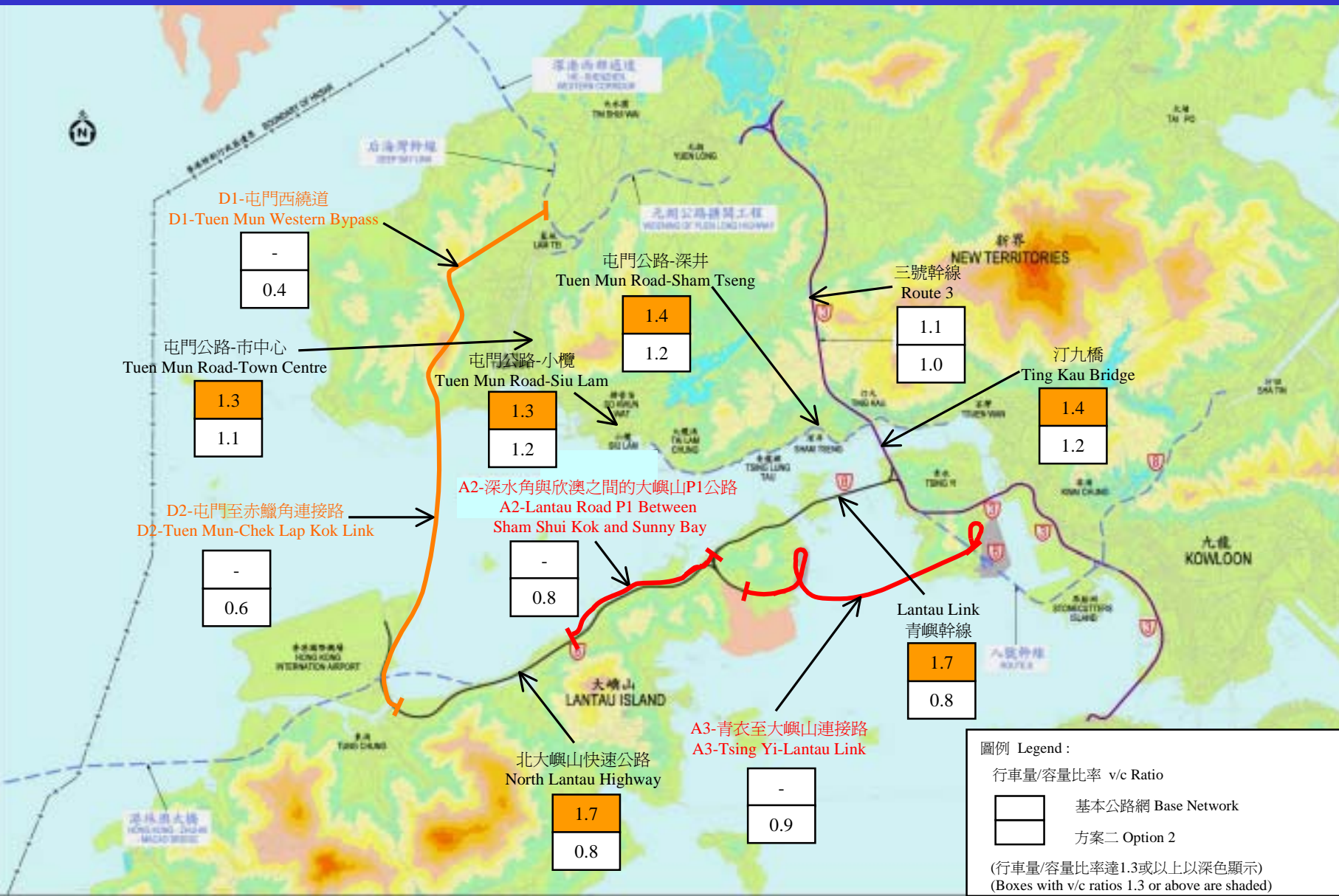
# 方案一的非常長期交通狀況

## Very Long Term Traffic Condition Under Option 1



