



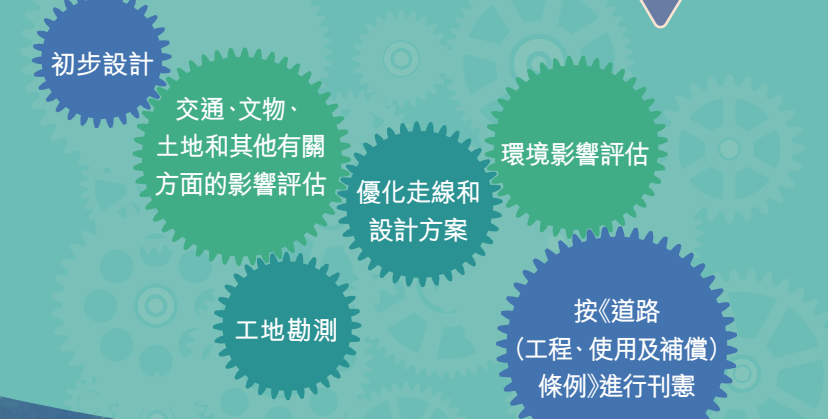
僅供參考的模擬效果圖

青衣至大嶼山連接路 Tsing Yi - Lantau Link



項目背景

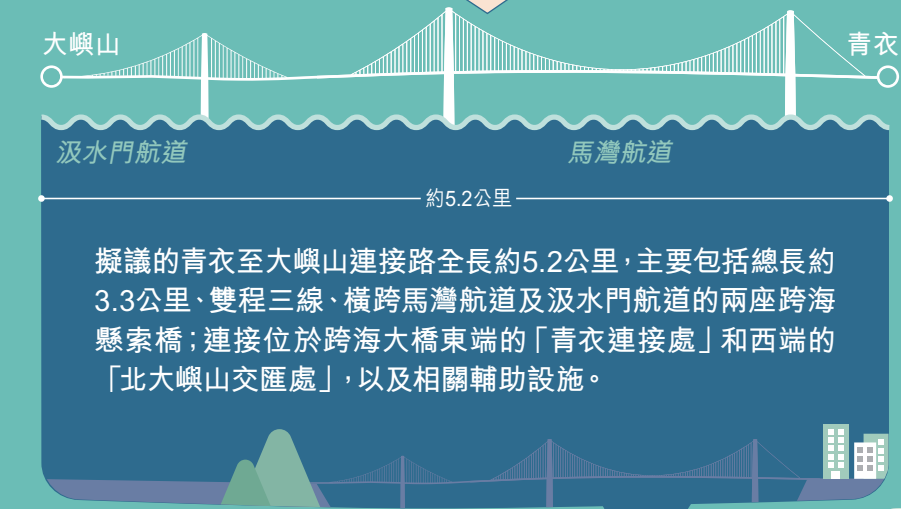
隨著新界西北逐步發展，連接新界西北及市區的交通需求將日益增加。同時為促進北部都會區及維港都會區市民往來和經濟交流，政府正推展一組由藍地途經掃管笏、大欖涌、北大嶼山至青衣的策略性主幹道，以進一步改善南北通道運輸基建。工程項目包括擬議的十一號幹線（元朗至北大嶼山段）及擬議的青衣至大嶼山連接路。擬議的青衣至大嶼山連接路的勘察研究於2023年5月展開，內容包括下列範疇。



僅供參考的模擬效果圖

項目簡介

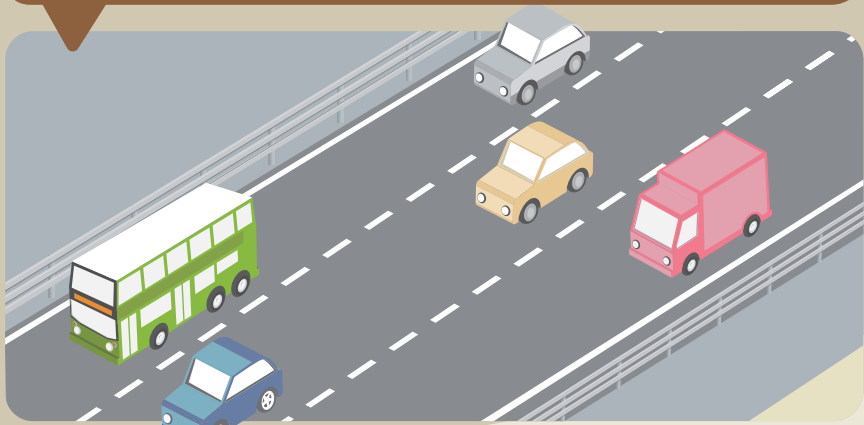
擬議的青衣至大嶼山連接路是一條連接北大嶼山、擬議的十一號幹線（元朗至北大嶼山段）及青衣的主要幹道。擬議的青衣至大嶼山連接路及十一號幹線啟用後，整段道路將成為一組連接新界西北及市區的策略性主幹道。



