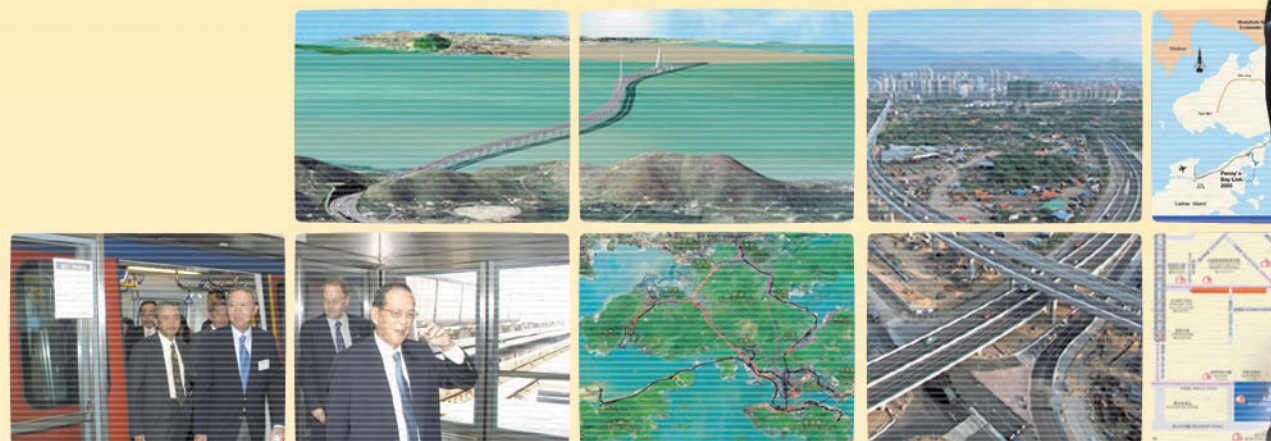


運輸規劃和 主要的基建計劃

Transport Planning and Major Infrastructure Projects

運輸及基建規劃是本港長遠發展藍圖中一個重要的部分，對於提高本地和過境客貨運輸的效率，及加強香港作為運輸樞紐的競爭力有莫大的作用。交諮會支持當局作出全面的運輸規劃，並認為必須及時為香港與發展迅速的珠江三角洲地區建立交通聯繫。二零零三年內，委員曾審議多項主要的基建工程，有關意見概述如下。



Projects

Transport and infrastructure planning is an important component of the blueprint for Hong Kong's long-term development. It is instrumental in ensuring the efficient movement of passenger and freight within Hong Kong and across the boundary, and the enhancement of Hong Kong's competitiveness as a transportation hub. The TAC supports a holistic approach in transport planning and considers it important to provide timely transport links between Hong Kong and the fast growing Pearl River Delta region. Members considered a number of key infrastructure projects in 2003 and a summary of our advice is set out below.

Planning





運輸規劃

新界西北交通及運輸基建檢討

二零零三年八月，當局向交諮會簡介新界西北交通及運輸基建檢討的初步結果。檢討確定四個公路發展組合，即大嶼山至市區連接道路、屯門公路繞道、重要的南北連接路（東面）和重要的南北連接路（西面），以應付新界西北預測的交通需求。委員得悉，當局會根據現正進行各項研究的結果和過境交通的增長，評估這些工程的緩急次序和實施時間表。交諮會要求當局向委員匯報各個建議公路發展組合的進展。

鐵路計劃

鐵路系統的特點是載客量高，對環境造成的破壞較少。當局的政策是以鐵路為本港運輸系統的骨幹，並加強各種公共交通工具之間的轉乘聯繫，從而提高本港運輸網絡的效率。交諮會全力支持這項政策。



Transport Planning

Northwest New Territories Traffic and Infrastructure Review

In August 2003, the TAC was briefed on the preliminary outcome of the Northwest New Territories Traffic and Infrastructure Review. The Review identified four packages of highway projects, viz. Lantau-Urban Link, Tuen Mun Road Bypass, Strategic North-South Link (East) and Strategic North-South Link (West), to meet the forecast traffic demand in northwest New Territories. Members noted that the priority and implementation timeframe of the projects would be assessed in the light of the findings of studies underway and the growth in cross-boundary traffic. The TAC asked the Administration to keep Members informed of the progress in implementing the proposed highway packages.

