



6. 行人專用區計劃

自 2000 年 3 月起，當局已在 9 個地區實施 5 個全日、21 個部分時間行人專用區及 15 個悠閒式街道計劃。這些地區包括銅鑼灣、尖沙咀、旺角、中環、灣仔、佐敦、深水埗、赤柱及石湖墟。隨着實施擴闊行人路、減少車輛交通或完全封閉行車道供行人使用等措施，**行人流量及行人服務水平**普遍得以改善。實行人專用區計劃是一項持續進行的工作。除找尋及評估把這些計劃擴展至本港其他地區的可能性外，我們亦會研究擴大上述地區的行人專用區範圍，特別是銅鑼灣、尖沙咀及中環。在 2002 年，我們的主要工作包括：

- 擴闊莊士敦道(柯布連道對面)的行人路至電車軌，並正計劃在沿莊士敦道其他路口進行類似工程；
- 在百德新街全日行人專用區外興建新的行人過路處，以及把崇光百貨公司外的電車站遷往新的行人過路處；
- 在皇后大道中介乎戲院里與砵甸乍街之間的路段北面部分進行擴闊行人路工程；以及
- 由 2002 年 9 月 8 日開始進行為期 3 個月的試驗計劃，逢星期六、日及公眾假期在元朗新街實施部分時間封路，由上午 8 時至晚上 8 時劃為行人專用區。現正考慮是否永久實施該項計劃。



記利佐治街行人路擴闊工程前的道路使用情況。
The situation before pedestrian improvement at Great George Street.

部分街道在繁忙時間內的行人流量

	計劃實施前	計劃實施後
銅鑼灣羅素街	8 700	13 800
銅鑼灣啟超道	5 600	8 000
銅鑼灣渣甸坊	9 900	12 000
尖沙咀海防道	9 100	13 100
尖沙咀漢口道	3 300	4 600

在部分街道的可吸入懸浮粒子平均水平
銅鑼灣利園山道及旺角西洋菜街在計劃實施後，這兩個地區的可吸入懸浮粒子減少約 11%。

- 在廟街及南京街實施部分時間封路，以及把駱克道、東角道及記利佐治街在星期六、日及公眾假期的封閉時段延長為由正午 12 時至午夜 12 時；
- 完成在羅素街(時代廣場外)、記利佐治街(皇室大廈外)、花園街、樂道、亞士厘道、宜昌街及漢口道的擴闊行人路及環境美化工程；

6. Pedestrian Schemes

Since March 2000, the Administration has implemented five full-time, 21 part-time and 15 traffic calming pedestrian schemes in nine areas: Causeway Bay, Tsim Sha Tsui, Mong Kok, Central, Wan Chai, Jordan, Sham Shui Po, Stanley and Shek Wu Hui.

The pedestrian flow and levels of service for pedestrians have generally improved following the implementation of widened footpaths, reduction of vehicular traffic access or complete closure of carriageway for pedestrian use. Implementation of pedestrianisation schemes is an on-going programme. Apart from identifying and assessing the possibilities of extending such schemes to other areas in Hong Kong, we will also investigate the scope of expanding the schemes in the above areas, especially Causeway Bay, Tsim Sha Tsui and Central. In 2002, we have :

Road) to the tram tracks, and are planning similar works at other junctions along Johnston Road;

- constructed a new pedestrian crossing outside the full-time pedestrian street at Paterson Street and relocated the tram stops outside Sogo Department Store to the new crossing;
- carried out footpath widening to the northern side of Queen's Road Central between Theatre Lane and Pottinger Street; and
- implemented part-time closure at Yuen Long New Street by conducting a three-month trial starting from September 8, 2002 for pedestrianising this street from 8am to 8pm on Saturdays, Sundays and public holidays; consideration is being given to make the scheme permanent.



記利佐治街行人路擴闊工程後，可見改善顯著。
After pedestrian improvement at Great George Street.