效益

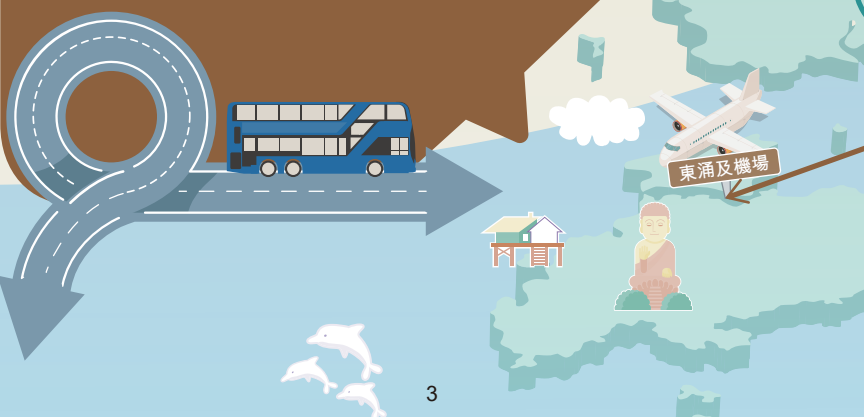
1 為新發展區提供所需的交通容量及改善青嶼幹線的交通情況

擬議的青衣至大嶼山連接路位於青嶼幹線南面，平行於青嶼幹線，可為新發展區提供所需的交通容量，緩解預期於青嶼幹線出現的交通擠塞。



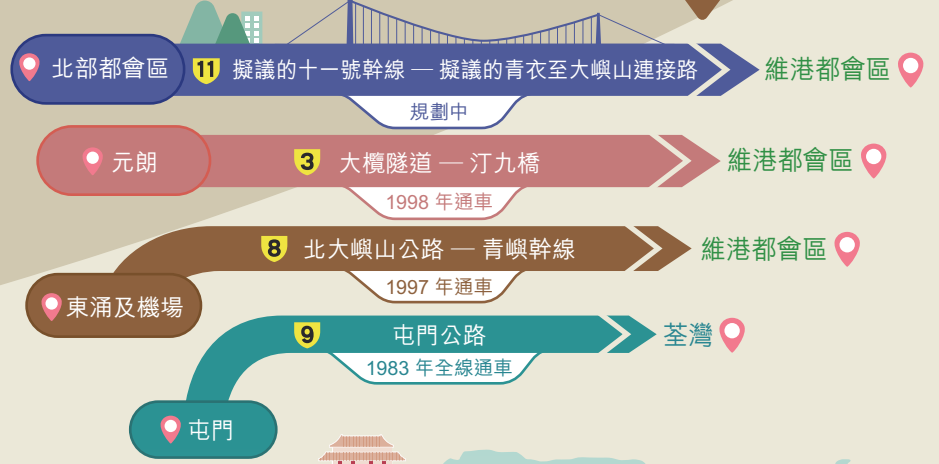
2 改善新界西北來往市區主要道路的交通情況

擬議的青衣至大嶼山連接路連同擬議的十一號幹線（元朗至北大嶼山段）將會組成一條經大嶼山及青衣連接新界西北及市區的策略性主幹道，成為大欖隧道連同汀九橋及屯門公路外，往返新界西北及市區的替代路線。



