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Transport and Housing Bureau

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[English Translation]

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Council Business Division Legislative Council Secretariat Legislative Council Complex 1 Legislative Council Road, Central Hong Kong (Attn: Ms Macy NG) (Fax: 3151 7052)

15 June 2017

Dear Ms NG,

Panel on Transport Meeting on 17 March 2017

870TH – Feasibility Study on Route 11 (between North Lantau and Yuen Long)

Supplementary Information

Following the meeting of the Panel on Transport on 17 March 2017, some Members requested the Government to provide supplementary information on the funding application for Item No. 870TH – Feasibility Study on Route 11. Hon CHU Hoi-dick and Hon Tanya CHAN wrote separately to the Chairman of the Panel on Transport and this Bureau on the day of the meeting, requesting the Government to provide the supplementary information. Moreover, the meeting passed Hon Michael TIEN's motion requesting the Government to examine in the feasibility study on Route 11 whether the slip road of Route 11 can be further extended to Castle Peak Road. Our consolidated reply is as follows.

(1) Background information of ex-Route 10 and the differences between ex-Route 10 and Route 11

The background information of ex-Route 10 was already set out in paragraphs 23 to 26 of LC Paper No. CB(4)578/16-17(05) submitted to the Panel on Transport, so it will not be repeated here.

Route 11 is based on the concept of ex-Route 10. Both routes connect North Lantau and Yuen Long. As the study and design for ex-Route 10 were conducted some ten years ago, the then alignment may not suit the current planning and development. Therefore, before we can confirm the detailed alignment of Route 11, we have to study further by making reference to the latest planning and development parameters as well as the relevant information of ex-Route 10. We need to have a preliminary option on the detailed alignment of Route 11 before a comparison can be drawn between Route 11 and ex-Route 10.

(2) Traffic forecasts for the major roads in the Northwest New Territories (NWNT) with or without Route 11

The relevant information is set out in the Annex.

(3) Whether Route 11 is part of the East Lantau Metropolis (ELM) or the "NWNT-Lantau-Metro Transport Corridor", and the impact on Route 11 upon completion of the ELM The concept of Route 11 originated from "ex-Route 10". Ex-Route 10 was classified as a Category C works project as early as 1993 and was discussed at meetings of the Legislative Council (LegCo) Panel on Transport in 2007. Although it was proposed that the Tuen Mun-Chek Lap Kok Link (TM-CLKL) and the Tuen Mun Western Bypass (TMWB) should be implemented first, it was also suggested that ex-Route 10 should be considered again when there was further development in the NWNT(please refer to LC Paper No. CB(1)2023/06-07(05) for details). Hence, Route 11 did not originate from the ELM development proposed in recent years.

In view of the future developments in the NWNT, we propose conducting a feasibility study on Route 11. Route 11 is necessary to cope with the traffic demand arising from the further development in the NWNT areas and to provide the third vehicular access to Lantau Island in addition to Tsing Ma Bridge/Kap Shui Mun Bridge and the TM-CLKL. The proposed feasibility study on Route 11 is based on the traffic demand forecasts up to 2036 and does not include the planning and development parameters of the ELM. Therefore, Route 11 is not part of the ELM development, but a major road which connects the NWNT areas.

Since we have yet to confirm the proposal for the development of the ELM and the associated transport facilities, we are not able to predict the impact of the ELM on the traffic volume of Route 11. The additional traffic demand arising from the future development of the ELM is thus not included in the traffic forecasts in 2036 set out in the **Annex**.

(4) Proposed inclusion of the funding for the feasibility study on Route 11 in the funding for the ELM project for submission in one go to the Panel on Development for Members'

consideration

As mentioned above, Route 11 did not originate from the ELM project. Therefore, we will not include the funding for the feasibility study on Route 11 in the funding application for the ELM project.

Separately, based on the findings of the "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" which will be completed in 2018, we will commence a study on the corresponding transport infrastructure required for supporting the recommendations on strategic land use planning, especially the two strategic growth areas (i.e. the ELM and the New Territories North) which will probably be implemented in the longer term. We will study the layout of the proposed railway and major road infrastructure, and carry out preliminary engineering technical review on the route alignment and associated facilities, in order to ensure that the planning of large-scale transport infrastructure can meet the needs of Hong Kong's overall long-term land development. At the same time, we will examine the impact of the proposed transport infrastructure on the existing transport network to formulate relevant transport strategies. The LegCo Panel on Transport will be consulted on the "Strategic Studies on Railways and Major Roads beyond 2030" in due course.

The above "Strategic Studies on Railways and Major Roads beyond 2030" is a study which outlines the directions whereas the feasibility study on Route 11 is more specific (including examining the route alignment and the technical feasibility). These two studies therefore cannot be mixed up.