- implemented part-time closure at Temple Street and Nanking Street and extended the part-time closure at Lockhart Road, East Point Road and Great George Street to 12noon-12midnight on Saturday, Sundays and Public Holidays;
- completed the footpath widening and landscape works at Russell Street (outside Times Square), Great George Street (outside Windsor House), Fa Yuen Street, Lock Road, Ashley Road, Ichang Street and Hankow Road;
- extended the footpath at Johnston Road (opposite to O'Brien

Some peak hour pedestrian flows

	Before Scheme	After Scheme
Russell Street, Causeway Bay	8 700	13 800
Kai Chiu Road, Causeway Bay	5 600	8 000
Jardine's Crescent, Causeway Bay	9 900	12 000
Haiphong Road, Tsim Sha Tsui	9 100	13 100
Hankow Road, Tsim Sha Tsui	3 300	4 600

Some average levels of respirable suspended particulates

Lee Garden Road, Causeway Bay and Sai Yeung Choi Street, Mong Kok, both areas down by about 11% after implementation of the schemes.



黃竹坑道天橋落成後，舒緩了交通負荷。
Completed Wong Chuk Hang Road Flyover improves traffic flow.

7. 道路改善工程

改善交通流量和道路安全仍是我們的主要目標之一。除了新的大型運輸基建工程外，我們亦進行小型的道路改善工程。在 2002 年，這方面的工作包括：

- 完成興建黃竹坑道天橋；
- 改善薄扶林道與沙宣道的交界處；
- 在海底隧道繳費廣場設立多一條南行自動繳費車道；
- 擴闊梳士巴利道介乎天星碼頭與彌敦道之間的路段；
- 擴闊佛光街介乎忠孝街與常樂街之間的路段；
- 完成歌和老街近根德道的擴闊工程；
- 改善通往九龍塘區的道路；
- 改善鯉魚門徑及劃設的士站與旅遊巴士上落客灣，方便遊人往來附近的旅遊熱點；
- 改善東涌道的六個路段，在該道路的陡斜路段鋪設 1.5 公里長的防滑路面，以及完成東涌道與松滿路之間的一條臨時繞道；
- 完成建設分別橫跨沙咀道和位於西北青衣交匯處的行人天橋；
- 擴闊屏廈路與田廈路的交界處；
- 改善通往三號貨櫃碼頭的的道路，在葵涌貨櫃港增設兩個車輛停候處，以及在該處加設一部閉路電視，以監察交通情況；
- 完成一條由香港科學園至馬料水的新建連接路；
- 擴闊圓洲角的牛皮沙街；
- 擴闊西貢公路介乎南圍與蠔涌之間的路段；
- 改善汀角路介乎船灣與大尾篤之間的路段；以及
- 改善粉嶺公路、寶石湖路與粉錦公路之間的交界處。

7. Road Improvements

Improving traffic flow and road safety remains one of our major objectives. In addition to large-scale new transport infrastructure projects, we also implement small-scale road improvement works. In 2002, we have :

- completed construction of Wong Chuk Hang Road flyover;
- improved the junction at Pok Fu Lam Road and Sassoon Road;
- implemented an additional southbound auto-toll lane at Cross Harbour Tunnel toll plaza;
- widened the section of Salisbury Road between Star Ferry Pier and Nathan Road;
- widened the section of Fat Kwong Street between Chung Hau Street and Sheung Lok Street;
- completed widening of Cornwall Street near Kent Road;
- improved road access to Kowloon Tong area;
- improved Lei Yue Mun Path and provided a taxi stand and coach loading/unloading bay to facilitate commuting to and from neighbouring tourism hot spots;
- improved six sections of Tung Chung Road, laid 1.5-km anti-skid surfacing on steep sections on this road and completed a temporary bypass road between Tung Chung Road and Chung Mun Road;
- completed construction of footbridges across Sha Tsui Road and at northwest Tsing Yi Interchange;
- widened the junction at Ping Ha Road and Tin Ha Road;
- improved access to Container Terminal No. 3, provided two additional vehicle holding areas at Kwai Chung Port and commissioned an additional CCTV in the area to facilitate monitoring of traffic;
- completed a new link road from Hong Kong Science Park to Ma Liu Shui;
- widened Ngau Pei Sha Street at Yuen Chau Kok;
- widened Hiram's Highway between Nam Wai and Ho Chung;
- upgraded Ting Kok Road between Shuen Wan and Tai Mei Tuk; and
- improved the junction at Fanling Highway and Po Shek Wu Road and Fan Kam Road.