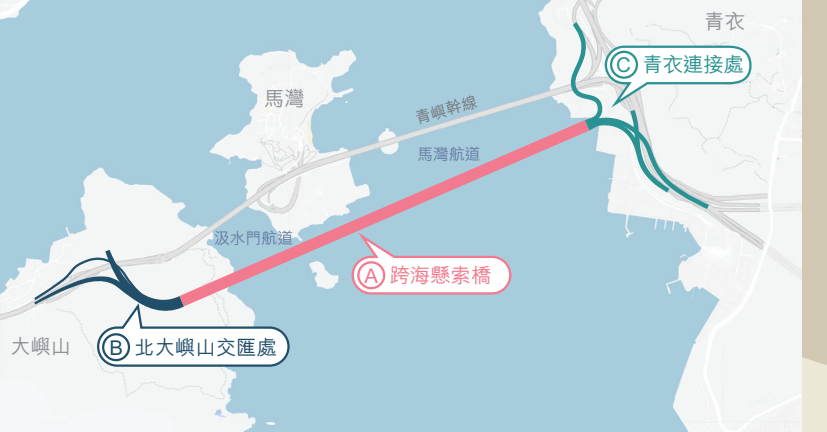
3 增加大嶼山來往市區的路線選擇及強化交通網絡對交通事故的應變能力

擬議的青衣至大嶼山連接路可作為現有青嶼幹線以外來往大嶼山及市區的另一選擇。當青嶼幹線發生交通事故，車輛可取道擬議的青衣至大嶼山連接路來往大嶼山、香港國際機場、港珠澳大橋香港口岸及市區。



走線設計

擬議的青衣至大嶼山連接路以兩座跨海懸索橋、一個交匯處、一個連接處，以及相關輔助設施（包括行政及輔助大樓、交通管制及監察系統等）組成。



A 跨海懸索橋

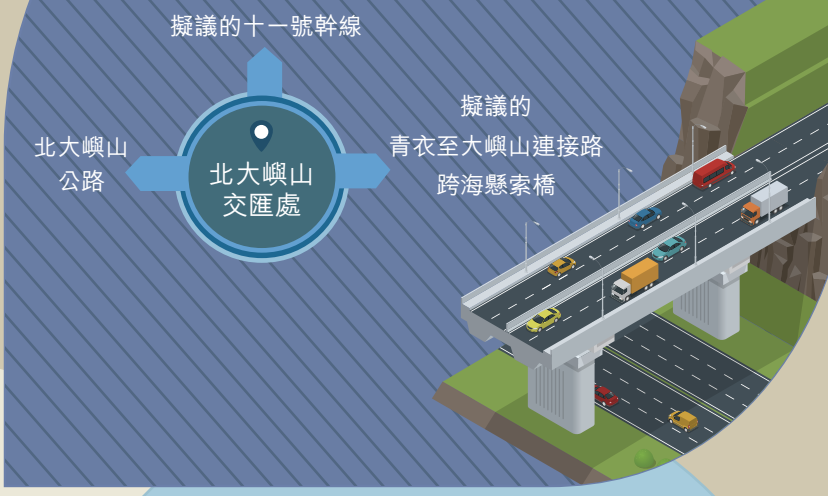
兩座懸索橋橫跨汲水門航道及馬灣航道，以連接「青衣連接處」及「北大嶼山交匯處」。工程將於大嶼山東面海岸建防撞設施，並於馬灣南面和青衣西面小部分的水域填海，填海工程不會佔用汲水門航道、馬灣航道或馬灣碇泊處，亦不會影響航道運作。



僅供參考的模擬效果圖

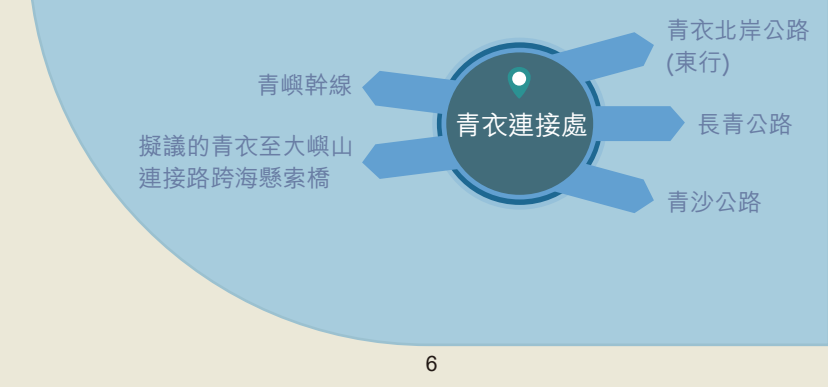
北大嶼山交匯處

「北大嶼山交匯處」接駁北大嶼山公路東西行以及擬議的十一號幹線南北行。建造「北大嶼山交匯處」需要削切部分位於北大嶼山的斜坡。



青衣連接處

「青衣連接處」採用高架行車橋方式接駁青嶼幹線、擬議的青衣至大嶼山連接路跨海懸索橋、長青公路及青沙公路，車輛可經「青衣連接處」來往大嶼山、青衣及市區。此外，車輛亦可經「青衣連接處」前往青衣北岸公路東行方向。「青衣連接處」選址青衣西面，對現時青衣西面及西南面的油庫及其他海事設施的整體影響較少，但預計會影響部分私人土地。



