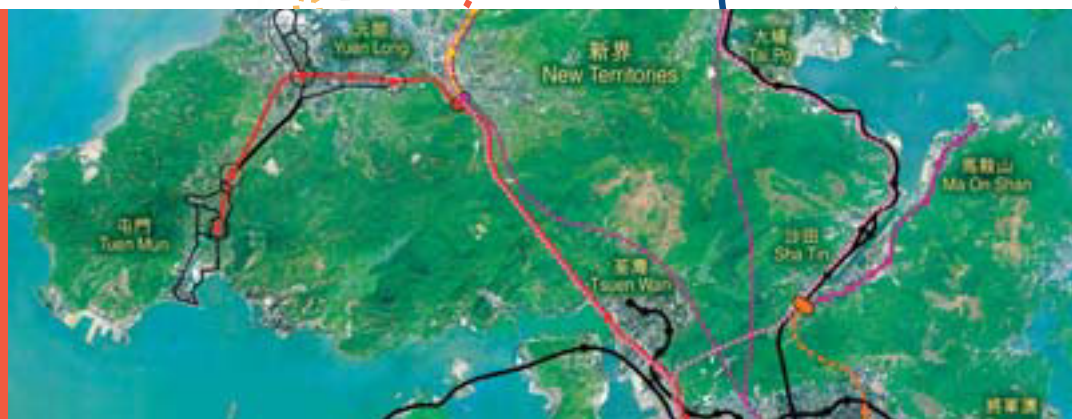




運輸規劃和主要的基建計劃
Transport Planning and
Major Infrastructural Projects





運輸規劃

二零零一年二月，規劃署為“香港2030-規劃遠景與策略”研究進行第一階段諮詢，並曾徵詢交諮會的意見。該項研究分為四個階段，將會制定一個能兼顧土地用途、運輸和環境問題的長遠規劃大綱，作為本港未來30年發展的指引。二零零二年一月進行第二段諮詢時，規劃署再次徵詢交諮會的意見。委員認為，規劃與交通運輸息息相關，足以影響香港未來的發展。鑑於香港與內地關係緊密，交諮會建議上述研究應初步評估過境設施日後的需求，以便早日展開規劃及籌備的工作。交諮會並認為，當局應繼續適時提供高效率及足夠的運輸基礎設施及交通服務，以配合土地用途計劃。

鐵路計劃

鐵路是既環保又高效率的集體運輸工具。在鐵路沿線建設策略性的發展項目，不但可減輕市民對路面交通工具的依賴，亦可提高鐵路網的效率，並能確保車費可以定在市民所能負擔的水平。當局的政策，是把鐵路發展成本港運輸系統的骨幹，交諮會全力支持這項政策。

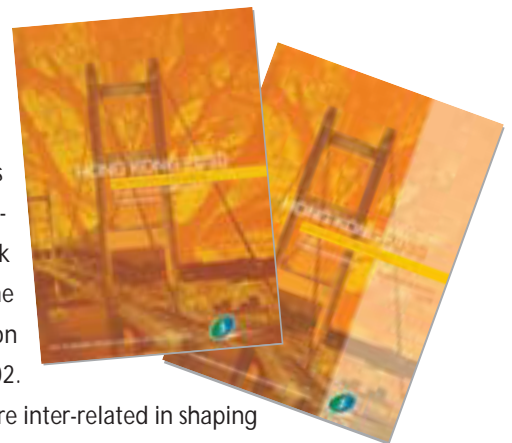




Transport Planning

In February 2001, the TAC was consulted on the first stage of a study entitled "Hong Kong 2030: Planning Vision and Strategy" undertaken by the Planning Department. The Study, which comprises four stages, aims to produce a long-term land-use-transport-environmental planning framework to guide the development of Hong Kong over the next 30 years. The TAC was again consulted on the second stage of the Study in January 2002.

Members agreed that planning and transport were inter-related in shaping the future of Hong Kong. In view of the close links between Hong Kong and the Mainland, the Committee suggested that the Study should provide a preliminary assessment of the future demand for additional cross boundary facilities so that planning and preparation work could start early. The TAC further advised that the Administration should continue to provide sufficient transport infrastructure and transport services in a timely and efficient manner to tie in with the land use plan.