經改善的薄扶林道及沙宣道交界處。
The improved junction at Pok Fu Lam Road and Sassoon Road.



8. 交通管理計劃

我們繼續密切監察整體交通情況，並在有需要的情況下，設計及實施具成本效益的交通管理計劃，以改善道路網絡的效率、成效及安全。這些措施包括實施交通燈號、管制車輛通行和行車線、限制上落客貨、為建築工程而實施交通改道，以及長期更改行車路線，以便更妥善管理運輸設施。在2002年，我們實施了下列交通管理計劃：

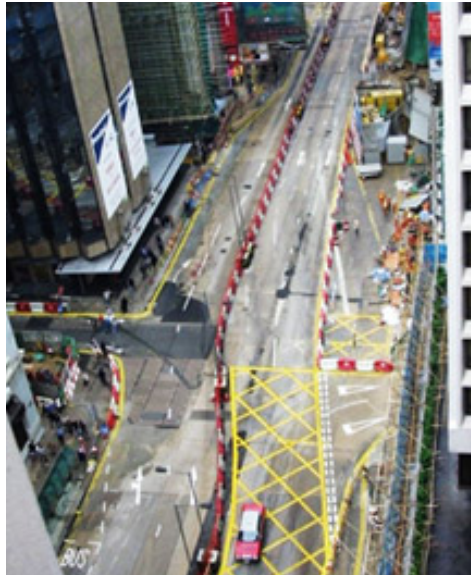
- 銅鑼灣百德新街及記利佐治街；
- 在銅鑼灣開平道進行改道；
- 把一段雪廠街由單程改為雙程行車；
- 在尖沙咀實施交通管理計劃，以便興建行人隧道；
- 在東鐵紅磡站實施交通管理計劃，以改善的士上落客安排；
- 為興建地鐵將軍澳支綫、東鐵支綫及西鐵，在各項新鐵路工程附近實施交通管理計劃；
- 在尖沙咀、旺角及九龍塘的地鐵及九廣鐵路車站改善工程附近；
- 元朗教育路；
- 在水圍實施交通管理計劃，以改善 18 組交通燈號系統；
- 在水圍實施交通管理計劃，以便在屯門中及北部進行西鐵、輕鐵支綫及高架輕鐵路軌的興建工程；
- 在荃灣西部實施交通管理計劃，以便進行交通改道；
- 在上水智昌路上水中心外實施交通管理計劃，以便設置行人過路處；以及
- 在地鐵將軍澳支綫附近實施交通管理計劃，以方便公共交通服務、上落客貨及讓行人暢達。

此外，我們在全港各地實施了下列的整體措施：

- 把上午繁忙時間的禁止停車限制時段由上午7時至10時縮短為上午8時至10時；
- 就車速限制進行評估，並作出適當修訂，以便更配合目前的交通情況；以及
- 設立約 115 個的士上落客點。

8. Traffic Management Schemes

We have continued to closely monitor the general traffic situation and, where necessary, designed and implemented cost-effective traffic management schemes to improve the efficiency, effectiveness and safety of our road network. These measures included traffic signals, control of entries and lanes, restrictions on loading / unloading, traffic diversion for construction works, and long-term re-routing of traffic for better management of transport facilities. During 2002, we have implemented traffic management schemes :



彌敦道交通管理計劃。
A major traffic management scheme at Nathan Road.