# 方案二的非常長期交通狀況

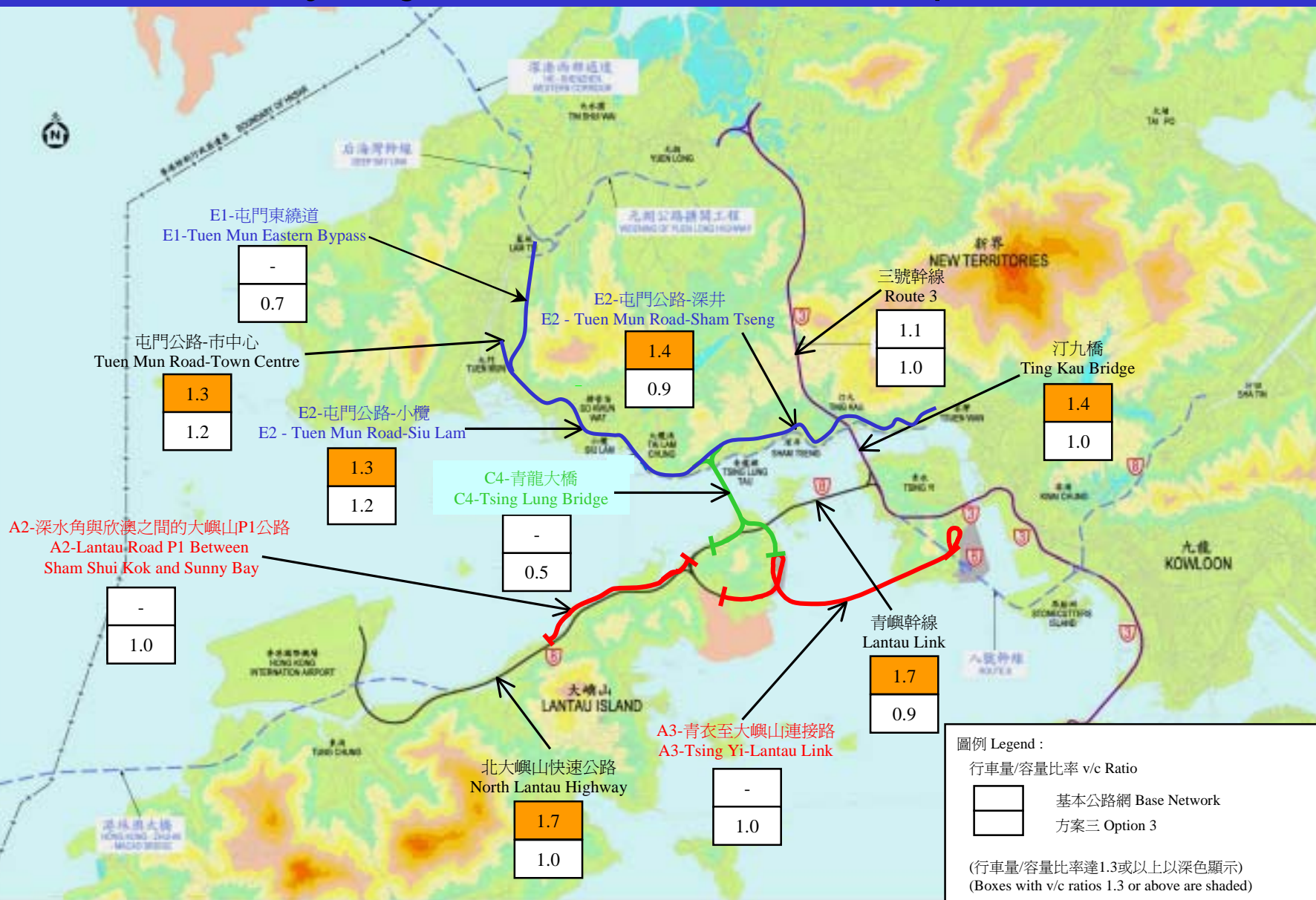
## Very Long Term Traffic Condition Under Option 2