Railway Projects

Railways are environmentally friendly and efficient mass carriers. Locating future strategic developments along the rail alignment will reduce reliance on road-based transport, enhance the efficiency of the rail network, and ensure affordable fare levels. The TAC fully supports the Administration's policy to make railway the backbone of Hong Kong's transport system.



將軍澳支線

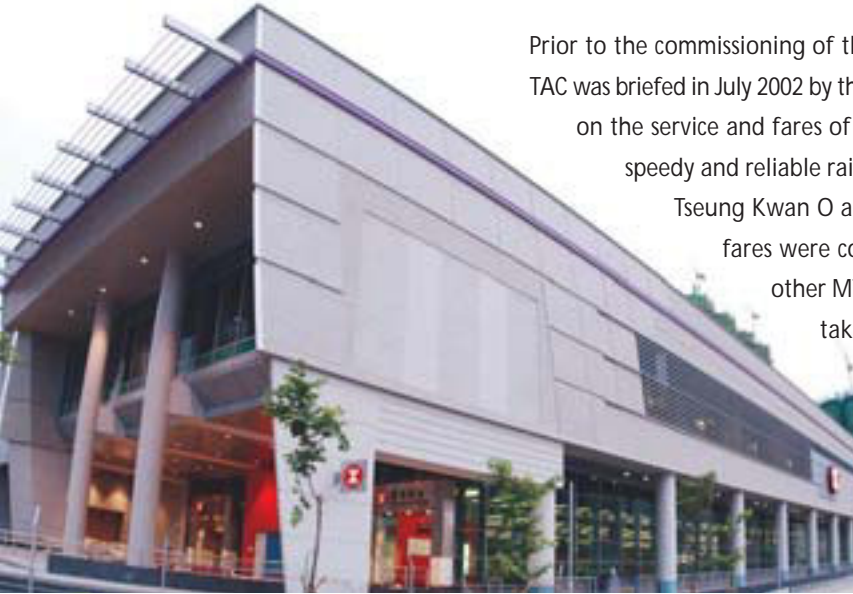
二零零二年八月將軍澳支線通車前，地鐵有限公司(地鐵)在七月向交諮會簡報有關的服務及收費。交諮會欣悉將軍澳及油塘區的居民將可享用快捷可靠的鐵路服務。委員得悉將軍澳支線收費的水平與地鐵各線的分區收費架構一致。地鐵公司釐定將軍澳支線的收費時，已經考慮過當前的經濟環境、乘客的負擔能力、市場競爭以及公司的財政狀況等因素。交諮會歡迎地鐵公司為將軍澳支線通車主動推出乘車優惠，並承諾會進一步考慮推出優惠計劃以吸引乘客。

沙田至中環線

當局在二零零二年六月公布沙田至中環線的工程合約授予九廣鐵路公司(九鐵)後，隨即要求九鐵修改定線，加建車站和接駁鐵路，令更多市民受惠。在二零零二年九月舉行的會議上，九鐵向交諮會匯報沙田至中環線的最新進展。委員得悉九鐵有意加設慈雲山站，興建輕便運輸系統連接紅磡車站與黃埔區，並為將來於顯徑增設車站作好準備。交諮會贊成增加車站數目，讓更多乘客可乘坐這條路線。委員亦得悉，增設慈雲山站會影響沙田至中環線工程的進度。雖然大圍至鑽石山段將無法按原定計劃提早在二零零八年年初通車，交諮會促請九鐵緊貼原定目標，爭取沙田至中環線在二零零八年年底至二零零九年年初之間全線通車。



Tseung Kwan O Line



Prior to the commissioning of the Tseung Kwan O Line (TKL) in August 2002, the TAC was briefed in July 2002 by the Mass Transit Railway Corporation Limited (MTRCL) on the service and fares of the new line. The TAC was pleased to see that a speedy and reliable railway service would be provided to residents in the Tseung Kwan O and Yau Tong areas. Members noted that the TKL fares were consistent with the existing zonal fare structure of other MTR lines. In determining the TKL fares, MTRCL had taken into account factors including the prevailing economic conditions, passenger affordability, market competition and the company's financial position. The TAC welcomed MTRCL's initiative to introduce promotional discounts on the commissioning of TKL and its clear undertaking to consider further promotions to encourage patronage of the service.