環境保護

擬議的青衣至大嶼山連接路工程項目屬《環境影響評估條例》（第499章）（下稱《環評條例》）附表2的指定工程項目，政府會就項目的施工及營運申領環境許可證以符合《環評條例》的規定。

1 減少填海以減少對水流/海洋生態的影響

- 透過調整橋塔和錨碇的大小及填海位置，減少填海面積。
- 為免在青衣和馬灣南部填海區域進行大規模疏浚和處置大量海底沉積物，將會採用非疏浚填海方法，如深層水泥攪拌法。
- 為控制填海時懸浮固體的擴散，將會採用淤泥簾。
- 將實施嚴格的監控和管理措施，定期檢測水質，確保所有的施工活動都符合相關環保標準。

2 減少對環境及文物的影響

- 擬議的青衣至大嶼山連接路不會對環境造成長遠不利影響，亦不會對任何文物地點造成影響。

3 採取適當噪音/污染紓減措施

- 已按《環評條例》及《環境影響評估研究概要》評估研究範圍內工程項目的潛在噪音及污染影響，並制訂緩解措施。
- 對於潛在噪音影響，將在工程期間盡可能使用臨時隔音屏障及低噪音的施工設備。
- 針對污染影響，將盡量減少建造階段產生的建築廢物，以及再用或循環使用建築廢物，以減少對環境及附近民居的影響。



歡迎透過以下方式表達你的意見：
@ tsing_yi-lantau_link@hyd.gov.hk
九龍何文田忠孝街88號
何文田政府合署三樓
（請在信封面註明「青衣至大嶼山連接路」）
2926 4111 2714 5289

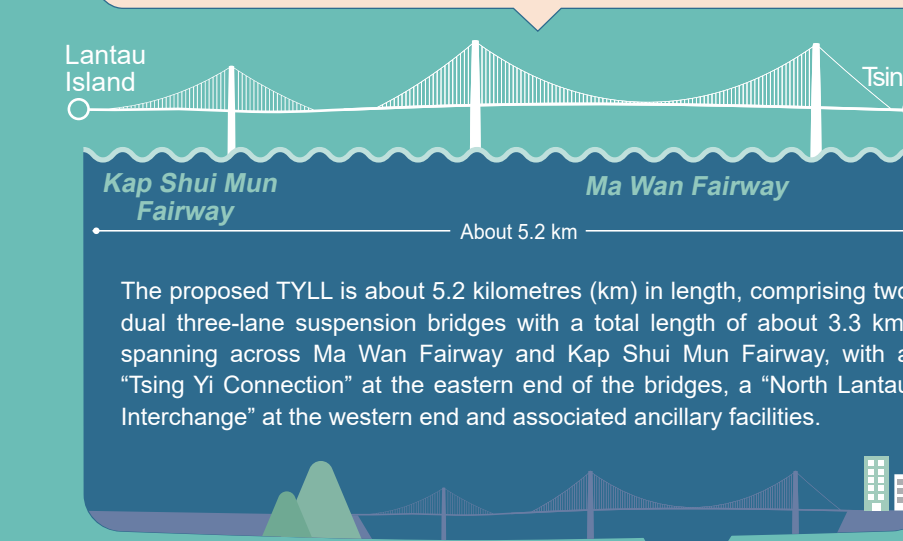


The rendering is indicative only

With the progressive developments in the Northwest New Territories (NWNT), the traffic demands between the NWNT and the urban areas are expected to increase. At the same time, to promote residents' commuting and economic exchange between the Northern Metropolis and the Harbour Metropolis, the Government is taking forward a strategic trunk road from Lam Tei to Tsing Yi passing through So Kwun Wat, Tai Lam Chung and North Lantau, to further improve the transport infrastructure along the north-south corridor. The projects include the proposed Route 11 (section between Yuen Long and North Lantau) and the proposed Tsing Yi - Lantau Link (TYLL). The investigation study ("the Study") of the proposed TYLL commenced in May 2023 and covers the following areas.