# 方案三的非常長期交通狀況

## Very Long Term Traffic Condition Under Option 3



# 方案一至方案三的成本及時間表

## Time Frame and Costs of Options 1 – 3

	工程 Projects	工程成本 (十億元) Project Cost <sup>1</sup> (\$billion)	總成本 (十億元) Total Cost (\$billion)	預期實施年期 Anticipated implementation Window
方案一 Option 1	組合 C (C5 除外) Package C (except C5)	13.5	<b>36.3</b>	2017 - 2022
	A2 <sup>2</sup>	2.3		2023及以後 2023 and beyond
	A3	17.7		
	A4	1.8		
	C5	1.0		
方案二 Option 2	組合 D Package D	16.4	<b>38.2</b>	2017 - 2022
	A2 <sup>2</sup>	2.3		2023及以後 2023 and beyond
	A3	17.7		
	A4	1.8		
方案三 Option 3	組合 E Package E	7.5	<b>36.8</b>	2017 - 2022
	C4	6.5		2023及以後 2023 and beyond
	A2 <sup>2</sup>	2.3		
	A3	17.7		
	A4	1.8		
	C5	1.0		

註解 Notes:

1. 「工程成本」包括工程本金及土地回收費用  
“Project Cost “ includes both the capital and land costs of the project.
2. 深水角至欣澳段  
Section between Sham Shui Kok and Sunny Bay.





# 屯門公路 Tuen Mun Road

屯門公路市中心段  
Tuen Mun Road Town Centre Section

屯門公路高速公路段  
Tuen Mun Road Expressway Section

小欖交匯處  
Siu Lam  
Interchange

深井高架道路  
Sham Tseng  
Viaduct

德福橋  
Telford Bridge

屯門公路主要的改善工程

## Major Improvements to Tuen Mun Road

- Pavement 瀝青路面
- Lane Width 行車線闊度
- Hardshoulder 路肩
- Sightline 行車觀線距離

# 重建及改善屯門公路的進一步研究

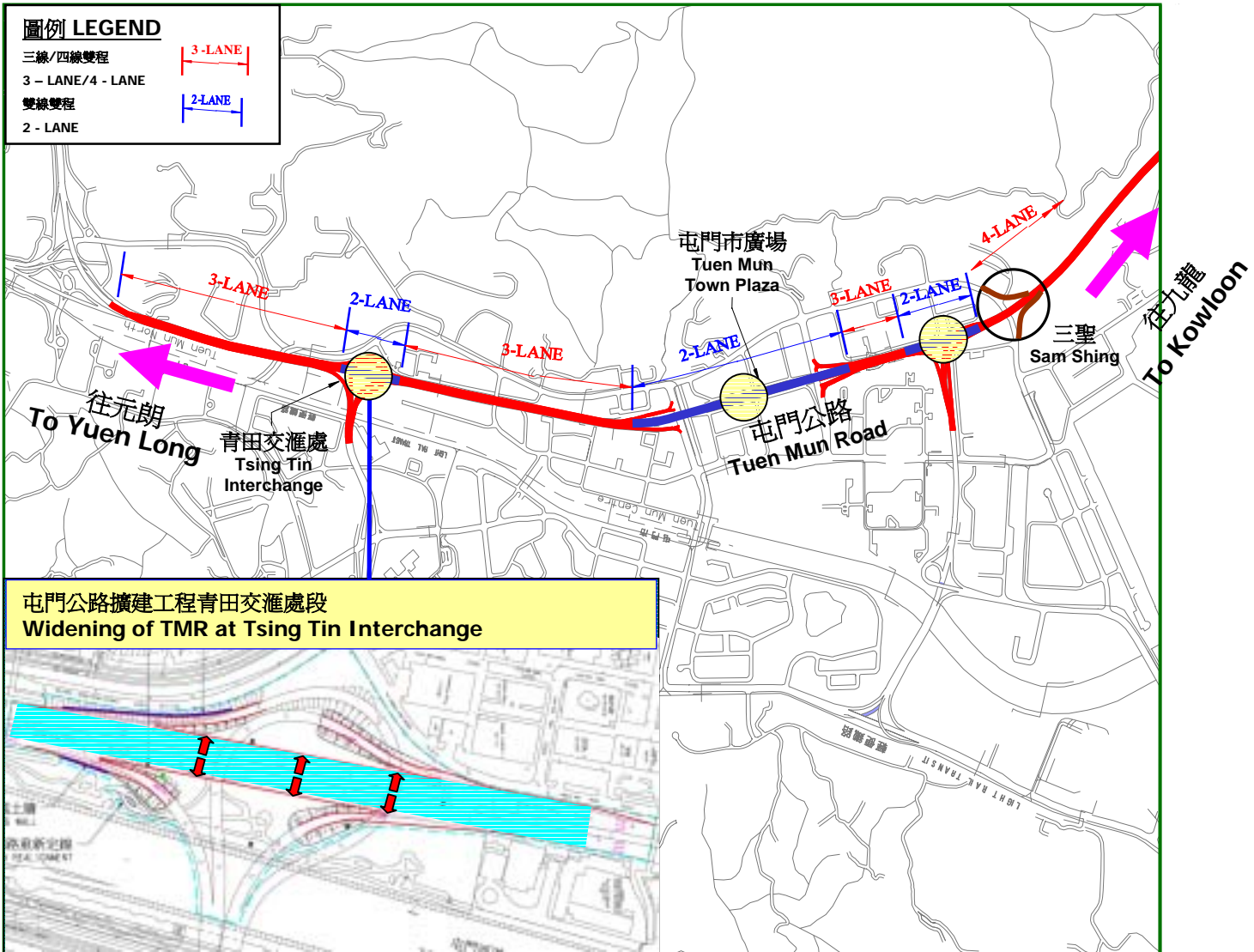
## Further Study on Reconstruction and Improvement of Tuen Mun Road