- along Paterson Street and Great George Street in Causeway Bay;
 - in Causeway Bay rerouted Hoi Ping Road;
 - in Ice House Street rerouted a section from one way to two way ;
 - in Tsim Sha Tsui for the construction of pedestrian subways;
 - in East Rail Hung Hom Station for the improvement of taxi boarding/ alighting arrangement;
 - in the vicinity of new railway projects for the construction of MTR Tseung Kwan O Extension, East Rail Extension and West Rail;
 - in the vicinity of MTR and KCR railway station enhancement works at Tsim Sha Tsui, Mong Kok and Kowloon Tong;
 - along Kau Yuk Road, Yuen Long;
 - in Tin Shui Wai to improve 18 signal systems;
 - in Tin Shui Wai to facilitate West Rail, LRT extensions and elevation of LRT tracks in Tuen Mun Central and North;
 - in Tsuen Wan West for traffic re-routing;
 - at Chi Cheong Road outside Sheung Shui Centre, Sheung Shui for the installation of pedestrian signal crossing; and
 - around MTR Tseung Kwan O Extension to facilitate public transport services, loading/unloading activities and pedestrian access.
- In addition, for the territory as a whole, we have:
- shortened the morning peak hour No Stopping Restriction period from 7am - 10am to 8am - 10 am;
 - assessed and, where appropriate, amended speed limits to better suit the prevailing traffic conditions; and
 - established about 115 taxi pick-up/drop off points.

9. 跨境交通服務

貨運

在深港西部通道預期於2005年年底通車前，我們制訂了一些改善計劃，以應付三條陸路跨境通道(即文錦渡、落馬洲和沙頭角)迅速增長的貨運交通量。在2002年，我們的主要工作包括：



落馬洲邊境口岸。
Lok Ma Chau boundary crossing.

落馬洲

- 策劃擴闊過境橋，由兩線增至三線，並已展開部分工程；
- 策劃改善新田交匯處；以及
- 策劃一項為運載預先清關貨物的貨車而設的交通管理計劃。

沙頭角

- 完成在沙河路為過境巴士關設一條巴士線。

全部三條跨境通道

- 在往三條通道的進路裝設 13 部閉路電視。

客運

火車是過境旅客使用的主要陸路交通工具。當落馬洲支線在2007年完成後，火車的載客量將會顯著增加。目前，有另外兩項陸路交通服務可輔助火車服務，包括往返落馬洲與皇崗的過境穿梭巴士服務，以及駛經三個過境管制站的過境巴士服務。在2002年，我們的主要工作包括：

- 就改善陸路跨境通道及在皇崗管制站實施一地兩檢的計劃及提供規劃方面的意見；
- 與穿梭巴士和過境巴士營辦商及其他政府部門保持密切聯繫，以確保運作(特別是在節日及長假期時)維持暢順；
- 聯絡落馬洲至皇崗的穿梭巴士營辦商，以改善新田巴士總站的乘客設施及增加載客量；
- 增設兩條有固定行車時間表的過境巴士路線，分別來往粉嶺(聯和墟)至沙頭角及上水至文錦渡；以及
- 與業界人士定期舉行會議，以改善有關服務。

9. Cross Boundary Transport Services

Freight

Prior to the availability of the Shenzhen Western Corridor scheduled for completion in late 2005, we have developed improvement schemes to meet the rapid growth of freight traffic at the three land boundary crossing points, viz Man Kam To, Lok Ma Chau and Sha Tau Kok. In 2002, we have :

Lok Ma Chau

- planned and partly implemented widening at the Boundary Bridge from two to three lanes;
- planned improvements to San Tin Interchange; and
- planned a traffic management scheme for goods vehicles carrying pre-cleared goods.

Sha Tau Kok

- completed a bus lane for cross boundary coaches on Sha Ho Road.

All three crossings

- commissioned 13 CCTVs on the approach roads.

Passengers

For cross boundary passengers, railway is the main land transport mode and capacity will be significantly increased by the completion of the Lok Ma Chau Spur Line in 2007. To supplement the rail service, there are two land transport alternatives which include the cross-boundary shuttle bus service running between Lok Ma Chau and Huanggang, and cross boundary coach services operating via the three land crossing points. In 2002, we have :

- provided planning inputs for improvements to land crossings and co-location of control points at Huanggang;
- liaised with the shuttle bus and coach operators and other government departments to ensure smooth operations especially during festivals and long holidays;
- liaised with the Lok Ma Chau - Huanggang shuttle bus operator to improve the passenger facilities at the San Tin Terminus, and service capacity;
- introduced two fixed-schedule cross boundary coach services, between Fanling (Luen Wo Hui) and Sha Tau Kok; and between Sheung Shui and Man Kam To; and
- held regular meetings with the trade to improve services.