The proposed TYLL is a trunk road connecting North Lantau, the proposed Route 11 (section between Yuen Long and North Lantau) and Tsing Yi. Upon the commissioning of the proposed TYLL and Route 11, these roads will form a set of strategic trunk roads connecting the NWNT and the urban areas.



1 Provide Necessary Traffic Capacity for New Development Areas and Improve Traffic Conditions of the Lantau Link

South of and parallel to the Lantau Link, the proposed TYLL will provide the necessary traffic capacity for new development areas, thereby alleviating the traffic congestion envisaged on the Lantau Link.

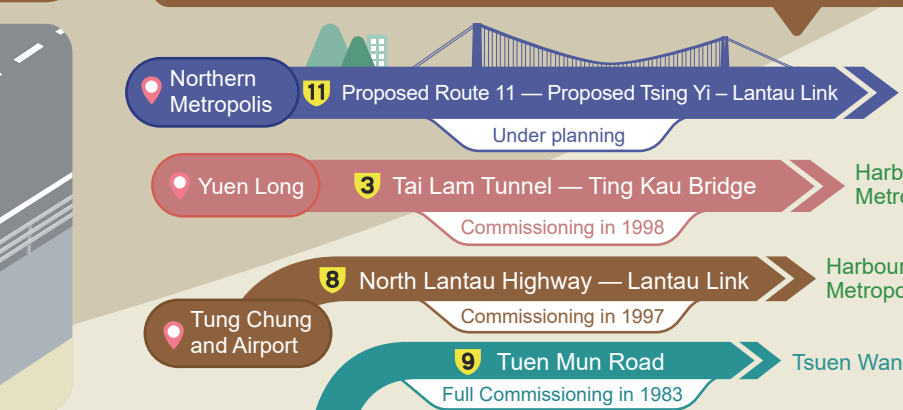


2 Improve Traffic Conditions of Major Roads to and from NWNT and Urban Areas

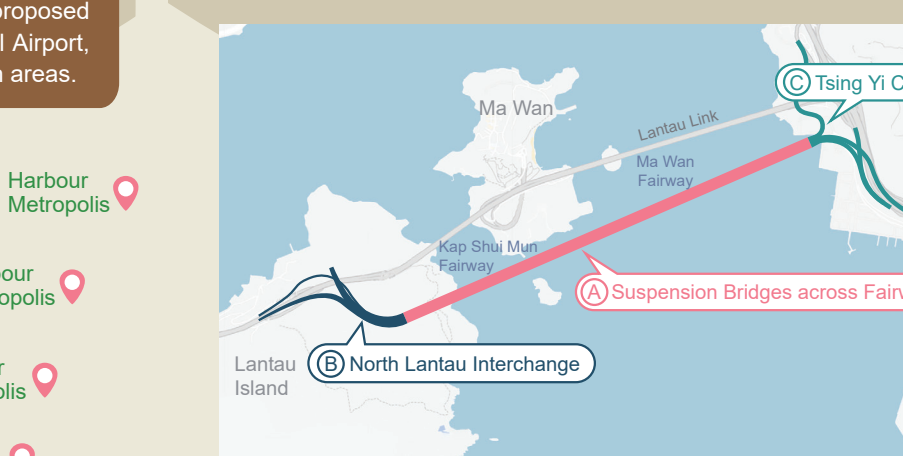
The proposed TYLL in conjunction with the proposed Route 11 (section between Yuen Long and North Lantau) will form a strategic trunk road between the NWNT and the urban areas via Lantau Island and Tsing Yi. It will serve as an alternative route between the NWNT and the urban areas in addition to Tai Lam Tunnel with Ting Kau Bridge and Tuen Mun Road.



The proposed TYLL will serve as an alternative route to the existing Lantau Link for vehicles travelling between Lantau Island and the urban areas. In the event of traffic incidents on the Lantau Link, vehicles can take the proposed TYLL to travel to and from Lantau Island, Hong Kong International Airport, Hong Kong - Zhuhai - Macao Bridge Hong Kong Port and the urban areas.