### 三線雙程與四線雙程比較 Dual 3-lane vs Dual 4-lane

	三線雙程計劃 Dual 3-lane Scheme	四線雙程計劃 Dual 4-lane Scheme
工程時間表 Project Programme	2006 年第 4 季至 2011 年第 4 季 4th quarter 2006 to 4th quarter 2011	2007 年第 4 季至 2013 年第 2 季 (較三線雙程改善計劃延遲 20 個月) 4th quarter 2007 to 2nd quarter 2013 (20 months delay as compared to the dual 3-lane improvement)
工程費用 Project Cost	\$3,200 百萬 million	\$5,500 百萬 million
經常性開支 Recurrent Consequences	\$20 百萬 million	\$37 百萬 million
土地回收 Land Resumption		
<ul style="list-style-type: none"> <li>私人土地回收 Private land to be resumed</li> </ul>	250 平方米 m <sup>2</sup>	7,064 平方米 m <sup>2</sup>
<ul style="list-style-type: none"> <li>預計費用 Estimated Cost</li> </ul>	\$1 百萬 million	\$200 百萬 million
噪音舒緩措施 Noise Mitigation Measures		
<ul style="list-style-type: none"> <li>垂直式/懸掛式隔音屏 Vertical / Cantilevered Noise Barriers</li> </ul>	5.1 千米 km	16.3 千米 km
<ul style="list-style-type: none"> <li>半密封式隔音罩 Semi-noise Enclosure</li> </ul>	-	2.5 千米 km
<ul style="list-style-type: none"> <li>密封式隔音罩 Full Noise Enclosure</li> </ul>	-	0.22 千米 km
<ul style="list-style-type: none"> <li>費用 Cost</li> </ul>	\$383 百萬 million	\$1,300 百萬 million

# 屯門路市中心段 – 交通容量的限制

## Tuen Mun Road Town Centre Section – Capacity Constraints





連接屯門公路及青山公路近三聖邨的新交匯處  
Additional Interchange Connecting Tuen Mun Road &  
Castle Peak Road near Sam Shing ESTATE