Shatin to Central Link

Following the announcement of the award of the Shatin to Central Link (SCL) to the Kowloon-Canton Railway Corporation (KCRC) in June 2002, KCRC was requested to refine the alignment to include more stations and rail links to serve more population. The TAC was briefed on the latest progress of the SCL at its meeting in September 2002. Members noted KCRC's proposals to include a new station at Tsz Wan Shan,

a people mover system linking Hung Hom Station to the Whampoa area and provision in the design for a new station at Hin Keng in future.

The TAC supported provision of additional stations so that more people could make use of the rail line. Members also noted that the proposed additional station at Tsz Wan Shan would affect the implementation programme of the SCL. Although the early opening of the section between Tai Wai and Diamond Hill in early 2008 as previously planned would not now be possible, the TAC urged KCRC to adhere to its original target of opening the whole SCL rail line by end 2008/early 2009.



九龍南環線

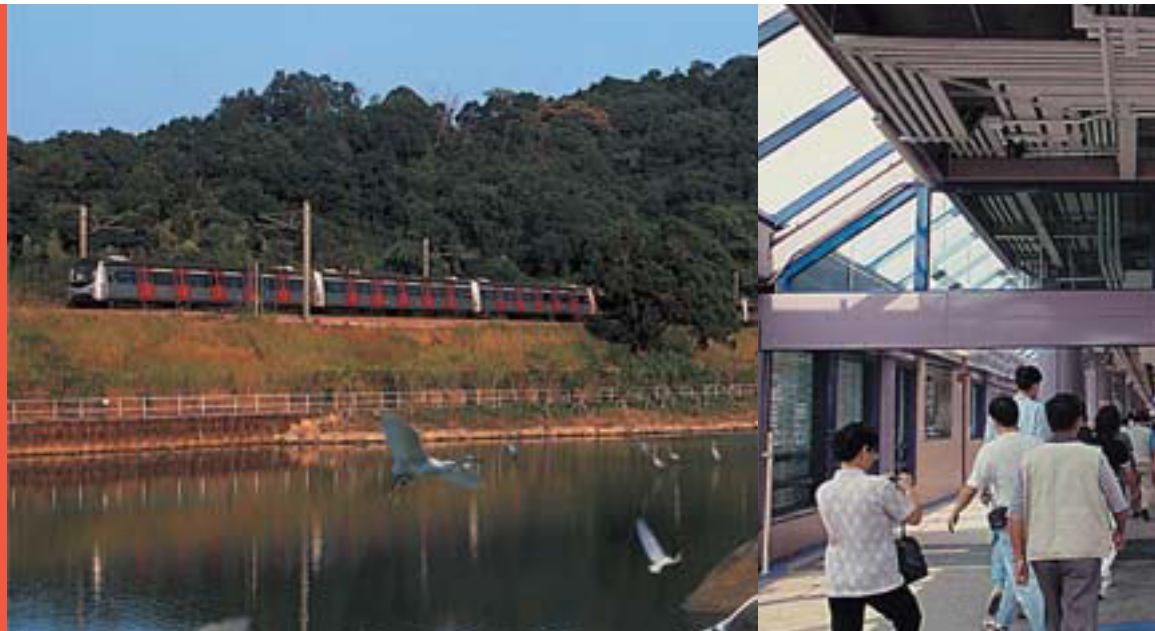
二零零二年十月，九鐵向交諮會簡報九龍南環線的最新進展，計劃中的九龍南環線將於二零零九年年初竣工。委員知悉，九龍南環線啟用後，新界西北的居民可使用西鐵前往九龍市區的主要就業/商業區，利用紅磡站轉乘西鐵、東鐵與沙田至中環線，十分方便。委員亦得悉，九龍南環線西九龍站與尖沙咀站之間有四條不同定線，九鐵建議在廣東道加設車站。交諮會認為，各條定線之中以廣東道最佳，因為這條定線為主要商業區提供較佳的接駁，對土地用途以至海港的影響也較小。不過，交諮會也提醒九鐵在落實決定前，先審慎考慮所選定線對交通以及廣東道一帶商鋪的影響。

