規劃
Planning

1. 運輸與環境

本港市民對生活在一個健康清潔環境的期望越來越高。運輸署致力鼓勵採用各種更環保的交通工具，減少機動車輛排放廢氣，以更環保的方式規劃運輸基建，以及推行行人環境改善計劃及其他交通措施，盡量減輕交通對附近居民造成的不良影響。

在 2002 年，我們着重的環保工作如下：

- 完成就未來運輸系統進行的第二輪策略性環境監察、審查及檢討工作；
- 推行「小巴使用較環保燃料」計劃，以便公共小巴改用石油氣或電動車輛；
- **協助的士改用石油氣車輛 – 超過 16 700 部的士(約為的士車隊的 92%)已改用石油氣車輛；**
- 透過實施更多行人優先計劃，改善行人環境；以及
- 就使用單車進行研究，以探討更多運用這種環保交通工具的可能性。

1. Transport and the Environment

With the growing expectation of our society to live in a healthy and clean environment, TD is committed to encouraging more environmentally friendly modes of transport, reducing the pollution from motor vehicles, planning our transport infrastructure in a more environmentally friendly manner and implementing pedestrianisation schemes and other traffic management measures which can minimise the detrimental effect of traffic on nearby residents. We have been active in the following environmental areas in 2002 :

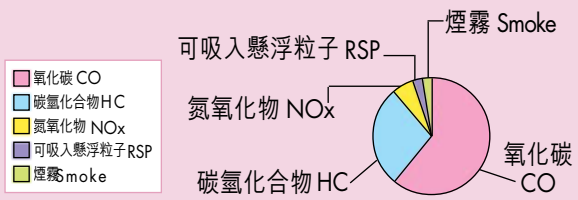
新界的單車徑。
A cycle track in the New Territories.

- completed the second Strategic Environmental Monitoring, Auditing and Review work for our future transport system;
- launched the light buses cleaner fuel scheme which facilitates the conversion of PLB to LPG and electric models;
- **facilitated the conversion of taxis to LPG - over 16 700 taxis (about 92% of the fleet) have been converted to LPG;**
- improved conditions for pedestrians through the introduction of more pedestrian priority schemes; and
- commissioned a study on cycling to identify the potential for increasing the role of this environmentally friendly mode of transport.

減少可吸入懸浮粒子的排放

- 使用石油氣的士令的士車隊所排出的可吸入懸浮粒子減少 98%，並且消除柴油的士經常排放的黑煙。

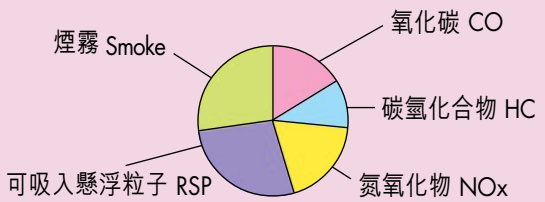
石油氣的士 LPG Taxis



Reduction of RSP Emission

- the use of LPG taxis has removed 98% of the RSP from the taxi fleet and the usual black smoke from diesel taxis.

柴油的士 Diesel Taxis



2. 運輸規劃

全面考慮到本港境內不斷急劇轉變的情況與珠江三角洲地區的發展，我們必須就基礎建設方面的需要進行全盤規劃。在這方面，我們繼續與規劃署、路政署、環境保護署及其他有關部門和各局緊密聯繫，為未來的道路網絡作出更妥善的規劃。我們依循最新的土地用途及運輸規劃標準，而同時充分顧及環保的因素。年內的主要及重點工作包括：

深港西部通道已完成規劃。
The planned Shenzhen Western Corridor.

- 完成第二輪策略性公路工程檢討，以評估一些主要公路工程計劃(包括七號幹線、九號幹線、十號幹線、中九龍幹線及西岸公路)的興建需要、工程範疇及實施時間。第三輪檢討已經展開，並會於 2003 年完成；
- 檢討本港道路網絡的規劃工作，以配合大型的發展計劃和急劇增加的跨境交通需求；
- 就可能興建的珠江三角洲西岸連接通道的初步評估提供意見；
- 規劃昂坪的道路設計、東涌至昂坪吊車工程計劃的運輸設施及東涌道介乎龍井頭與嶼南道之間路段的擴闊工程；以及
- 就經修訂的泊車位標準提出建議，以便納入香港規劃標準與準則。