Railway Projects

Railway systems are characterised by high capacity and low adverse environmental impact. The TAC fully supports the Administration's policy to make railway the backbone of Hong Kong's transport system and to enhance inter-modal connections to increase the efficiency of Hong Kong's transport network.

對港島鐵路延線和南港島鐵路的檢討

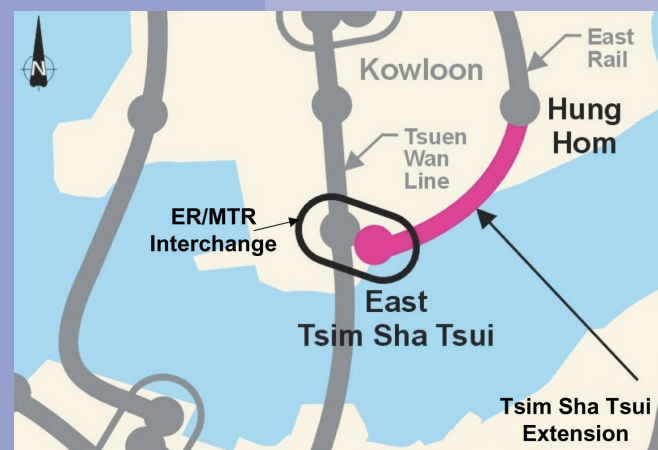
二零零三年二月，當局向交諮會簡介港島鐵路延線、七號幹線和南港島鐵路的發展和有關運輸安排的檢討結果。當局表示會要求地鐵有限公司(地鐵公司)就港島鐵路延線的西港島線第一期(上環至寶翠園一段)及可能與南港島鐵路連接的部分，展開進一步規劃工作。委員得悉由於預測西環的就業人口將會減少，北港島線會延至二零一六年之後才會竣工。委員並獲悉為比較七號幹線與南港島線而進行的檢討經已完成。當局會要求地鐵公司修改南港島線的初步路線建議，務求達致更高成本效益。在定出新的方案前，當局一方面會落實薄扶林道改善措施，另一方面會繼續留意七號幹線的規劃工作。交諮會歡迎當局推展西港島線第一期的規劃工作，使往來西區的交通得到顯著改善。委員認為，若把西港島線第一期與南港島線兩者連接起來，便能形成一個環迴運輸系統，把南區的人口密集的地方及觀光點與港島北岸連接起來。委員促請政府與地鐵公司在商討如何推展這兩項工程時，應擬定更具成本效益的計劃。交諮會亦請當局在制訂有關南港島線的實施時間表和定線的具體的方案時，詳細考慮該線對現時南區公共運輸服務的影響。



Review on Island Line Extension and South Hong Kong Island Line

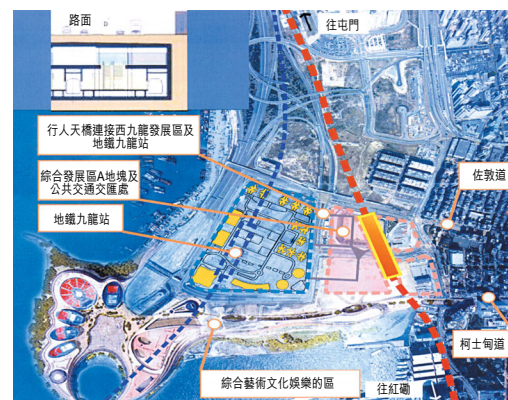
In February 2003, TAC was briefed on the review findings on the development of the Island Line Extensions (ILE), Route 7, and the South Hong Kong Island Line (SIL) and related transport arrangements. Members noted that the Mass Transit Railway Corporation Limited (MTRCL) would be asked to proceed with further planning on the West Hong Kong Island Line (WIL) Phase 1 from Sheung Wan to Belcher including a possible link with the SIL; and that the completion of the North Hong Kong Line would be deferred beyond 2016 due to the reduction in forecast employment in Western District. Members also noted that a review on Route 7 vis-a-vis SIL had been completed and that MTRCL would be asked to modify its preliminary proposal on SIL to arrive at a more cost-effective option. In the interim, the Administration would proceed with the improvement measures for Pokfulam Road and keep in view the planning of Route 7. The TAC welcomed the further planning of WIL Phase 1 which would markedly improve the transport links to the Western District. Members considered that the WIL Phase 1 and SIL, when taken together, would form a transport 'loop' joining the population and tourism centres in the Southern District with the northern coast of Hong Kong Island. They urged the Government to look for more cost-effective schemes when taking forward these two projects with MTRCL. The TAC also advised the Administration to consider carefully the impact of SIL on existing public transport services in the Southern District when there were more definite proposals on the timetable and alignment of the SIL.





