



香港是人口稠密及節奏急促的城市，交通運輸系統必須安全快捷、可靠而環保，才可配合經濟的發展。交諮會明白交通運輸系統直接影響我們的生活質素。我們鼓勵市民以步行這種環保的模式代替短途乘車。在二零零二年，當局曾就多項有關交通管理和道路安全的重要措施，徵詢交諮會的意見。

As one of the world's most densely populated and fast-moving cities, a safe, efficient, reliable and environmentally friendly transport system is crucial for the development of our economy. The TAC is aware that our transport system has a direct bearing on our quality of life. We support that walking should be promoted as an environmentally friendly alternative to short motorised trips. The TAC was consulted on a number of significant initiatives on traffic management and road safety in 2002.

有關交通管理的建議 Transport Management Proposals





泊車政策

收費錶更換計劃

當局建議利用可增值智能卡操作的停車收費錶，取代現有停車收費錶。交諮會在二零零二年二月審議這項建議。委員得悉首批接納用後即棄的易泊卡的電子泊車收費錶在一九九八年四月安裝，現時已接近其使用年限。鑑於可增值智能卡技術上有新發展，交諮會贊成政府的建議，將現有的收費錶更換為只接受八達通卡的收費錶；這些新收費錶會預設功能，日後只要加以調校，便可同時接受其他可增值的智能卡。與現有的易泊卡比較，利用可增值智能卡付款不但更具成本效益，也更為環保，而且亦得到駕駛人士的普遍支持。

《泊車位需求研究》

當局在二零零二年三月向交諮會匯報《第二次泊車位需求研究》的結果。該項研究在二零零零年五月展開，目的是全面檢討有關目前和日後泊車位和上落客貨車位需求的主要事宜和相關問題，以及建議解決這些問題的緩解措施。交諮會得悉，在二零零六年和二零一一年，與車主有關的需求(即夜間泊車)方面，私家車泊車位會有過剩的情況，而貨車、貨櫃車、電單車和旅遊巴士泊車位則會短缺。至於與用途有關的需求(即日間泊車)方面，由於大部分車輛(特別是貨車和旅遊巴士)在日間都要開動行駛，因此各類車輛泊車位的供應大致不成問題。委員贊成採納《第二次泊車位需求研究》中建議的緩解措施，以解決泊車位短缺的問題。這些措施包括靈活應用規劃標準指引和規劃程序、改善現有泊車設施的管理，以及利用先進科技解決問題。

Parking Policy

Meter Replacement Plan

In February 2002, the TAC considered the Administration's proposal to replace the existing parking meters with new meters accepting reloadable cards. Members noted that the first batch of electronic parking meters which accepted disposable e-Park card were installed in April 1998 and were reaching the end of their useful life. In view of the recent development of reloadable cards, the TAC supported the Administration's proposal to replace the parking meters with an Octopus only system, with sufficient capacity for the meters to be upgraded to also accept other reloadable cards in future. Reloadable cards provide a more cost-effective and environmentally friendly payment alternative to the existing e-Park cards and were also widely supported by the motoring community.

Parking Demand Study

The Administration presented the findings of the Second Parking Demand Study (PDS2) to the TAC in March 2002. The PDS2 was commissioned in May 2000 to carry out a comprehensive review of key issues pertinent to existing and future parking and loading/unloading needs and related problems and to recommend remedial measures to address the problems identified. In terms of ownership-related demand (or night time parking), the TAC noted that there would be a surplus of parking spaces for private car and shortfalls for goods vehicle, container vehicle, motorcycle and coach parking spaces in 2006 and 2011. As the majority of vehicles in particular goods vehicles and coaches are on the move during daytime, there was generally no problem with usage-related demand (or daytime parking) for the various types of vehicles. Members supported the remedial measures recommended in the PDS2 to address the shortfalls identified. They included more flexible application of planning standards and guidelines/planning process; better management of existing parking facilities; and application of advanced technology solutions.