2. Transport Planning

To take full account of the dynamic and rapidly changing situation within Hong Kong and developments in the Pearl River Delta region, the need for comprehensive planning of our infrastructural needs cannot be over-emphasised. In this regard, we have continued to liaise closely with the Planning Department, the Highways Department, the Environmental Protection Department, and other concerned departments and Bureaux to better plan our future road network. We have taken on board the most recent land use transport planning parameters while giving full weight to environmental considerations. Our major work and activities carried out during the year included :

- completed the second Strategic Highway Project Review to assess the need, scope and timing of a number of major highway projects including Route 7, Route 9, Route 10, Central Kowloon Route, and Western Coast Road. Meanwhile, the third review has already been started and would be completed in 2003;
- reviewed the planning of our road network to cope with major developments and the rapidly growing demands for cross boundary travel;
- provided input to the preliminary assessment of a possible link to the Pearl River Delta West Bank;
- planned the road layout in Ngong Ping and transport facilities for the Tung Chung - Ngong Ping Cable Car project, and the widening of Tung Chung Road between Lung Tseng Tau and South Lantau Road; and
- recommended revised parking standards for inclusion in the Hong Kong Planning Standards and Guidelines.

3. 主要的運輸基礎設施及發展

在2002年內，我們繼續與各個夥伴緊密合作，以規劃、設計及展開多項策略性道路及鐵路工程。除多項工程在規劃及設計階段外，並有鐵路及道路工程於 2002 年實際啟用，包括地鐵將軍澳支綫及青衣北岸公路。在 2002 年，我們的工作包括：

- **協助及統籌有關地鐵將軍澳支綫啟用的準備工作；**
- 為九廣鐵路西鐵第一期、馬鞍山鐵路、尖沙咀支線、上水至落馬洲支線、沙田至中環線及南九龍線提供有關運輸方面的意見，使各項計劃得以如期實施；
- 為港島線支線提供規劃方面的意見；
- 為西鐵、馬鞍山鐵路及將軍澳支綫鐵路走廊沿線的 18 個車站物業發展計劃，包括輔助設施如泊車轉乘停車場，提供交通及運輸方面的意見；
- 為西鐵、馬鞍山鐵路及將軍澳支綫 14 個車站的公共交通交匯處的實施工作提供支援，以便為乘客提供更方便、安全及舒適的轉車設施；
- 就后海灣幹線及深港西部通道的詳細設計提供專業意見；
- 在九號幹線(青衣至長沙灣段)及青衣 9 號貨櫃碼頭修築期間，提供交通及運輸方面的意見；
- 在青衣北岸公路修築期間，提供交通及運輸方面的意見，並且就這條重要連接道路在 2002 年 2 月的啟用進行策劃工作；以及
- 就通往香港迪士尼主題公園的新道路工程及竹篙灣線的設計及實施，提供交通及運輸方面的意見。

將軍澳支綫啟用的準備工作

- 實施協調的公共交通服務計劃，包括減少超過 100 部巴士在交通擠塞的市區行走。
- 確保有妥善的行人通道連接所有車站。
- 安排全面豎設指示行人及車輛前往車站的標誌。
- 確保在將軍澳支綫通車首日各公共交通轉乘設施完全運作正常。

青衣北岸公路 -- 牛角灣高架路。
Tsing Yi North Coastal Road -- Ngau Kok Wan Viaduct.