過境交通

由於本港與內地(特別是毗鄰的廣東省)在經濟和社會方面的聯繫日益密切，預計日後過境客貨運會大幅增加。交諮會認為提供足夠的交通設施，以配合有關發展，顯然是一項須優先處理的工作。

在羅湖進行的改善工程

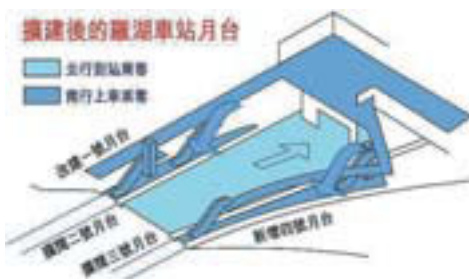
二零零二年四月，當局和九鐵向交諮會簡述擬在羅湖過境通道進行的改善工程。委員獲悉，當局打算擴建離境大堂、擴闊通往離境大堂的通道、更換出入境檢查櫃位以及在羅湖行人天橋進行改善工程。與此同時，九鐵亦已為羅湖車站制定新的上落車措施，並會進行一連串改善工程，疏導人流。交諮會認為這些擬議工程有助舒緩羅湖擠塞的情況，令日益增加的過境客運更為暢順，故甚表支持。委員會並促請當局及九鐵盡早在二零零五年或之前分期完成各項工程。





Kowloon Southern Link

In October 2002, KCRC made a presentation to the TAC on the latest progress of the Kowloon Southern Link (KSL) scheduled for completion in early 2009. Members noted that with the KSL, people in the North West New Territories could use West Rail to access the main employment/business areas in urban Kowloon. They could also travel conveniently between West Rail, East Rail and the Shatin to Central Link, interchanging at the Hung Hom Station. Members also noted that there were four alternative alignments for KSL between West Kowloon Station and Tsim Sha Tsui Station, and KCRC had proposed a new station at Canton Road. The TAC considered the Canton Road alignment to be the preferred option as it better served the main business area and had less impact on land use and the harbour. Nonetheless, the TAC advised that the KCRC should carefully consider the traffic implications and the impact on businesses in the vicinity of Canton Road before firming up the alignment.



Cross-boundary Traffic

Cross boundary passenger and freight traffic is forecast to increase significantly in the years ahead in view of Hong Kong's growing economic and social links with the Mainland, particularly with the adjoining Guangdong Province. The TAC sees the provision of sufficient transport facilities to support such development as a clear priority.

Improvement Works at Lo Wu

In April 2002, the TAC was briefed on a number of proposed improvement works at the Lo Wu boundary crossing by the Administration and KCRC. Members noted that measures to be introduced by the Administration included expanding the Departure Hall, widening the passageway to the Departure Hall, replacing immigration counters, and improvement works at Lo Wu Footbridge. In parallel, KCRC had devised a new boarding and alighting scheme at the Lo Wu Station and a series of improvement works to smoothen passenger flow. The TAC supported the proposed works as they would help relieve congestion at Lo Wu and facilitate the growing cross-boundary passenger traffic. The Committee also urged for timely completion of the works in phases by 2005.





《二零零一年跨界旅運統計調查》

規劃署在二零零一年十一月曾進行《二零零一年跨界旅運統計調查》，其後在二零零二年五月向交諮會簡報調查結果。調查收集了有關旅客跨界行程的目的、起點及終點，以及旅客的社會經濟特徵的資料。根據調查結果，跨界行程的旅客大部分是居港人士。過去兩年內，居於內地的香港居民的跨界行程數目大幅增加75%。調查所得的資料有助政府進行整體運輸策劃的工作，特別在規劃過境交通基礎設施方面，極具參考價值。

