

Table 4.7

CROSS BORDER ROAD TRAFFIC ASSUMPTIONS FOR SCENARIO B

Border Crossing		2 Way Daily Vehicles		
		2001	2006	2011
Man Kam To	GV	13630	18300	18040
	Car	680	1180	1400
	Coach	250	410	470
	Total	14560	19890	19910
Sha Tau Kok	GV	6820	9150	9020
	Car	340	590	700
	Coach	120	200	240
	Total	7280	9940	9960
Lok Ma Chau	GV	45450	45750	45090
	Car	2280	2970	3500
	Coach	830	1020	1190
	Total	48560	49740	49780
Route Y	GV	0	30200	72150
	Car	0	1960	5600
	Coach	0	670	1900
	Total	0	32830	79650
Total	GV	65900	103400	144300
	Car	3300	6700	11200
	Coach	1200	2300	3800
	Total	70400	112400	159300

15. The goods vehicle crossings were also reviewed to reflect current thinking and are illustrated in Figures 4.10 through 4.11.

Rail Transport Links, Freight Distribution and Border Crossings

16. One of the ways to accommodate the future developments in the Territory is to focus on rail patronage which have major environmental advantages (although noise can be problematic). The rail network (which includes feeder services of buses and light rail) tested for the TDS Preferred Options is shown in Figure 4.6. There is presently only one direct link between Hong Kong and Guangdong (i.e. the KCR line) which serves both passenger and freight transport. As it has been concluded that the capacity will be exceeded in the short term, alternative arrangements will be required to meet the forecast demand.
17. Common rail projects were adopted on the basis of the findings of the Rail Development Study, although the outer western corridor between Green Island and Tuen Mun was not included as it is likely to be a very long term option, extending beyond the time frame of this Study.
18. Additional links have been included using the findings of the first round evaluations. The North-South Highway was identified as being required under Scenario B to connect the Border with the western Metro area to relieve Tolo Highway (section north of Tai Po) and Route 3. Rail links between Tai Wai and Diamond Hill and the LAL extension connecting Tin Hau with Hung Hom are also proposed under Scenario B.
19. The Railway Development Strategy proposed a new north-south railway running from the Border via Kam Tin to the Metro area i.e. the Western Corridor, to be implemented by 2001. A Port Rail Line would be built as part of the Western Corridor, from the existing border