

ISSUES DISCUSSED

Transport Planning and Major Infrastructure Projects

Transport Planning

The TAC discussed at its meeting of 20 December 2005 a report written by a Transport Expert Panel appointed by the Harbour-front Enhancement Committee's Subcommittee on Wan Chai Development Phase II Review to review and make recommendations on the sustainable transport planning for the northern shore of Hong Kong Island, including the necessity of the Central-Wan Chai Bypass (CWB), and the Government's response to the recommendations. Members thoroughly considered the transport need for constructing the CWB and its planned slip roads to improve the reliability of the road network as well as tackling the deteriorating traffic conditions along the northern shore of the Hong Kong Island. The TAC considered that there was a compelling case to build the CWB. It also agreed with the Panel's view that without the provision of proper infrastructure, road pricing alone could not serve as a panacea to the traffic problem.



On 15 March 2005, The TAC discussed the Northwest New Territories Traffic and Infrastructure Review (the NWNT Review) and reconstruction and improvement of Tuen Mun Road. Members were pleased to note the Government's work plan on the

NWNT Review and the tentative implementation timetable for the proposed road projects in the NWNT and Lantau regions. Members also considered various aspects of the Government's plan to reconstruct and improve the expressway section of Tuen Mun Road between Tsuen Wan and Sam Shing Hui in its present dual three-lane configuration by end-2006 for completion in 2010-11, as well as a series of short- to medium-term measures to improve the traffic conditions of Tuen Mun Road. The TAC was supportive of the Government's plan.

On 7 January 2005, the Planning Department presented to the TAC a proposed Planning Framework for the Area Improvement Plan for Tsim Sha Tsui. The proposed Planning Framework consisted of enhancement of pedestrian linkages and circulation, introduction of pedestrian priority areas and improved streetscape design schemes. Some improvement projects, including those outside MTR station entrances at Haiphong Road, Granville Road and Hart Avenue, were proposed for early implementation. The TAC welcomed proposals to enhance the pedestrian environment in crowded urban areas. But members urged the Administration to minimise the impact on traffic and pedestrians in carrying out the improvement projects.

At the meeting of 25 November 2004, The TAC was briefed by the Planning Department on its Stage 1 Public Consultation on the Planning Review for Kai Tak. Members considered various issues concerning the development project, including the associated transport links. Members appreciated the efforts made by the administration to engage the community in the process of building the community vision for this major waterfront site fronting Victoria Harbour.

At the meeting of 21 September 2004, the TAC was briefed on the pedestrian plan for Causeway Bay. The TAC considered that better planning for pedestrians helped enhance the quality of our living environment and bring a positive impact on the economy. Members welcomed proposals to improve the environment and safety for pedestrians and to reduce pollution in Causeway Bay. Members also hoped that the administration would take full account of the views collected during the public consultation process, especially the impact on the transport trades, and map out the best way forward for the implementation of the proposals.

At the meeting of 27 January 2004, the TAC was briefed on the Stage Three Public Consultation for the Hong Kong 2030: Planning Vision and Strategy Study. Members were glad to note that the Study had been progressing well and that the

Administration was considering the key assumptions for the formulation of possible planning choices and options as well as alternative scenarios for Hong Kong in the run-up to 2030. The TAC hoped that the Administration would take full account of the comments received during the public consultation process and come up with a comprehensive, appropriate and sustainable development plan for Hong Kong's future.

Railway Projects

On 19 July 2005, The TAC was updated on the planning of the MTR West Island Line (WIL) and South Island Line (SIL), as well as Route 4. Members discussed the locations of stations on the WIL and SIL, the impact of land use on the need for these options, as well as other issues relating to these projects. Members noted the general support from the public for the proposed WIL and welcomed the Government's decision to carry out further planning of the proposal, which would involve the extension of the existing MTR Island Line from Sheung Wan to Kennedy Town with two intermediate stations at Sai Ying Pun and University. Members also noted that the proposed SIL would be kept under review and its way forward considered in the light of the results of the review on the planning of tourism and commercial



development in the Southern District and the Government's consideration of Ocean Park's redevelopment proposal. Furthermore, the proposed Route 4 would be kept under review and its way forward considered in the light of the Government's decision on the SIL.

The TAC discussed at its meeting of 26 May 2005 with the management of the MTR Corporation Limited (MTRCL) the latest progress of and fares for the Disneyland Resort Line (DRL). Members noticed that the DRL project had been progressing well and that the MTRCL had taken into consideration the economic situation, operating condition, public affordability, market competition as well as the nature of the trips in setting the fares for the DRL.



*TAC visited DRL in
July 2005*

The TAC also noted new operational features of the DRL, including the automatic platform gates and fully automatic operation, which were introduced in the MTR system for the first time.

At the meeting of 24 February 2004, the TAC discussed the latest progress of the Shatin to Central Link (SCL). Members considered the proposal of Kowloon-Canton Railway Corporation (KCRC) to configure the SCL and the other KCRC railway network so that East Rail would be extended across the harbour to form a north-south corridor and the Ma On Shan Rail would link up with part of SCL, Kowloon Southern Link and the West Rail to form an east-west corridor. Members also noted and welcomed KCRC's proposals to use an Automated People Mover system to serve Tsz Wan Shan in lieu of a deep station as originally proposed, to combine the Ma Tau Wai and To Kwa Wan stations and to add a new station at Causeway Bay North. The TAC welcomed the changes in the new proposal for SCL.

Road Projects



At the meeting of 20 April 2004, members considered the Administration's plan to proceed with the detailed design of the reconstruction and improvement of Tuen Mun Road. Members noted that the existing Tuen Mun Road between Tsuen Wan and Sam Shing Hui had been in service for more than 20 years and

was beyond economical repair. Reconstruction and improvement to this section of the road was needed to upgrade it to current expressway standards as far as practicable to minimise repair works and traffic disruption and to curb the rising maintenance costs. The TAC supported the implementation of the project.

Cross Boundary Projects

The TAC was updated on the latest progress of the advance work for the Hong Kong-Zhuhai-Macao Bridge (HZMB) and the North Lantau Highway Connection (NLHC) on 13 June 2005. The TAC noted that a consensus had been reached on the alignment and landing points of the HZMB. Members noted that the three governments were now deliberating the findings of the feasibility study for the HZMB with a view to implementing the project as soon as possible. Members also discussed the various alignment options for the NLHC and noted that they had been investigated for connecting the HZMB to the existing road network.