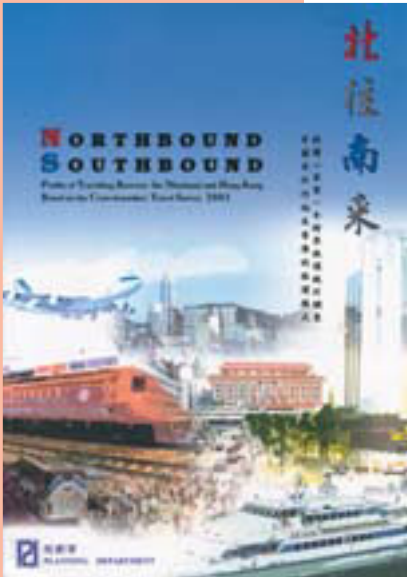
深港西部通道

現有過境通道容量有限。交諮會認為，興建新路連接廣東省，實在刻不容緩。在二零零一年九月的會議上，交諮會贊成盡早建成香港與深圳之間第四條主要過境通道—深港西部通道，以及通道在香港境內的連接路—后海灣幹線。當局在二零零二年十二月向交諮會簡報工程的進展，委員得知政府正全力推展有關計劃，務求工程能在二零零五年年底前完竣。



管制站的旅客及車輛流量

在二零零二年十二月的會議上，當局向交諮會簡述落馬洲、文錦渡及沙頭角過境旅客及車輛流量的現況，以及當局為疏導管制站的旅客和車輛而落實或計劃實施的措施。委員支持這些措施，並促請當局盡早推行。此外，當局亦向交諮會簡述港方為落馬洲／皇崗口岸24小時通關所作的準備。交諮會歡迎當局實施這些便利旅客的新安排。



Cross-boundary Travel Survey 2001

In May 2002, the TAC was briefed on the findings of the "Cross-boundary Travel Survey 2001" commissioned by the Planning Department and conducted in November 2001. Information on the purposes, origins and destinations of the cross-boundary trips and socio-economic characteristics of the trip makers was collected. According to the Survey, majority of the passenger trips were made by people living in Hong Kong. Passenger trips made by Hong Kong residents living in the Mainland had increased significantly by 75% over the past two years. The survey findings would provide useful input for Government's overall transport planning, in particular in its planning of cross-boundary transport infrastructure.

Shenzhen Western Corridor

Given the capacity constraints of the existing road crossings, the TAC considers that a new road link with Guangdong Province is urgently required. At its meeting in September 2001, the TAC supported the early completion of the Shenzhen Western Corridor and its connecting road in Hong Kong, Deep Bay Link, which would provide a strategic fourth road crossing between Hong Kong and Shenzhen. The TAC was briefed on the progress of the project in December 2002 and noted that the Administration was pressing ahead with the project with a target completion date of late 2005.

Passenger and Vehicular Traffic at Control Points

At its meeting in December 2002, the TAC was also briefed on the current passenger and vehicular traffic conditions at Lok Ma Chau, Man Kam To and Sha Tau Kok and measures being implemented or planned by the Administration to smoothen the passenger and vehicular flows at the control points. Members were supportive of the proposals and urged for their early implementation. The Administration also briefed the TAC on the preparation on the Hong Kong side for 24-hour operation of the Lok Ma Chau/Huanggang Control Point for passenger transport. The TAC welcomed the new arrangements to facilitate passengers.