九龍南線

九廣鐵路公司曾於二零零二年十月簡報九龍南線定線的各個方案，其後又在二零零三年十二月向交諮會簡介工程的最新發展。委員欣悉沿廣東道一段九龍南線會採用隧道鑽挖的建造方法，以盡量減低工程對交通的干擾以及對旅遊景點的影響。委員得悉九龍南線只設一個在西九龍的車站及將不設位於鐵路旁的廣東道車站，以省卻費時的收地過程。當局亦向委員簡介各項擬實行的措施，盡量減低九龍南線在施工期間和通車後的聲浪以及行車時震動對香港文化中心和科學館造成的影響。交諮會期望九龍南線能在二零零八年年底或之前啟用，讓新界西北的居民可使用鐵路服務直達九龍尖沙咀。



過境交通

珠江三角洲 (珠三角) 的發展迅速，潛力龐大。珠三角強勁的經濟增長，為香港的持續發展增添動力。而本港的經濟活動和國際網絡則加強珠三角地區的發展。交諮會認為，要融合兩地區經濟、促進過境客貨流通，妥善規劃的基礎建設和高效率的運輸設施不可或缺。

Kowloon Southern Link

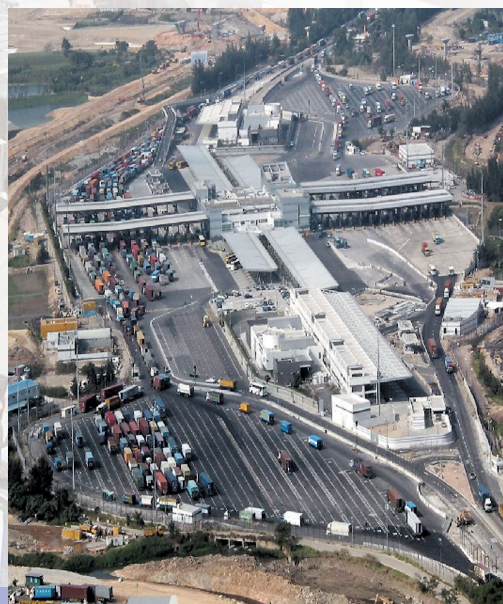
Further to the presentation in October 2002 on the different alignment options for the Kowloon Southern Link (KSL), the Kowloon-Canton Railway Corporation (KCRC) briefed the TAC in December 2003 on the latest development of the KSL project. Members were pleased to learn that the bored tunnel method to be adopted for the construction of the KSL along Canton Road would minimise disruption to the traffic and adverse impact on the tourist attraction areas. Members noted that there would only be one station at West Kowloon to avoid the lengthy land resumption process required for the construction of an off-line Canton Road Station. Members were also briefed on measures to minimise the impact of noise and vibration from the trains to the Hong Kong Cultural Centre and Science Museum in the vicinity during the construction and operation of the KSL. TAC looked forward to the commissioning of the KSL by end 2008 to provide a direct railway access for the population in the northwest New Territories to Tsim Sha Tsui in Kowloon.

Cross-boundary Traffic

The Pearl River Delta (PRD) has undergone rapid development and held much potential for future expansion. The growing economic forte of the PRD provides impetus for further growth in Hong Kong while Hong Kong's economic functions and international network strengthen the development of the region. TAC considers the provision of well-planned infrastructure and efficient transport facilities vital for the integration of the regional economy and convenient movement of passengers and freight across the boundary.