3. Major Transport Infrastructure and Development

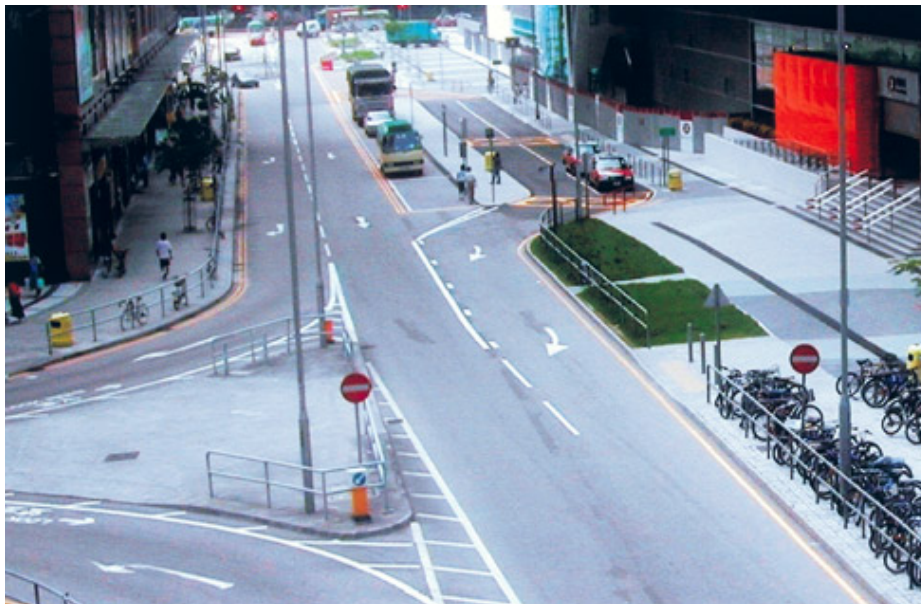
During 2002 we continued to work closely with our various partners to plan, design and deliver various strategic road and rail projects. Apart from the many projects in the planning and design stages, 2002 saw the actual implementation of both rail and road projects in the form of MTRC's Tseung Kwan O Extension and the Tsing Yi North Coastal Road. In 2002, we have :

青衣北岸公路--担杆山高架路。
Tsing Yi North Coastal Road -- Tam Kon Shan Viaduct.

- **facilitated and co-ordinated the service readiness for the opening of MTR Tseung Kwan O Extension (TKE);**
- provided the transport related input to facilitate the timely implementation of KCRC's West Rail (WR) Phase I, Ma On Shan (MOS) Rail Link, Tsim Sha Tsui Extension, Sheung Shui to Lok Ma Chau Spur Line (Spur Line), Sha Tin to Central Link (SCL) and Kowloon Southern Link (KSL);
- provided input to the planning of Island Line Extensions (ILE);
- provided traffic and transport input to 18 station-related property development projects along the WR, MOS and TKE railway corridors including supporting facilities such as park and ride car parks;
- supported the implementation of public transport interchanges at 14 railways stations of WR, MOS and TKE to enhance mode change with greater passenger convenience, safety and comfort;
- provided professional input to the detailed design of Deep Bay Link and Shenzhen Western Corridor;
- provided traffic and transport input during the construction of the Route 9 (Tsing Yi to Cheung Sha Wan Section), and the Container Terminal CT9 in Tsing Yi;
- provided traffic and transport input during the construction of the Tsing Yi North Coastal Road, and contributed to the planning for the opening of this important road link which was opened to traffic in February 2002; and
- provided traffic and transport input to the design and implementation of new road projects and the Penny's Bay Rail Link for the Hong Kong Disneyland Park.

Service Readiness for TKO Line

- Implemented a co-ordinated public transport services plan including reduction of over 100 buses from congested urban areas.
- Ensured good pedestrian connections to all the stations.
- Arranged comprehensive pedestrian and vehicular signposting to the stations.
- Ensured public transport interchanges fully functional for Day 1 operation.



為配合地鐵將軍澳支綫啟用而進行的寶琳路改善工程。
An improved Po Lam Road to tie in with the commissioning of MTR's Tseung Kwan O Line.

4. 研究

在今天競爭劇烈的環境中，要確保香港能夠維持世界級現代城市的地位，完善的運輸系統是不可或缺的。本署一直有進行與運輸有關的研究，以提供一個完善的運輸系統。除了注重安全及效率外，進行有關研究時亦充分考慮市民對改善環境的期望，為此，我們研究了更多環保的交通計劃及運輸系統。我們在 2002 年的工作包括：

- 完成屯門及元朗區域交通研究；
- 展開 2002 年交通習慣調查；
- 展開貨車行程特性調查；
- 完成有關六個大型房屋發展用地的交通影響評估研究；
- 展開有關兩個發展用地的交通影響評估研究；
- 完成有關非專營巴士營運情況的研究；
- **完成第二次泊車需求研究**；以及
- 展開踏單車研究。

本署為泊車需求進行第二次研究。
Parking issues considered in PDS2.

