

4.4 *Cross Boundary Traffic*

Cross Boundary Road Traffic

- 4.4.1 Forecasts of cross boundary road traffic for 2006, 2011 and 2016 were taken from Draft Working Paper 4A (June 1998) and Draft Working Paper 4B (September 1998) of the Feasibility Study on Additional Cross Border Links: Stage 1 Investigations on Traffic Demand, also known as the Crosslinks Further Study (CFS). The CFS Medium Scenario has been used, as recommended in CFS. For 2001, estimates were derived by interpolating between the 1997 observed figures and the 2006 forecasts developed by the CFS. The forecasts are presented in Table 4.4a.

Table 4.4a
Cross Boundary Road Traffic Forecasts Daily Vehicles

1997	2001	2006	2011	2016
29,645	50,650	66,400	89,780	120,000

Source: Feasibility Study for Additional Cross Border Links, Draft WP No. 4B (September, 1998), Tables 2.1a and 2.2b – Medium Estimates; CTS-3 WP 4-1, Table 4.4 and trip tables provided by CFS.

- 4.4.2 The underlying rationale of the CFS Medium Scenario is that the current acceleration in cross boundary traffic growth will continue until 2000 and will then return to growth rates consistent with historical trends. For car traffic, the estimates are based on forecasts of cross boundary person traffic with a Hong Kong car mode split applied.

4.5 *Transport Infrastructure Projects*

- 4.5.1 Tables 4.5a and 4.5b contain the “Base” case road and rail infrastructure assumptions used in the evaluation of alternative transport policies. This set of infrastructure (and project timings) is not a recommended infrastructure programme from CTS-3. Rather, they represent the findings from the initial model runs. Evaluation of alternative transport policies was undertaken before the definition of final infrastructure recommendations. Therefore, the base system is “snap-shot” of the infrastructure assumptions at the time these analyses were undertaken.
- 4.5.2 The environmental analyses of individual projects (and overall recommended infrastructure programmes) was conducted using the recommended road infrastructure programme defined in tables 4.5c (strategic projects recommended by CTS-3) and 4.5d (other committed or planned infrastructure improvements). The environmental analyses conducted in this study are strategic in nature and will be subject to vigorous environmental assessment during the project feasibility stage. Railway assumptions for these tests are shown in Tables 4.5e and 4.5f. Note that the assumed rail networks were for testing purposes only and do not represent recommendations for new railways (this issue is being examined by RDS-2).