



交通運輸策略性研究
TRAFFIC AND TRANSPORT
STRATEGY STUDY

初步建議

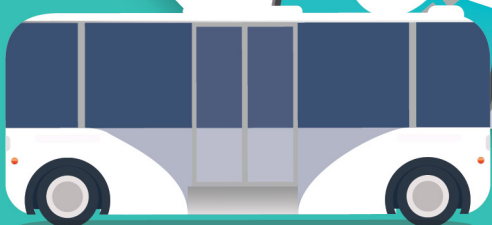
INITIAL
RECOMMENDATIONS



享 · 旅程
ENJOYABLE JOURNEY

連 · 都市
WELL-CONNECTED
CITY

活 · 出行
HEALTHY MOBILITY



運輸署於2021年年底展開了《交通運輸策略性研究》，旨在為香港制訂一份長遠的策略藍圖。在現時完善的運輸網絡和高效的公共交通服務的基礎上，我們希望在制訂未來運輸政策和規劃運輸設施時，進一步貼合乘客的出行需要以及優化整體體驗。另一方面，我們需要因應科技發展及市民追求低碳健康生活的大趨勢，善用先進科技以構建可靠、安全、智能和環保高效的運輸系統。

交通運輸策略性研究 TRAFFIC AND TRANSPORT STRATEGY STUDY

The Transport Department commenced the Traffic and Transport Strategy Study in late 2021 to map out a long-term strategy blueprint for Hong Kong. On the basis of the existing well-established transport network and efficient public transport services, we aim to further tailor to the travel needs of passengers and enhance the overall experience in formulating future transport policies and planning transport infrastructures. Also, in the light of technological advancements and the general trend of the public pursuing a low-carbon and healthy lifestyle, we will leverage advanced technologies to build a reliable, safe, smart, environmentally friendly and highly efficient transport system.

享 · 旅程

ENJOYABLE JOURNEY

香港公共交通系統的服務和效率在世界一直高居前列。為了讓市民能夠享受更便捷、高效和舒適的公共交通服務，我們將透過各項新發展及科技所帶來的契機，強化公共交通相關的硬件及軟件設施。

The services and efficiency of Hong Kong's public transport system have consistently ranked among the top in the world. In order to enable people to enjoy more convenient, efficient, and comfortable public transport services, we will seize opportunities brought by various new developments and technologies to strengthen the hardware and software facilities relating to public transport.

願景 VISION

出行連結生活，體驗以人為本、高效和綠色環保旅程

Transforming Travel to People-centric,
Efficient and Green Journeys Connecting
Daily Lives

連 · 都市

WELL-CONNECTED CITY

為維持香港的流動性並令整體運輸系統能處理社會發展帶來的挑戰，我們將探索運用科技來提高使用有限道路空間的效率、改善交通擠塞、便利市民出行以及增強運輸基建應對事故的抗禦力。

We will devise new approaches that leverage technology to optimise the utilisation of limited road space, tackle congestion, improve efficiency and enhance the resilience of transport infrastructure in responding to emergencies to maintain mobility in Hong Kong, allowing our transport network to keep pace with the development of the city.

活 · 出行

HEALTHY MOBILITY

為促進香港可持續發展和城市的宜居性，我們將繼續積極推廣步行和騎單車等主動出行模式，並配合環境及生態局和環境保護署在推廣香港電動和新能源車輛普及化方面的工作，以推廣健康出行，讓市民有更環保、更健康、更富活力的出行選擇。

To contribute towards the sustainable development and liveability of Hong Kong, we will continue to proactively promote active transport modes, such as walking and cycling and align with the work of the Ecology and Environment Bureau, and the Environmental Protection Department in promoting the popularisation of electric and new energy vehicles to foster healthy mobility and to provide the public with more environmentally friendly, healthier, and more vibrant mobility options.

我們建議在策略性位置按「一地多用」理念建設新一代「運輸交匯樞紐」。我們會按照以乘客為本的原則來規劃、設計和管理運輸交匯樞紐，以最高效的方式匯聚和分流乘客之餘，將交通與市民的日常生活和各種活動相結合，同時推動周邊地區的發展，並創造以運輸交匯樞紐為中心的經濟生活圈。

Based on the concept of "single site, multiple use", we propose building a new generation of Transport Interchange Hubs at strategic locations. We will follow a passenger-oriented principle of planning, designing and managing Transport Interchange Hubs. In addition to efficiently gathering and dispersing passengers, Transport Interchange Hubs will integrate transport with the daily lives and various activities of the public, while driving the development of neighbouring areas and creating economic and living circles centred around them.