4. Studies

In today's highly competitive environment, in order to ensure that Hong Kong remains a world class modern city, a good transport system is essential. TD has been carrying out transport-related studies with a view to providing such a transport system. In addition to concerns on safety and efficiency, the studies pay full regard to the public aspiration for a better environment, by examining more environmentally friendly traffic schemes and transport systems. Our work in the year 2002 has included :

- completed the Tuen Mun and Yuen Long District Traffic Study;
- commenced the Travel Characteristics Study 2002;
- commenced the Goods Vehicle Travel Characteristics Study;
- completed traffic impact assessment studies for six major housing sites;
- commenced traffic impact assessment studies for two sites;
- completed the Study on Non-franchised Bus Operation;
- **completed the Second Parking Demand Study (PDS2)**; and
- commenced the Cycling Study.

第二次泊車需求研究

- 檢討、更新及改善泊車位的供應及應用地理資訊系統。
- 就香港規劃標準與準則作出修改建議。
- 預測 2006 年及 2011 年的泊車位供求。
- 建議透過下列各種方式採取紓解措施
  - 規劃
  - 先進科技
  - 管理

Second Parking Demand Study

- Reviewed, updated and enhanced the parking inventory and introduced a Geographic Information System.
- Recommended changes to the Hong Kong Planning Standards and Guidelines.
- Provided forecasts of parking demand and supply for 2006 and 2011.
- Recommended remedial measures through
  - Planning
  - Advanced technology
  - Management

5. 道路安全

除了推行補救措施以解決在交通意外黑點出現的問題外，持續檢討道路安全標準及法例條文，也是我們為達致目標而進行的重要工作。在2002年，我們的工作主要包括：

嘉賓在「道路安全晚會」主持道路安全網頁啟用儀式。
A tailor-made website launched in the Road Safety Night.

- **實踐我們使道路交通系統更趨安全的抱負，不斷致力減少交通意外數字，以「零」交通意外為目標；**
- 完成有關海外地區如何制訂道路安全策略的研究；
- 修訂有關恰當使用汽車車頭燈、電單車車頭燈及危險警告燈的規例，並展開相關的宣傳；
- 修訂規例，在2004年實施公共小巴後座乘客也須佩戴安全帶的規定；
- 研究海外地區如何防止司機藥後駕駛，並針對有關問題進行宣傳；
- 就推廣學校交通安全展開宣傳活動；
- 開始修訂《道路使用者守則》；
- 在另外24個地點裝置偵察車速攝影機；
- 在另外40個地點裝置衝紅燈攝影機系統；
- 完成在舊啟德機場進行路丘的非路面試驗；
- 完成有關本港路線指示標誌的全面檢討；
- 完成荃灣及九龍城區的交通意外地區研究；
- 展開元朗區交通意外地區研究；及
- 展開有關彌敦道及其連接道路網的研究，以減少交通意外。

5. Road Safety

Apart from implementing remedial measures to address problems identified at traffic accident black spots, the on-going review of road safety standards and legislative provisions are vital tasks to achieve our objective. In 2002, we have :

- **developed our vision to make our road transport system forever safer by continuously reducing accidents towards a zero goal;**
- completed a study on overseas practices on formulation of road safety strategy;
- amended regulation and launched publicity on proper use of vehicle headlamps, motorcycle headlamps and hazard warning lights;
- amended regulation to extend seat belt requirements to the rear seats of public light buses in 2004;
- reviewed overseas practices on and launched publicity to deter drug driving;
- launched publicity to enhance school transport safety;
- started updating the Road Users' Code;
- installed automated speed enforcement camera system housings at 24 more locations;
- installed the red light camera system at 40 more locations;
- completed off-road trials of road humps at ex-Kai Tak Airport;
- completed a study on comprehensive review of directional signing in Hong Kong;
- completed area studies of traffic accidents in Tsuen Wan and Kowloon City Districts;
- commenced an area study of traffic accidents in Yuen Long; and
- commenced a study on Nathan Road and adjoining road network for traffic accident reduction.

為實踐抱負，我們：

- 悉力以赴，以獲取最佳成果；
- 採取具創意的方法，應付新出現及舊有的道路安全問題；
- 與署內同事合作，發揮團隊力量；
- 與道路安全的相關機構建立夥伴關係；
- 提高對道路安全事宜的認識；及
- 力求達致最高的專業水平。

Achieve our vision by :

- focusing our efforts on achieving the best results;
- being innovative in tackling both new and old road safety problems;
- teaming up with our colleagues;
- partnering with road safety stakeholders;
- increasing understanding of road safety issues; and
- striving for the highest level of professionalism.