落馬洲管制站的交通安排

二零零三年一月，當局向交諮會簡介為配合落馬洲管制站實施二十四小時客運通關所作的交通安排。委員得悉，當局已為疏導人流作好準備，而運輸署亦會密切留意延長時段內的交通模式和乘客需求。交諮會請當局在實施各項安排後加以檢討，以決定是否需要作出修改。其後在二零零三年三月的會議上，當局向交諮會簡介在延長時段內落馬洲管制站實行的士及專線小巴營運試驗計劃的進展。委員贊成當局逐步推出試驗計劃，以確保管制站有一個秩序良好和符合安全的環境。



港珠澳大橋

二零零三年十月，當局向交諮會簡報港珠澳大橋工程計劃的進展。委員得悉，國家發展和改革委員會與香港特區政府聯合委託進行的研究指出，香港與珠江西岸之間客貨運輸與日俱增，兩地之間確實急需建立交通聯繫以配合需求。當局又向委員簡介可供考慮的大橋着陸點，以及把大橋連接至現有道路網絡和主要設施的接駁基建定線方案。交諮會歡迎有關的大橋工程，並得悉粵港澳三地政府已成立港珠澳大橋前期工作協調小組，展開前期規劃工作。協調小組會在廣州設立辦事處，並會委託一所設計院進行可行性研究。與此同時，香港特區政府會就香港境內興建的接駁基建進行所需的法定程序和可行性研究。

Transport Arrangements at the Lok Ma Chau Control Point

In January 2003, the TAC was briefed on the transport arrangements to tie in with the introduction of 24-hour passenger clearance at Lok Ma Chau Control Point (LMCCP). Members noted that preparations had been made to facilitate movement of passengers and the Transport Department would closely monitor the traffic pattern and passenger demand during the extended hours. TAC asked the Administration to review the arrangements after implementation to see if refinements were required. At a subsequent meeting in March 2003, the TAC was briefed on the progress of the trial schemes for taxi and green minibus operation at LMCCP during the extended hours. Members supported the Administration's decision to implement the trial scheme in a progressive manner to ensure an orderly and safe environment for all at the Control Point.

The Hong Kong - Zhuhai - Macao Bridge

In October 2003, the TAC was briefed on the progress of the Hong Kong - Zhuhai - Macao Bridge project. Members noted that the study jointly commissioned by the National Development and Reform Commission and the HKSAR Government had confirmed the need for and urgency of a transport link between Hong Kong and Pearl River West (PRW) to meet the growing demand for passenger and freight transport between Hong Kong and PRW. Members were briefed on the possible sites for the landing point of the Bridge and the possible alignments for the connecting infrastructure linking the Bridge with the existing road network and strategic facilities. The TAC welcomed the Bridge project and noted that the Governments of Hong Kong, Macao and Guangdong had set up a Hong Kong - Zhuhai - Macao Bridge Advance Work Coordination Group to take forward the advance planning for the Bridge.

The Coordination Group would set up an office in Guangzhou and commission a design institute to conduct feasibility studies. In parallel, HKSAR Government would carry out the necessary statutory procedures and feasibility studies for the connecting infrastructure within the territory of Hong Kong.





Road Project

Central-Wanchai Bypass

In September 2003, the TAC was briefed on the urgency for and proposed alignment of the Central - Wanchai Bypass (CWB) and Island Eastern Corridor Link. Traffic forecast indicated that if the CWB was not provided in time, the forecast traffic volume during peak hours in 2011 on the critical sections of the Connaught Road Central/Harcourt Road/Gloucester Road corridor would exceed their capacities by 30% and result in serious traffic congestion in the Central and Wanchai areas. The TAC indicated strong support for the early construction of the CWB.

Projects

道路計劃

中環灣仔繞道

二零零三年九月，當局向交諮會簡報興建中環灣仔繞道和東區走廊的迫切性，並簡介建議的定線。交通預測顯示，如中環灣仔繞道不能依時建成，在二零一一年，干諾道中／夏慤道／告士打道走廊關鍵路段在繁忙時間的行車量將會高於路段的容車量達三成，使中環灣仔一帶的交通嚴重擠塞。有見及此，交諮會認為當局應盡早興建中環灣仔繞道。

計劃

