Table 4.5c Strategic Highway Projects by Scenario

itrategic Highway Projects	Timing of Projects 4		
	Low Growth Scenario	Medium Growth Scenario	High Growth Scenario
long Kong Island			
siand Western Corridor	<u> </u>	M	
entral - Wan Chai Bypass and Island	S	S	s
astern Corridor Link 1			
Route 7 (Kennedy Town to	Š	\$	3
(berdeen) 2			
long Kong North Shore Bypass			
Harbour Crossings			
ourth Harbour Crossing	-	L	<u> </u>
Contribution Crossing			
Cowleon	<u></u>		
Central Kowloon Route	S	S	<u> </u>
T1 (Hung Hom to Tate's Caim Link)		L	<u> </u>
T2 (Kai Tak Connector)	M	S	s
- I from the day of the first o			
New Territories West			
Route 10 (Tsing Lung Tau to Yuen Long)	S	S	<u> </u>
Route 10 (So Kwun Wat Link Road)	S	\$	
Deep Bay Link	<u> </u>	S	S
Tuen Mun Port Expressway	<u> </u>	М	<u>M</u>
Tuen Mun Southern Bypass	L	M	М
Tuen Mun Western Bypass	L	L	<u> </u>
East - West Link		L	M
Tai Mo Shan Link	<u> </u>		<u> </u>
Kowloon Northern Bypass and Extension	-	<u> </u>	L
Komeon Horacon Sypass			
New Territories East			<u> </u>
Tseung Kwan O, Western Coast Road	S	<u> </u>	\$
Eastern Highway (Southeast Kowloon to Fanling)	<u>.</u>	L	
Eastern Highway (Fanling to Boundary)			<u>L</u>
Lantau Crossings			
Route 10 (Tsing Lung Bridge)	\$	S	S
Route 10 (1sing Lung Bridge) Route 10 (Hong Kong - Lantau Link)	<u> </u>	М	M
Tuen Mun - Chek Lap Kok Link	<u> </u>	L	<u>L</u>
Tuen Mun - Chek Lap Nok Link			
Lantau Island			
Chok Ko Wan Link	S	S	S
Cross Boundary			
Shenzhen Western Corridor 3	S	S	\$
B.112	1	M are currently planned for completion b	M

- Notes: 1 Central Wan Chai Bypass and Island Eastern Corridor Link are currently planned for completion by 2010 because of unavailability of land. However, CTS-3 recommends these projects be implemented by 2006 as far as possible to relieve the anticipated congestion.
 - 2 Route 7 (Kennedy Town to Aberdeen) is currently planned for completion by 2010 because of unavailability of land. However, CTS-3 recommends to fasttrack the project for completion by 2006 as far as possible to improve mobility.
 - 3 The implementation programmes of Shenzhen Western Corridor and Lingdingyang Bridge are subject to separate review.
 - 4 The need, lane configuration and timing of individual road projects are indicative only.
 - S denotes project required around 2006.
 - M denotes project required around 2011.
 - L denotes project required around 2016.
 - denotes project not required until after 2016.