我們初步認為在洪水橋／厦村新發展區和交椅洲人工島設置新一代「運輸交匯樞紐」可帶來明顯效益。此外，新田／落馬洲、新界北新市鎮一帶亦具備建設運輸交匯樞紐的條件，帶動「北部都會區」的發展。

We initially consider that establishing a new generation of Transport Interchange Hubs in Hung Shui Kiu/ Ha Tsuen New Development Area and on Kau Yi Chau Artificial Islands can bring noticeable benefits. Moreover, the areas in the vicinity of San Tin/Lok Ma Chau, and New Territories North New Town have the potential for building Transport Interchange Hubs and can drive the development of the Northern Metropolis.

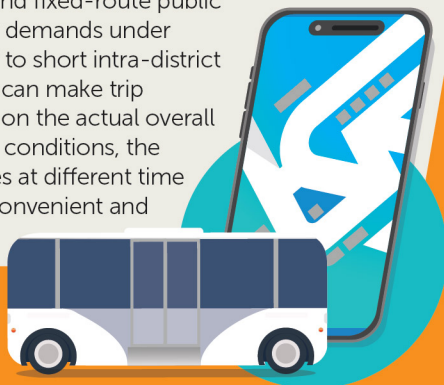


體驗運輸交匯樞紐

Experience Transport Interchange Hub

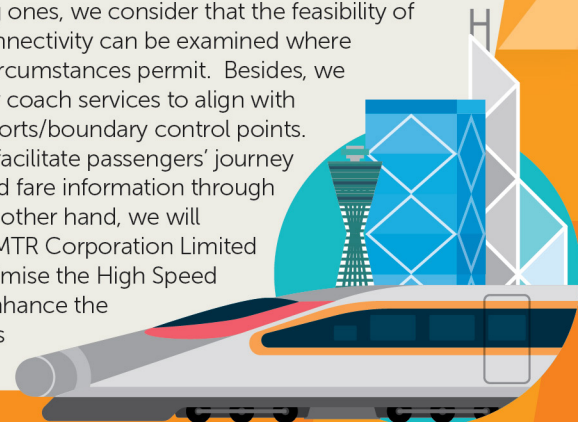
我們會研究在合適的新發展區內，規劃基本公共交通服務的同時配以「按需求提供的公共交通服務模式」的可行性，利用科技按需要在指定區域內靈活調配不同載客量的車輛，以較高的彈性安排班次和規劃行車路線。這可以輔助定班定點的公共交通服務，滿足不同情況下的乘客需求。此營運模式適用於區內的短途交通接駁服務，乘客可以使用手機應用程式提出行程要求，由營辦商根據所收集的實際綜合需求及實時交通路況，在不同時段靈活調整服務，為乘客提供更方便和人性化的旅程。

We will study the feasibility of introducing "On-demand Public Transport Mode" while planning basic public transport services in suitable New Development Areas. This operation mode uses technology to flexibly deploy vehicles of different passenger capacities according to demand in specified areas, allowing greater flexibility in scheduling and planning routes. It can complement fixed-schedule and fixed-route public transport services to meet passenger demands under different circumstances, lending itself to short intra-district feeder transport services. Passengers can make trip requests via mobile application. Based on the actual overall demand collected and real-time traffic conditions, the operator can flexibly adjust their services at different time slots to provide passengers with more convenient and personalised journeys.



我們認為在未來興建新邊境管制站或重建現有邊境管制站時，在地理位置和道路空間容許的情況下，可研究為邊境管制站提供多模式連接的可行性。此外，我們鼓勵過境巴士服務應配合個別口岸／邊境管制站的功能而作出相應調整，並通過開放數據平台分享路線和票價資訊，長遠而言便利乘客規劃行程。另一方面，我們會繼續與香港鐵路有限公司探討持續優化高速鐵路服務的措施，尤其提升短途旅客行程安排的彈性。

In the future construction of new boundary control points or redevelopment of existing ones, we consider that the feasibility of providing multi-modal connectivity can be examined where geographical and spatial circumstances permit. Besides, we encourage cross-boundary coach services to align with the functions of individual ports/boundary control points. In the long term, we aim to facilitate passengers' journey planning by sharing route and fare information through open data platforms. On the other hand, we will continue to explore with the MTR Corporation Limited measures to continuously optimise the High Speed Rail services, in particular, to enhance the flexibility of travel arrangements for short-haul passengers.