The proposed TYLL comprises two suspension bridges, an interchange, a connection and associated ancillary facilities (including administration and ancillary building, traffic control and surveillance systems, etc).



A Suspension Bridges across Fairways

Two suspension bridges will span across Ma Wan Fairway and Kap Shui Mun Fairway to connect to the "Tsing Yi Connection" and the "North Lantau Interchange". Provision of barrier facilities on the east coast of Lantau Island, as well as reclamation in small parts of the waters to the south of Ma Wan and west of Tsing Yi will be required. The reclamation works will not occupy Kap Shui Mun Fairway, Ma Wan Fairway or Ma Wan Anchorage, and also will not affect fairway operations.

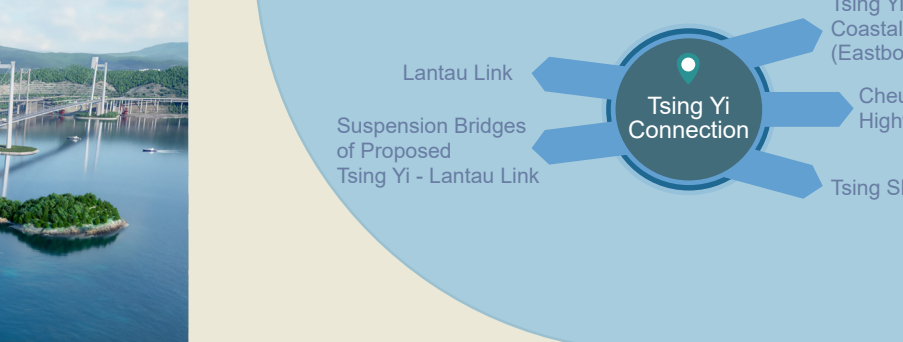


"North Lantau Interchange" will connect to the east and west bounds of the North Lantau Highway and the north and south bounds of the proposed Route 11. Construction of "North Lantau Interchange" will involve slope cutting in part of North Lantau.



C Tsing Yi Connection

"Tsing Yi Connection" will take the form of viaducts connecting to the Lantau Link, the suspension bridges of the proposed TYLL, Cheung Tsing Highway and Tsing Sha Highway. Vehicles can travel between Lantau Island, Tsing Yi and the urban areas via "Tsing Yi Connection". In addition, vehicles can also travel to the eastbound of Tsing Yi North Coastal Road via "Tsing Yi Connection". The proposed location of "Tsing Yi Connection" at Tsing Yi West will have less impact on the existing oil depots and other marine facilities located at Tsing Yi West and Southwest, but it is expected that some private lands will be affected.



The proposed TYLL is a designated project under Schedule 2 of the EIA Ordinance (EIAO) (Chapter 499). To comply with the requirements of the EIAO, the Government will apply for an environmental permit for the construction and operation of the proposed TYLL.

1 Minimise Reclamation to Reduce Impact on Current Flow / Marine Life

- To minimise the reclamation area by fine-tuning the locations and sizes of the bridge towers and anchors, and their reclaimed areas.
- To avoid large scale dredging and disposal of large volume of marine deposits in Tsing Yi and Ma Wan South, non-dredged reclamation approaches such as Deep Cement Mixing will be employed.
- To control the spread of suspended solids during reclamation, silt curtains will be installed.
- Stringent surveillance and control measures as well as regular testing of water quality will be conducted to ensure that all construction activities comply with relevant environmental standards.

2 Reduce Impact on Environment and Heritage

- The proposed TYLL will not cause any long-term adverse environmental impact, nor will it affect any heritage sites.

3 Adopt Appropriate Noise / Pollution Mitigation Measures

- The potential noise and pollution impact arising from the project in the study area have been assessed in accordance with the EIAO and EIA study brief, and pollution mitigation measures have been formulated.
- To address potential noise impact, temporary noise barriers and low-noise construction equipment would be used as far as practicable during construction.
- To address pollution impact, the generation of construction waste during the construction would be minimised and construction waste would be reused or recycled as much as possible, so as to reduce the impact on the environment and nearby residents.

Members of the public are welcomed to send in comments by the following means:

- tsing_yi-lantau_link@hyd.gov.hk
- 3/F, Ho Man Tin Government Offices, 88 Chung Hau Street, Ho Man Tin, Kowloon (Please mark "Tsing Yi - Lantau Link" on the envelope)
- 2926 4111 2714 5289