

修訂計劃的優點

修訂計劃的優點包括：

- 受到最多反對的小欖連接路將會被介乎小欖至汀九的連接路所取代。這條稱為深井隧道連接路的道路亦提供引路連接屯門公路及汀九橋；
- 擬建的深井隧道連接路以及掃管笏連接路為介乎掃管笏與汀九之間的屯門公路增加雙程雙線的行車容量。避免了在交通繁忙的屯門公路旁進行危險及滋擾交通的擴闊工程。由於修訂計劃既能為這條重要的交通走廊提供所需的額外行車容量，並且在施工期間對交通的滋擾最少，因此會是一條符合成本效益的替代路線；
- 在十號幹線—北大嶼山至元朗公路北段建成後，將為藍地經擬建的深井隧道連接路至汀九之間提供一條快速公路。其主要優點是可在繁忙時間大量疏導屯門公路的交通；
- 在青龍頭興建青龍大橋與屯門公路的直接連接路，為深井、荃灣、大欖、小欖及黃金海岸的居民提供方便的通道前往大嶼山及機場；
- 擬建的青龍大橋至北大嶼山公路的直接連接路，可避免路線佔用大嶼山東北部的天然海岸線。在有需要時，修訂計劃可容許興建通往竹篙灣連接路的雙程雙線沿岸公路以應付大嶼山東北部的日後發展需求；
- 修訂計劃可處理大部份根據《道路(工程、使用及補償)條例》提出的反對書；
- 修訂計劃可加強青龍大橋作為進出大嶼山的第二條重要通道的作用。在青嶼幹線因意外而須封閉時，這項優點尤為重要；以及
- 修訂計劃在路線上有各方面的優點。在北段及深井隧道連接路建成後，有關計劃可提供下列四種不同路線的安排：
 - 藍地至汀九(12.7公里)
 - 藍地至大嶼山(12.1公里)
 - 掃管笏至汀九(10.4公里)
 - 掃管笏至大嶼山(9.8公里)

公眾諮詢

修訂計劃已提交屯門及荃灣區議會，以及屯門、荃灣及馬灣的鄉事委員會，反應大致良好。修訂計劃亦已提交立法會交通事務委員會，該委員會已召開多次公眾聆訊討論是項工程計劃。修訂計劃稍後會根據《道路(工程、使用及補償)條例》刊登憲報。

深井隧道連接路

深井隧道連接路的規劃及建築工程將由另一項工程項目進行。深井隧道連接路的建築工程訂於二零零八年與十號幹線—北大嶼山至元朗公路南段同期完成。

施工計劃

介乎北大嶼山與掃管笏之間的十號幹線—北大嶼山至元朗公路南段工程，現訂於二零零八年年底竣工。青龍大橋約需五年才能建成，因此已訂於二零零三年動工。大欖涌隧道的建築工程及位於大欖和掃管笏的道路工程已訂於二零零四年動工。

最新交通數據顯示，介乎掃管笏與藍地之間的十號幹線—北大嶼山至元朗公路北段需在二零一零年或以後啟用。當局會每年檢討有關的時間表。

The Benefits of the Revised Scheme

The benefits of the revised scheme are:

- Siu Lam Link Road, which attracted most of the objections to the gazetted scheme, has been deleted and replaced with a link road between Siu Lam and Ting Kau (Sham Tseng Tunnel Link Road) with connections to Tuen Mun Road and Ting Kau Bridge.
- The proposed Sham Tseng Tunnel Link Road together with the So Kwun Wat Link Road provides additional dual 2-lane capacity to Tuen Mun Road corridor between So Kwun Wat and Ting Kau. It would remove the need for widening of Tuen Mun Road, which will inevitably pose disruption and danger to traffic. It is a cost-effective alternative providing needed additional capacity to this important corridor with minimum disruption to traffic during construction;
- It provides for a future connection from Lam Tei to Ting Kau via the proposed Sham Tseng Tunnel Link Road upon the completion of the Northern Section of Route 10-NLYLH. This alternative also has a secondary, but very major benefit in that it will divert significant volumes of traffic from Tuen Mun Town during peak hours;
- The connections to Tsing Lung Bridge from Tuen Mun Road at Tsing Lung Tau provide convenient access to Lantau and the Airport for the residents of Sham Tseng, Tsuen Wan, Tai Lam, Siu Lam and Gold Coast;
- The direct connection from Tsing Lung Bridge to North Lantau Highway provides the linkage to Lantau. It prevents the intrusion into the natural coastline of Northeast Lantau. The scheme retains the option to build a dual 2-lane road to Chok Ko Wan Link Road if and when the need arises, due to further development in this area of Lantau;
- The revised scheme addresses most of the objections received under the Roads (Works, Use and Compensation) Ordinance;
- The new arrangements amplify the benefits provided by the Tsing Lung Bridge as a second strategic link to Lantau. This will be particularly important should the Lantau Link be closed due to accident etc; and
- The revised scheme represents good value for money. Upon completion of the Northern Section and the Sham Tseng Tunnel Link Road, it provides the following four separate highway routes:
 - Lam Tei to Ting Kau (12.7 km)
 - Lam Tei to Lantau (12.1 km)
 - So Kwun Wat to Ting Kau (10.4 km)
 - So Kwun Wat to Lantau (9.8 km)