4 邁向智慧公路管理應用

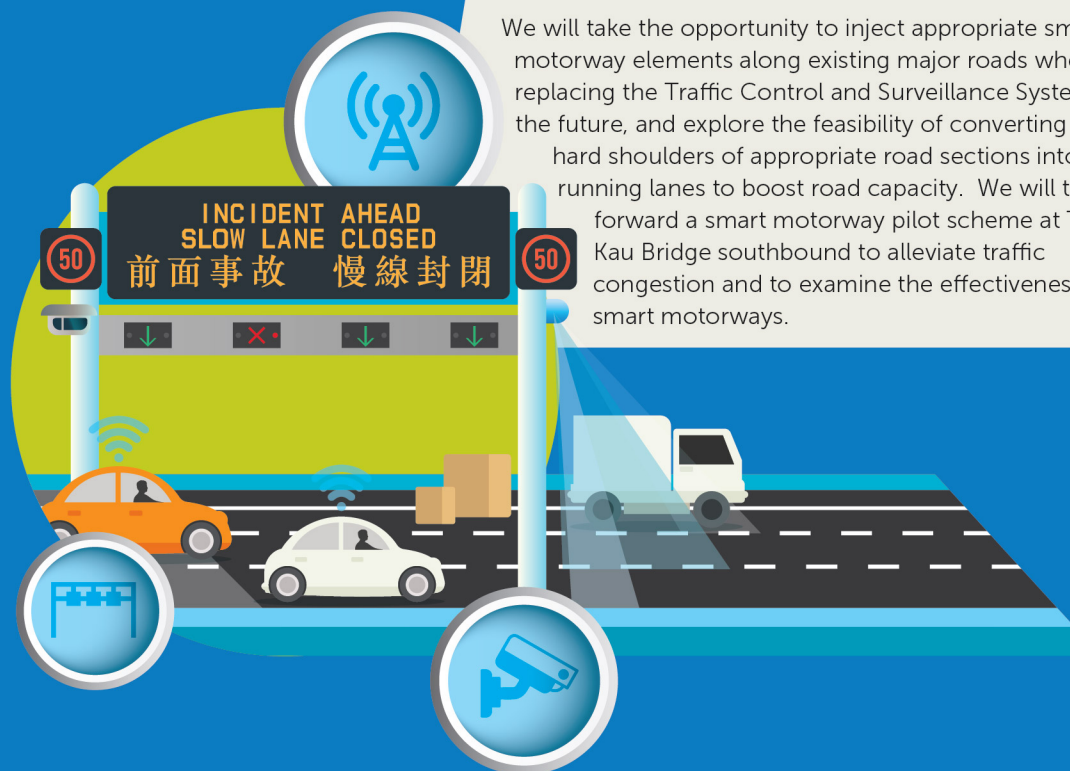
Moving Towards the Application of Smart Motorway Management

我們認為在前期規劃中以及《跨越2030年的鐵路及主要幹道策略性研究》下擬議興建的主要幹道可引入智能管控公路的設計元素，例如設置全面覆蓋的交通探測器、行車線管制燈號及可變速度限制標誌，從而提升道路的運載效率和抗禦力。

We consider that intelligent controlled motorway design elements, such as full coverage traffic detectors, lane control signals, and variable speed limit signs, can be introduced for major roads at preliminary planning stages, and those proposed under the "Strategic Studies on Railways and Major Roads beyond 2030" to enhance road carrying efficiency and resilience.

我們會把握將來更換現有主要幹道的交通管制及監察系統的契機，加入適合的智慧公路元素，並檢視在合適路段將路肩轉換為行車線的可行性以提升道路容量。為評估智慧公路的效用，我們將於汀九橋南行線推展智慧公路的先導計劃，以紓緩交通擠塞。

We will take the opportunity to inject appropriate smart motorway elements along existing major roads when replacing the Traffic Control and Surveillance Systems in the future, and explore the feasibility of converting the hard shoulders of appropriate road sections into running lanes to boost road capacity. We will take forward a smart motorway pilot scheme at Ting Kau Bridge southbound to alleviate traffic congestion and to examine the effectiveness of smart motorways.



5 推動自動駕駛車輛發展

Promoting the Development of Autonomous Vehicles

自動駕駛車輛技術可以排除人為失誤，防止不當駕駛行為及避免因香港與內地駕駛左右軚習慣不同而引起的操作問題。不但有助提升道路安全，還可促進內地與香港駕駛模式融合。

Autonomous vehicle technology has the advantage of eliminating human error, preventing driving misbehaviour and avoiding operational issues caused by different driving rules in Hong Kong and on the Mainland. Apart from improving road safety, autonomous vehicle technology contributes to the integration of driving modes between the Mainland and Hong Kong.

我們會繼續留意內地和海外的發展，並透過「智慧交通基金」鼓勵業界引入更多自動駕駛車輛的試驗和先導計劃，以制訂自動駕駛車輛發展的未來路向，務求使香港在自動駕駛的發展能與內地以至世界其他主要城市接軌。

We will continue to keep abreast of the developments on the Mainland and overseas, subsidising enterprises or organisations in conducting pilot projects on autonomous vehicles through the "Smart Traffic Fund", striving to align Hong Kong's autonomous driving development with that of other major cities on the Mainland and around the world.



