

network for the two Scenarios are given in Figures 4.8 and 4.9.

12. It should be noted that for Scenario A the Green Island Link is a dual 2 lane carriageway whereas a dual 3 lane carriageway is proposed for Scenario B to reflect the demand. Previously it was assumed that the additional border crossing under Scenario A would be at Man Kam To, with Route Y assumed for Scenario B. On the basis of the results of the transport testing, it was considered more appropriate to adopt the same assumptions for both Scenarios for the border crossing points with progressive implementation of these facilities to cater for increasing forecast demand.
13. The Route Y concept has the potential to provide additional border crossings which would assist traffic flow between Guangdong and Hong Kong's port and airport. This proposal has however serious environmental consequences and would require detailed investigations to be carried out before considering preliminary design. It should be noted that the Route Y concept is a very long term option (beyond 2011) which will allow time for detailed studies which will indubitably be required to be carried out.
14. In terms of defining the environmental effects of the transport proposals the number and type of vehicles making border crossings every day is particularly significant. Estimated vehicle flows are presented in Tables 4.6 and 4.7.

Table 4.6 CROSS BORDER ROAD TRAFFIC ASSUMPTIONS FOR SCENARIO A

Border Crossing		2 Way Daily Vehicles		
		2001	2006	2011
Man Kam To	GV	13260	16600	18510
	Car	360	520	590
	Coach	120	130	140
	Total	13740	17250	19240
Sha Tau Kok	GV	4910	6910	9250
	Car	140	210	290
	Coach	50	50	70
	Total	5100	7170	9610
Lok Ma Chau	GV	41730	46100	46270
	Car	1150	1440	1460
	Coach	380	360	370
	Total	43260	47900	48100
Route Y	GV	0	20290	46270
	Car	0	630	1460
	Coach	0	160	370
	Total	0	21080	48100
Total	GV	59900	89900	120300
	Car	1650	2800	3800
	Coach	550	700	950
	Total	62100	93400	125050