(5) Alignment, cost and traffic flow forecast of the TMWB

Regarding the TMWB, the Highways Department (HyD) has consulted the stakeholders on the proposed alignment, portal and design many times in the past few years. Having consolidated the comments of various parties and upon further planning, the HyD consulted the District Councils and Rural Committees concerned on the latest proposed alignment in the second half of 2016. Under the proposed alignment, the TM-CLKL will be connected with the Kong Sham Western Highway with a provision of a connection to Tsing Tin Road. The HyD is currently making preparation for the commencement of the investigation study and preliminary design of the TMWB in the fourth quarter of this year. The study will include assessing the impact on the environment and traffic (including traffic flow), and reviewing the construction cost, implementation arrangement, works programme, etc.

(6) Request for the full text of the study on Route 10

The Southern Section of ex-Route 10 was gazetted under the Roads (Works, Use and Compensation) Ordinance (Chapter 370) in 2000 and 2002. For the Northern Section, the funding application for its detailed design was rejected by the Finance Committee at its meeting on 8 March 2002. Subsequently, in view of the development of the Hong Kong-Shenzhen Western Corridor, the traffic and transport infrastructure in the NWNT and Lantau was reviewed again in 2002, which comprised formulating feasible road networks and including ex-Route 10 in the review, and establishing the implementation programme and the relative priorities of the recommended roads. It was gazetted in 2003 that the Government decided not to follow the original plan to execute the works for ex-Route 10 Southern Section. Ex-Route 10 was retained as a long-term option for consideration when there was further

development in the NWNT in future.

Since the study on ex-Route 10 has yet to be completed, we are not able to provide the full text of the study. Moreover, some of the contents of the study have become out-of-date and no longer applicable to the current situation. For example, the then population and employment projections for planning purposes have changed, the Shenzhen Bay Bridge has commissioned, the requirements on the emission levels under the ordinances on environmental protection have raised, etc.

(7) Projected traffic volume of the Tai Lam Tunnel in the coming ten years and the intended toll levels upon expiry of the franchise

Generally speaking, the degree of traffic congestion of a particular road section is indicated by the traffic volume per hour during the peak hour. According to the Annual Traffic Census 2015 of the Transport Department (TD), the southbound section of the Tai Lam Tunnel has a higher traffic volume, i.e. around 4 400 passenger car units (pcu) per hour, during morning peak hours. With the development of the NWNT, the traffic volume of the Tai Lam Tunnel will increase significantly. The TD has estimated that in 2026, the traffic volume will increase to around 6 300 pcu per hour, exceeding the design capacity (around 5 400 pcu per hour).

The franchise of the Tai Lam Tunnel and Yuen Long Approach Road will expire in 2025. In general, tolls or fees of government tolled roads/tunnels are charged under the "cost-recovery" and "user-pays" principles. In determining tunnel tolls or fees, the Government will take into account a series of factors, including traffic management, costs of the provision of the relevant roads/tunnels (including the capital costs spent), the toll of alternative routes, public affordability and acceptability, etc. All toll proposals have to be implemented through legislation. We will carry out consultation and other procedures in a timely manner.

(8) Motion requesting the Government to examine in the feasibility study on Route 11 whether the slip road of Route 11 can be further extended to Castle Peak Road

We will include in the feasibility study on Route 11 the proposed extension of the slip road of Route 11 to Castle Peak Road.

Yours sincerely,

[Chinese version signed]

(LEUNG Sai-ho) for Secretary for Transport and Housing

c.c.: Highways Department Transport Department

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Annex

Below are the traffic forecasts for the major roads in the NWNT with or without Route 11 made by the Transport Department when considering whether to conduct a feasibility study on Route 11:

Major road*	Traffic volume during morning peak hours in 2036 (passenger car unit (pcu) per hour)	
	Without Route 11	With Route 11
Tuen Mun Road (Siu Lam	6 800	5 800
Section) eastbound		
Tuen Mun Road (Sham	6 100	5 600
Tseng Section) eastbound		
- West of Tsing Lung Tau		
Tai Lam Tunnel southbound	7 100	6 100
Ting Kau Bridge	7 100	5 300
southbound		
Tuen Mun Road (Town	6 400	6 500
Centre Section) southbound		
Tuen Mun-Chek Lap Kok	2 700	2 500
Link (TM-CLKL) Northern		
Connection southbound		
Route 11 southbound	-	3 100
- near Tai Lam Chung		

* The traffic volumes during the morning peak hour in the urban bound sections (i.e. southbound and eastbound sections) are higher.

Note:

The Transport Department estimated in 2013 that the single direction peak traffic of the TM-CLKL Northern Connection would be around 1 600 pcu per hour in 2021.