改善行人環境

《行人環境規劃研究》

在二零零二年二月的會議席上，當局向交諮會簡報《行人環境規劃研究》的初步結果。這項研究的主要目的，是制訂實際可行的指引，為香港建設更美好的行人環境。委員得悉規劃署已完成研究第一階段的工作，並已制訂概括的規劃大綱建議，訂定行人環境規劃的原則、概念、準則和標準，徵詢市民的意見。交諮會欣悉該項研究認為有需要改善通往公共交通設施的行人通道，這項意見與政府鼓勵使用公共交通服務(特別是鐵路)的政策互相配合。研究的下一階段會探討如何在選定的行動區落實規劃的大綱、原則和概念。交諮會期待當局稍後公布有關結果。

自動扶梯／升降機連接系統

當局建議在西區正街和東區炮台山裝設自動扶梯／升降機連接系統，並在二零零二年三月向交諮會簡述方案的內容。委員認為興建有關系統有助發展便利行人的設施，並能鼓勵市民步行往目的地。交諮會贊成當局着手研究擬議系統在技術上的可行性，待得出研究結果，再行徵詢有關區議會的意見。

行人專用區計劃

行人專用區計劃已順利在銅鑼灣、尖沙咀、旺角、中環、灣仔、深水埗和佐敦實施。交諮會在二零零二年十一月曾討論這些計劃的進度，並得悉計劃備受區內居民和全港市民歡迎。委員認為有關計劃可有效減少人車爭路的情況，並大大改善行人的步行環境。交諮會支持當局繼續物色適合的地點，研究可否把計劃擴展至本港其他地區。



Enhancement of Pedestrian Environment

Study on Planning for Pedestrians

At its meeting in February 2002, the TAC was briefed on the preliminary findings of the "Study on Planning for Pedestrians". The main objective of the study was to formulate practical guidance on how to achieve a better pedestrian environment in Hong Kong. It was noted that the Planning Department had completed the first stage of the study and a broad planning framework setting out the principles, concepts, guidelines and standards for pedestrian planning was proposed for public consultation. The TAC was pleased to note that the study saw the need to promote pedestrian access to public transport which tied in well with the transport policy of encouraging the use of public transport services, particularly the railway. The TAC looked forward to seeing the results of the next stage of the study which would apply the framework, principles and concepts to selected action areas.

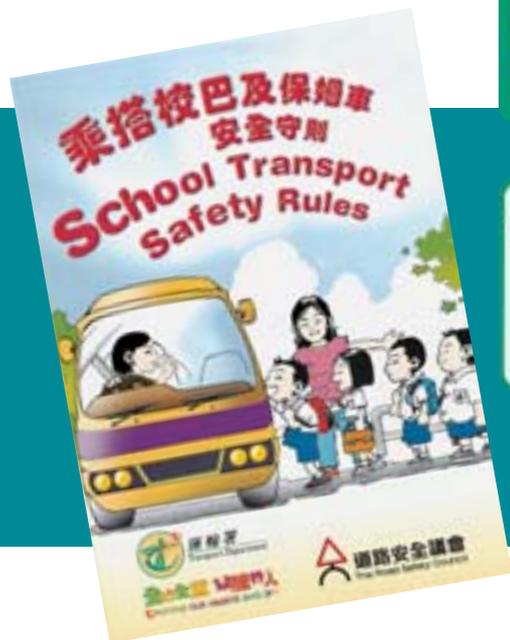


Escalator/Elevator Links

The Administration presented to the TAC the proposals to install escalator/elevator links at Centre Street in the Western District and at Fortress Hill in the Eastern District in March 2002. Members were of the view that the initiatives would contribute to the development of a more user friendly system of pedestrian facilities and promote walking as a transport mode. The TAC supported that the Administration should proceed with the technical feasibility study of the proposed systems and further consult the relevant District Councils when the technical feasibility was confirmed.

Pedestrianisation Schemes

Pedestrianisation schemes have been successfully implemented in Causeway Bay, Tsim Sha Tsui, Mong Kok, Central, Wan Chai, Sham Shui Po and Jordan. The TAC discussed the progress of these schemes in November 2002 and noted that they were well-received by the local communities and the public at large. Members considered that pedestrianisation schemes were effective in reducing the conflict between vehicular and pedestrian traffic and had brought about significant improvements to the pedestrian environment. The TAC advised that the Administration should continue to identify and assess the possibility of extending such schemes to other areas in Hong Kong.