Public Consultation

The revised scheme has been presented to Tuen Mun and Tsuen Wan District Councils and the Rural Committees of Tuen Mun, Tsuen Wan and Ma Wan. It has generally been well received. The revised scheme has also been presented to the LegCo Panel on Transport. The LegCo Panel on Transport has organised a number of public hearings to discuss the project. The revised scheme will be gazetted under the Roads (Works, Use and Compensation) Ordinance in due course.

Sham Tseng Tunnel Link Road

The planning and construction of the Sham Tseng Tunnel Link Road is proposed to be pursued under a separate public works item. Its construction is targeted for completion in 2008 at the same time as the Route 10-NLYLH Southern Section.

The Programme

The construction of the Route 10-NLYLH Southern Section between North Lantau and So Kwun Wat is now scheduled to be completed 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.

Current traffic forecasts indicate that Route 10-NLYLH Northern Section between So Kwun Wat and Lam Tei will be required in or after 2010. This schedule will be reviewed annually.

資料摘要 INFORMATION NOTE

南段的修訂計劃 SOUTHERN SECTION REVISED SCHEME



十號幹線— 北大嶼山至元朗公路 ROUTE 10 - NORTH LANTAU TO YUEN LONG HIGHWAY



背景

介乎北大嶼山至掃管笏之間的十號幹線—北大嶼山至元朗公路南段計劃已於二零零零年七月二十八日及八月四日根據《道路(工程、使用及補償)條例》刊憲(憲報公告第4847號)。由於接獲反對意見，因此政府決定不再繼續進行憲報公告的道路計劃，並會在計劃再次刊憲前進行全面檢討。是項檢討已考慮到最新制訂的規劃上的變動，以及盡可能回應反對人士、環保團體、地方社區、立法會議員及當區區議員就這項憲報公布的計劃提出的建議、意見和關注。

是項檢討建議的修訂計劃處理了下列關注：

- 一. 刪除計劃內的海岸公路及花坪繳費廣場，可以解決環保團體、馬灣漁民和草灣村民所關注的問題。
- 二. 在青龍頭興建青龍大橋至屯門公路來往東西兩面的直接連接路，以解決部份當區區議員的關注。
- 三. 關於掃管笏連接路方面，在青龍頭興建直接連接路，便能取消屯門公路東面的引路。由於減少佔用老青山村的土地，部份老青山村居民所關注的問題亦可以解決。
- 四. 為解決掃管笏原居民的關注及盡量減少對掃管笏殯葬區造成的影響，已採用了較為彎曲弧度的路線。受影響的殯葬區將會在其他地方重置。
- 五. 取消興建小欖連接路，將可解決大部份帝濤灣居民的反對意見。建議的深井隧道連接路將代替小欖連接路，並將由另一項工程項目進行。這條連接路擬建隧道連接小欖與汀九，然後經高架路連接至屯門公路，並經引路至汀九橋。
- 六. 在小欖擬建一條短隧道，以代替大型削坡。此外，建議用建築上富有美感的「拱橋」來代替小欖及大欖涌的高架路，以解決村民對景觀上的關注。

修訂計劃

十號幹線—北大嶼山至元朗公路南段的建議修訂計劃載於圖1。憲報公布計劃的建議修訂如下：

- 取消東北大嶼山沿岸路段；
- 興建直接連接路，連接青龍大橋與北大嶼山公路；擴闊北大嶼山公路介乎繳費廣場與陰澳交匯處之間的路段；
- 在青龍頭興建青龍大橋與屯門公路之間的直接連接路；
- 取消擬建的小欖連接路；
- 取消掃管笏連接路東面的通道；
- 在小欖擬建的大型削坡以隧道代替；以及
- 大欖涌及小欖山谷擬建高架路由拱橋代替。