6 繼續打造香港成為「易行城市」

Continuing to Shape Hong Kong into a Walkable City

我們將繼續構建香港成為「易行城市」及推動「香港好·易行」，在新發展區和合適的市區重建地點採用「行人規劃框架」，以建立完善的行人網絡和實施合適的行人設施方案，使步行成為香港可持續發展城市的重要組成部分。此外，我們會繼續在各區推展步行環境改善措施，積極推動「安步當車」，鼓勵市民多步行，減少市民對車輛的依賴。

We will continue to build Hong Kong into a "Walkable City", promote "Walk in HK", and adopt the pedestrian planning framework in the planning of New Development Areas and appropriate redevelopment projects in built-up areas. This framework aims to establish comprehensive pedestrian networks and implement appropriate pedestrian facility schemes, making walking an integral part of Hong Kong as a sustainable city. Furthermore, we will continue to take forward walkability enhancement measures in various districts, and actively push ahead with "Walk More, Ride Less" to motivate citizens to walk more and reduce reliance on vehicles.



8 更妥善融合運輸與城市規劃 以構建更多可持續發展的社區

Creating More Sustainable Neighbourhoods by Integrating Better Transport and Land Use Planning

我們認為可在新發展區引入15分鐘生活圈的規劃概念，使居民能夠使用主動出行和綠色運輸在附近區域內輕鬆獲取日常生活所需，以提升宜居性。

We consider it feasible to introduce the concept of a 15-minute neighbourhood to the land use planning in New Development Areas, enabling residents to easily access their daily necessities in the vicinity through active and green transport options, thereby enhancing liveability.

同時，我們初步建議在新發展區特定區域引入不同類型的綠色道路設計，優先考慮行人、單車、電動可移動工具和綠色運輸的需求。

Furthermore, we initially propose introducing various types of green road designs at designated locations in New Development Areas, giving priority to the needs of pedestrians, bicycles, Electric Mobility Devices and green transport.



7 在新發展區和新市鎮推廣騎單車和支援電動可移動工具的使用

Promoting Cycling and Supporting the Use of Electric Mobility Devices in New Development Areas and New Towns

為響應健康生活方式，我們建議在新發展區和新市鎮推廣騎單車和支援電動可移動工具的使用，讓市民能有更多主動出行方式可供選擇，用作為短途旅程和首 / 尾程接駁。

To promote a healthy lifestyle, we recommend strengthening the promotion of cycling and supporting the use of Electric Mobility Devices in New Development Areas and new towns, and providing people with more options of active transport modes for short-distance travel and first- and last-mile connectivity.

我們認為可於新發展區建設全面的單車徑網絡，引入兩個層次的單車徑等級，分別是「單車主幹道」和「地區單車徑」，以提升單車徑網絡的連貫性和便捷性。

We consider it possible to implement a comprehensive cycle track network in New Development Areas and to introduce a cycle track hierarchy with two levels, namely "arterial cycle tracks" and "local cycle tracks", thereby enhancing connectivity and convenience.



9 培育綠色與主動出行文化

Cultivating a Culture of Green and Active Transport

除了優化運輸政策及改善基礎建設外，我們建議推廣教育課程以鼓勵市民採用綠色和主動出行模式，並培養香港安全出行文化。

In addition to enhancing transport policies and improving infrastructure, promotion and education programmes are essential to encouraging people to adopt green and active transport modes and cultivating a culture of safe travel in Hong Kong.

我們亦建議籌辦更多宣傳活動，旨在鼓勵公眾多步行和騎單車，並更有效提供有關單車設施和路線的信息，增強整體騎單車的出行體驗。

We also propose organising more promotional campaigns relating to active transport, aiming to encourage the public to walk and cycle more, while providing information on cycling facilities and routes more effectively to enhance their overall cycling experience.

策略建議 STRATEGY RECOMMENDATIONS

在新發展區和新市鎮推廣騎單車和支援電動可移動工具的使用

Promoting Cycling and Supporting the Use of Electric Mobility Devices in New Development Areas and New Towns

繼續打造香港成為「易行城市」

Continuing to Shape Hong Kong into a Walkable City

更妥善融合運輸與城市規劃以構建更多可持續發展的社區

Creating More Sustainable Neighbourhoods by Integrating Better Transport and Land Use Planning

了解更多信息
For more information



邁向智慧公路管理應用

Moving Towards the Application of Smart Motorway Management

推動自動駕駛車輛發展

Promoting the Development of Autonomous Vehicles

研究引入「按需求提供的公共交通服務模式」

Exploring the Introduction of "On-demand Public Transport Mode"

持續完善跨境公共交通服務以促進與粵港澳大灣區其他城市的連繫

Making Continuous Improvements to Cross-boundary Public Transport Services for Better Connectivity with Other Cities in the Guangdong-Hong Kong-Macao Greater Bay Area

培育綠色與主動出行文化

Cultivating a Culture of Green and Active Transport

建設新一代「運輸交匯樞紐」

Building a New Generation of Transport Interchange Hubs

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