有關道路安全的建議

學校巴士的安全

二零零二年一月，當局就提高學校巴士乘客安全措施的建議，諮詢交諮會的意見。交諮會同意所有新的學校巴士必須根據運輸署所定規格，裝設適當和穩固的座椅。當局會着手實行這項建議，以期在二零零三年推出有關法例。交諮會亦得悉，由於海外國家對於學童在學校巴士上配用安全帶的成效尚無定論，故在現階段本港不會強制這些車輛裝設安全帶，亦不會規定乘客必須配帶。交諮會要求當局繼續密切留意學校巴士的安全記錄，有需要時再考慮其他改善措施。

速度限制檢討

當局定期檢討各條幹道和主要幹路的速度限制，藉此提高本港運輸系統的整體效率。在檢討路段的速度限制時，保障道路使用者的安全至為重要。當局在二零零二年三月向交諮會簡報二零零零年底至二零零一年速度限制檢討的進展。委員得悉，有關檢討的範圍包括53個路段，檢討結果由運輸署及有關運輸業組織代表組成的工作小組負責審議。交諮會贊成工作小組的建議，即9個路段的速度限制應加以放寬，1個應予收緊，餘下43個維持不變。交諮會支持當局繼續進行速度限制的檢討，以提高本港道路網的效率及安全。



Road Safety Related Proposals

Safety of School Transport Vehicles

In January 2002, the TAC was consulted on a package of possible measures to enhance the safety of passengers on school transport vehicles. It was agreed that all new school transport vehicles should be provided with proper and well constructed seats according to specifications to be decided by the Transport Department. The Administration would work on the proposals and aimed to introduce the relevant legislation in 2003. The TAC also noted that in view of the inconclusive overseas findings on the effectiveness of seat belts on school transport vehicles, the proposal on compulsory fitting and wearing of seat belt on these vehicles would not be pursued at this stage. The Administration was requested to continue to monitor the safety record of school transport vehicles and consider further improvement measures where necessary.

Speed Limit Review

The Administration conducts regular reviews on speed limits of trunk roads and primary distributors to improve the overall efficiency of our transport system. In reviewing the speed limit of any road sections, ensuring the safety of the road users is the primary concern. The TAC was briefed in March 2002 on the progress of the speed limit review conducted in late 2000 to 2001. Members noted that the review covered a total of 53 road sections and a working group comprising representatives from the Transport Department and relevant transport trade bodies was formed to deliberate the findings of the review. The TAC supported the working group's recommendation that speed limits of nine road sections be relaxed, one be tightened and the remaining 43 be retained. The TAC also advised that the Administration should continue with such reviews to further enhance the efficiency and safety of our road network.



放寬禁止停車限制時段

運輸署不時檢討禁止停車限制時段，以確定有關時段是否仍然適用於當前的交通模式。二零零二年九月，當局徵詢交諮會對運輸署最近一次檢討及建議放寬禁止停車限制時段的意見。委員得悉運輸署建議將所有一般繁忙時間禁止停車限制區的生效時間，由上午七時改為上午八時開始(即上午八時至上午十時及下午四時至下午七時)。運輸署會在上述措施實行後，檢討再加以放寬的可行性。交諮會贊成運輸署的建議並提議分階段執行，以便清楚了解這項措施對交通的影響。





Relaxation of No-Stopping Restriction Time Periods

The Transport Department (TD) reviews from time to time the non-stopping restriction (NSR) hours to ascertain their continued applicability in the light of the prevailing traffic pattern. In September 2002, the TAC was consulted on TD's latest review and recommendation to relax the NSR time periods. Members noted that the operating hours of all general purpose peak-hour NSR zones would be changed to commence from 8am instead of 7am (i.e. 8am - 10am and 4pm - 7pm). TD would review whether further relaxation was justified after the above relaxation had been implemented. The TAC supported the recommendation and suggested adopting a phased approach to better ascertain the traffic impact so generated.