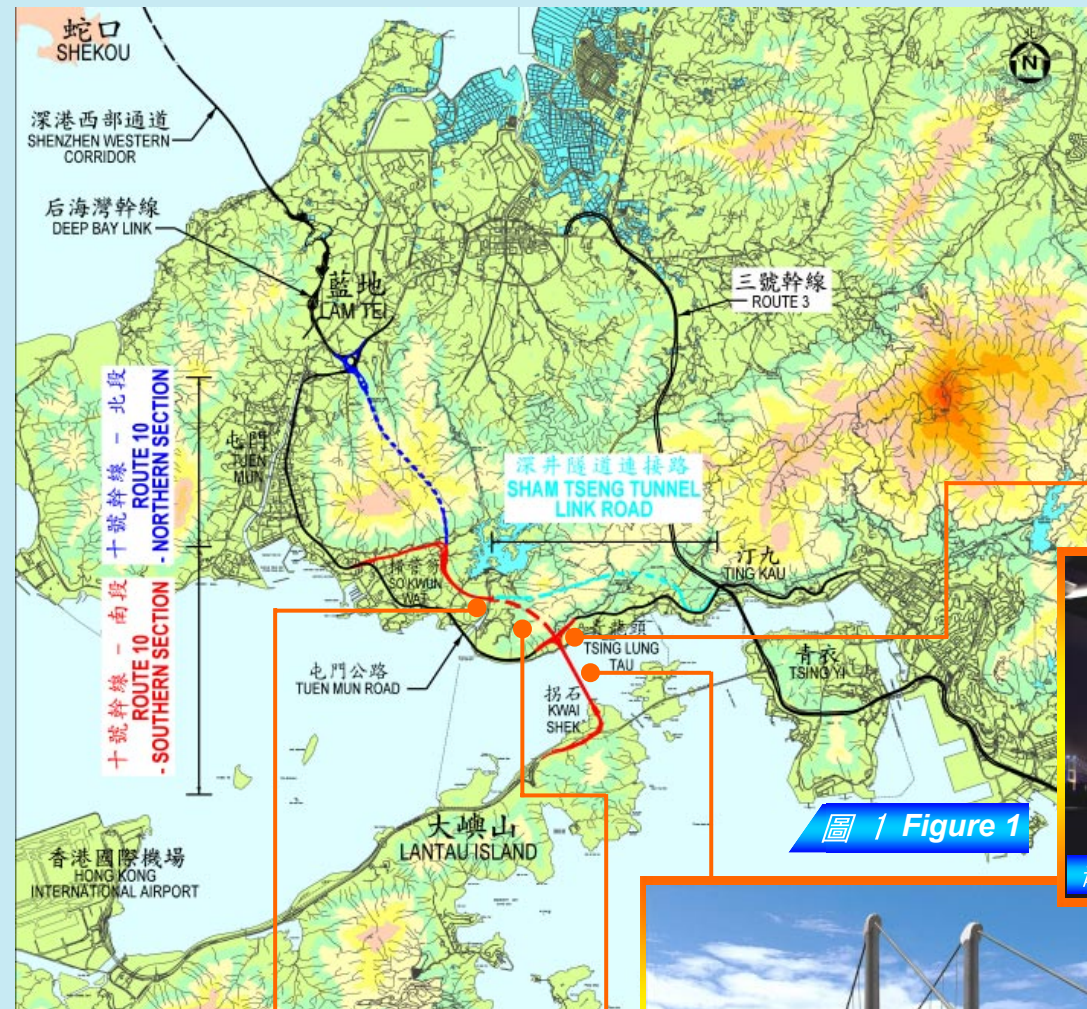


圖 1 Figure 1



大欖涌拱橋 Tai Lam Chung Arch Bridge



青龍大橋 Tsing Lung Bridge



大欖涌隧道 Tai Lam Chung Tunnel



青龍頭交匯處
Interchange at Tsing Lung Tau



青龍大橋夜景 Tsing Lung Bridge at night

Background

The Route 10-NLYLH Southern Section scheme between North Lantau and So Kwun Wat was gazetted under the Roads (Works, Use and Compensation) Ordinance on 28 July and 4 August 2000 (Gazette Notice 4847). In view of the objections received, the Government has decided that it will not proceed with the road scheme as gazetted and would carry out a complete review before re-gazetting the Scheme. Highways Department has carried out a review of the Scheme taking into account the latest promulgated planning criteria and with the purpose, as far as practicable, of addressing the concerns raised by objectors, green groups, local communities, members of Legislative Council (LegCo) and members of District Councils.

The review recommends a revised scheme which addresses the following concerns:

- a. Concerns of environmental organisations, 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 minimise the impact on the burial ground at So Kwun Wat. The burial ground affected will be re-provisioned.
- 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 connections 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.

The Revised Scheme

The revised scheme of Route 10-NLYLH Southern Section is shown in **Figure 1**. The proposed changes to the gazetted scheme are as follows:

- The section of road along the coast of Northeast Lantau is deleted;
- Direct connection slip roads between Tsing Lung Bridge and the North Lantau Highway are added. Together with this, the North Lantau Highway between the Toll Plaza and Yam O Interchange are to be widened;
- Direct connection slip roads between Tsing Lung Bridge and Tuen Mun Road at Tsing Lung Tau are added;
- The proposed Siu Lam Link Road is deleted;
- The east arm of So Kwun Wat Link Road is deleted;
- The proposed deep cutting at Siu Lam is replaced by a tunnel; and
- The proposed viaducts at Tai Lam Chung and Siu Lam valleys are replaced by arch bridges.