

十號幹線－青龍大橋及位於青龍頭及北大嶼山的相關交匯處
Route 10 – Tsing Lung Bridge and Associated Interchanges
at Tsing Lung Tau and North Lantau



圖一 Figure 1



圖二 Figure 2



圖三 Figure 3

前言

青龍大橋是十號幹線南段的重要部分(圖一)。除了是大嶼山第二條重要的對外連接路外，青龍大橋也有助促進新界西北部與赤鱗角香港國際機場及竹篙灣的迪士尼主題公園之間的聯繫。我們會在橋兩端興建直接連接路，連接現有在青龍頭的屯門公路及北大嶼山的北大嶼山公路。

青龍大橋

青龍大橋會以吊橋形式興建，兩個橋塔之間的主跨度達1418米，比青馬大橋長41米。完成後，青龍大橋會是世界排名第四位最長的吊橋。經過廣泛的風洞測試後，我們已為青龍大橋選定了技術先進而流線型的橋面設計。無論在日間或在晚上，配合特別的建築燈飾的映襯，青龍大橋將會是香港的新地標。(圖二、三及六)

Introduction

The Tsing Lung Bridge is a key element of the Southern Section of Route 10 (Figure 1). It will provide a second strategic road link to Lantau. It will enhance access from the northwest New Territories to the Hong Kong International Airport at Chek Lap Kok and the Disneyland Theme Park at Penny's Bay. At the ends of the Bridge, direct connections with the existing Tuen Mun Road at Tsing Lung Tau and the existing North Lantau Highway at North Lantau will be provided.

Tsing Lung Bridge

The Tsing Lung Bridge will be a suspension bridge with a main span of 1418 metres between the towers, which is 41 metres longer than the Tsing Ma Bridge. It will become the fourth longest suspension bridge in the world upon completion. Following extensive wind tunnel testing, a technologically advanced shallow streamlined deck has been developed. The Tsing Lung Bridge will become a new landmark in Hong Kong both in the daytime and at night-time when its unique architectural lighting is displayed. (Figure 2, 3 & 6)

青龍頭交匯處

我們會在青龍頭設置交匯處(圖四)，以連接青龍大橋及現有的屯門公路，為前往大嶼山的荃灣及屯門區居民提供多一條路線。其中一段屯門公路將會移向南面，以方便設置交匯處。

由於地形問題，在青龍頭興建一條公共道路連接青山公路及青龍大橋是不可行的。當青龍大橋在二零零八年通車後，沿新的雙程雙線青山公路行車，只需數分鐘便可經由現時的深井交匯處到達青龍大橋。



圖四 Figure 4

北大嶼山交匯處

我們會在介乎青龍大橋與現時青嶼幹線繳費廣場之間的地方興建通往陰澳方向的直接連接路，連接北大嶼山公路。(圖五)

環境考慮

因進行工程計劃而造成的環境影響將會很小。我們會使用低噪音鋪路物料、設置垂直或懸臂式的隔音屏障或在有需要時，設置隔音罩，以減少可能產生的環境影響。我們會關注青龍頭交匯處工程計劃對豪景花園、碧沙別墅、嘉龍村及附近村屋的居民的影響，特別要確保工程符合既定的交通噪音準則的規定。為改善交匯處構建物的外觀，我們會特別注重整個交匯處範圍內的園林建築及花卉樹林種植。工程計劃將無需進行水底爆破。我們更會在所有受影響的斜坡上廣植花草樹木。

施工計劃

由於青嶼幹線是現時大嶼山及香港國際機場之間唯一的陸上通道，因此，我們需要盡快興建青龍大橋及相關的青龍頭和北大嶼山交匯處，以便在青嶼幹線發生緊急事故時可作為替代路線。我們打算在二零零三年開展十號幹線南段的建造工程，目標是在二零零八年年底完成興建大橋及相關的交匯處。



圖六 Figure 6

Interchange at Tsing Lung Tau

An interchange will be provided at Tsing Lung Tau (Figure 4) to link the Tsing Lung Bridge to the existing Tuen Mun Road and will serve as an alternative route for some residents from Tsuen Wan District and Tuen Mun District going to Lantau. A section of the Tuen Mun Road will be re-aligned to the south to facilitate the implementation of the interchange.

Owing to the topography, it is simply not practicable to build a public road connecting Castle Peak Road to the Tsing Lung Bridge at Tsing Lung Tau. The existing Sham Tseng Interchange will only be a moment's drive away along the completed dual 2-lane Castle Peak Road when Tsing Lung Bridge opens for traffic in 2008.

Interchange at North Lantau

Direct connections towards Yam O will be provided between the Tsing Lung Bridge and the North Lantau Highway in the area of the existing toll plaza. (Figure 5)



圖五 Figure 5

Environmental Considerations

Environmental impact arising from the implementation of the project should be small. Low noise road surfacing, vertical or cantilevered noise barriers or even an enclosure will, if necessary, be provided to minimize any possible environmental impacts. Great care and attention will be paid to any impacts of the Tsing Lung Tau interchange on residents of Hong Kong Garden, Bayside Villa, Ka Loon Tsuen and nearby village houses, and in particular, the established traffic noise criteria will be complied with. To enhance the appearance of the interchange structures, detailed attention will be paid to the hard and soft landscaping of the whole interchange area. Underwater blasting will not be required and extensive planting will also be provided on all affected slopes.

Programme

The Tsing Lung Bridge and the associated interchanges at Tsing Lung Tau and North Lantau need to be implemented as soon as possible to serve as an alternative route in the event of an emergency situation on the Lantau Link, which is currently the only road link to Lantau and the Hong Kong International Airport. We intend to commence construction of this Section of Route 10 in 2003 and aim to complete the Bridge and the associated interchanges by the end of 2008.