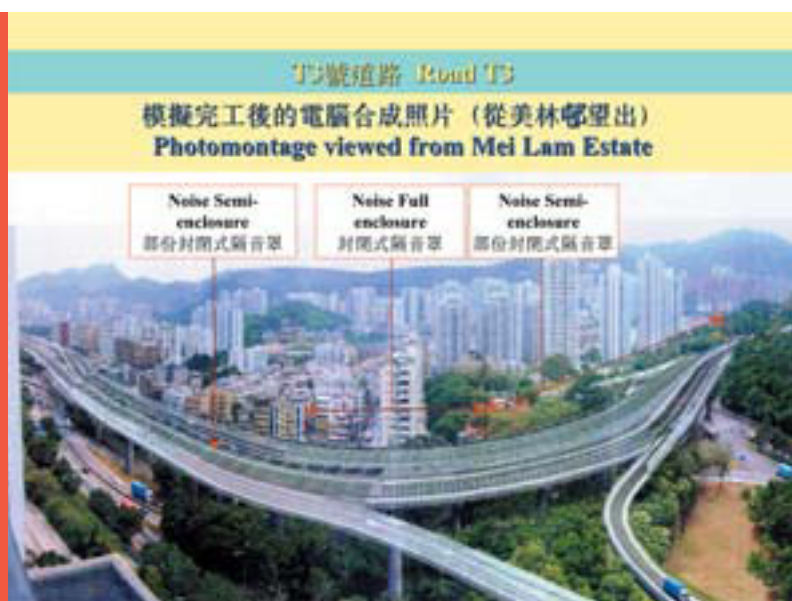
道路計劃

中九龍幹線

當局建議沿修訂定線興建雙程三線行車的中九龍幹線，並在二零零二年四月向交諮會介紹建議的內容。構思中的中九龍幹線為容車量高的分隔主幹道，將會連接西九龍填海區與未來的東南九龍發展區，再經由T2 號道路及西岸公路連接將軍澳。交諮會得悉，因應東南九龍發展計劃修訂內容，政府亦相應就中九龍幹線的定線作出修改。定線經修訂後，會經何文田、土瓜灣及九龍城碼頭巴士總站，連接現有的油麻地交匯處和東南九龍發展區的擬議道路網。委員會認為修訂定線在較深處興建隧道，可大幅減低建造工程對土瓜灣區現有道路及設施的影響，因此修訂定線實較原來定線優勝。交諮會贊成政府着手進行中九龍幹線的設計工作，希望能在二零零七年動工，在二零一一年或之前完成有關工程。

T3號道路

擬建的T3號道路位於沙田新市鎮內的大圍，是一條雙程雙線分隔主要幹路，亦是九號幹線長沙灣至沙田段的引道。當局建議在沙田新市鎮第II期工程項目下興建T3號道路，並為此在二零零二年十二月徵詢交諮會的意見。委員獲悉，九號幹線長沙灣至沙田段現正施工，預計在二零零七年完成，T3號道路亦須在二零零七年或之前竣工，前者的交通運載潛力方能全面發揮。九號幹線長沙灣至沙田段通車後，可以疏導大圍與九龍之間(包括獅子山隧道及大老山隧道)的交通。委員認為假如不興建T3號道路，恐怕使用九號幹線長沙灣至沙田段往沙田的車輛，就只能依賴連接車公廟路的單線支路，令九號幹線的吸引力大減。交諮會贊成當局興建T3號道路，並促請政府盡早完成工程，以配合九號幹線長沙灣至沙田段竣工。



Road Projects

Central Kowloon Route

The Administration's proposal to construct a dual 3-lane Central Kowloon Route (CKR) along a revised alignment was presented to the TAC in April 2002. The proposed CKR would be a high capacity segregated trunk road linking the West Kowloon reclamation with the future South East Kowloon Development (SEKD) and on to Tseung Kwan O via Road T2 and Western Coast Road.

The TAC noted that having regard to the change in the SEKD scheme, the Government had adjusted the CKR alignment. It would now connect the existing Yau Ma Tei Interchange and the proposed road network of SEKD, via Ho Man Tin, To Kwa Wan and the bus terminus at Kowloon City Ferry Pier. Members considered the revised alignment to be superior to the original alignment. It allowed the tunnel to run at a greater depth, thus substantially reducing the construction impact on existing roads and services in the To Kwa Wan area. The TAC supported that the Government should proceed with the design of CKR, with a view to commencing construction in 2007 for completion by 2011.



Road T3

Road T3 is a dual two-lane primary distributor road in Tai Wai of Sha Tin New Town, serving as an approach to the future Route 9 - section between Cheung Sha Wan and Sha Tin (R9-CSWST). In December 2002, the TAC was consulted on the Administration's proposal to construct Road T3 under the Sha Tin New Town, Stage II Development. Members were advised that the road needed to be completed by

2007 in order to realise the full traffic carrying potential of R9-CSWST, which was currently under construction for completion in 2007. The TAC noted that R9-CSWST would serve to relieve traffic on the existing links between Tai Wai and Kowloon, including Lion Rock Tunnel and Tate's Cairn Tunnel. Members were concerned that without Road T3, R9-CSWST could only rely on its single-lane slip roads connected to Che Kung Miu Road for reaching Sha Tin. This would greatly reduce the attractiveness of Route 9. The TAC supported the Administration's proposal to construct Road T3 and urged for timely completion of the project to tie in with the completion of R9-CSWST.

