

## Message

This document sets out the objective and the new initiatives to be included in the transport programme for the coming year.

With the successful completion of the Airport Core Programme, our focus will be placed on the development of other transport infrastructural projects to meet the increasing and changing transport needs of the community. We envisage that railways will form the backbone of the public transport network, serving major corridors with the heaviest traffic flow. In this respect, we are pressing on with the implementation of the three priority railway projects recommended in the Railway Development Strategy. We are also conducting the Second Railway Development Study to map out the blueprint for the next phase of expansion of the railway network.

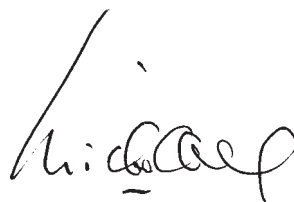
Apart from railways, a number of strategic roads are under planning and implementation. We aim to complete the construction and improvement of over 100 km of strategic routes in the next ten years.

On the provision of public transport services, we have settled a number of bus and ferry franchises in the past year. We would ensure that essential ferry services will be provided upon the expiry of the related ferry franchise in early 1999 and continue to monitor the performance of public transport operators, to ensure that efficient and quality transport services are provided to the public.

We aim to complete the Third Comprehensive Transport Study next year. This will provide a framework for our future transport policies and needs.

Effective transport management is essential for the efficient use of our limited road space. The encouragement of road safety is an on-going objective. In the coming year, we will consider how best to enhance transport management and road safety.

As always, we welcome your views and comments on our activities, and suggestions for further improvement.

A handwritten signature in black ink, appearing to read 'Nicholas Ng'. The signature is fluid and cursive, with a prominent vertical stroke at the beginning.

(Nicholas Ng)  
Secretary for Transport

# Safe, Efficient and Reliable Transport System

Our Policy Objective is to provide a safe, efficient and reliable transport system which meets the economic, social and recreational needs of the community, and is capable of supporting the future development of Hong Kong.

Our targets in pursuing this Policy Objective are –

- to expand and improve our transport infrastructure network
- to improve the availability and quality of public transport services
- to actively manage road use, reduce congestion and promote safety

# Key Result Areas (KRAs)

To ensure this Policy Objective can be achieved, we must deliver results in a number of key areas, that is, we must –

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The following sections of this booklet explain the importance of these Key Result Areas, describe the broad thrust of our efforts, and outline the indicators which we are using to assess progress. Each section lists the new key initiatives being taken to achieve our objectives and pinpoints the agency accountable for each initiative and the specific targets which we intend to meet.

# I

## Plan better for the timely provision of transport infrastructure

The timely provision of transport infrastructure is essential to meeting the transport needs of the public and to serving new development areas. We aim to improve and strengthen the planning process and to accelerate the implementation of new transport links.

### Indicator

The indicator which we are using to measure progress in this area is the completion of transport infrastructure projects in accordance with the implementation programme.

Initiatives	Targets
To streamline the implementation procedures for transport infrastructure projects <i>(Transport Bureau (TB))*</i>	To reduce the time taken for implementation of projects by 15%
To achieve the best possible interface between landuse and transport planning and implementation, and to enhance professional support for the planning of transport infrastructure projects <i>(TB)</i>	To strengthen the transport planning input and better co-ordinate the implementation of transport policies by fully incorporating suitable facilities in the Outline Zoning Plans and Outline Development Plans

\* the brackets denote the agency with lead responsibility for the initiative

Initiatives	Targets
<p>To complete the Third Comprehensive Transport Study (CTS-3) to provide a framework for planning and prioritising our future transport infrastructure requirements up to 2016 (TB)</p>	<p>To complete CTS-3 in 1999</p>
<p>To complete the Second Railway Development Study, which will examine, among other things, the priority of implementing the following rail projects –</p> <ul style="list-style-type: none"> <li>● the East Kowloon Line</li> <li>● a fourth cross-harbour rail link</li> <li>● a second connection from the Ma On Shan to Tai Wai rail link to the urban area</li> <li>● the North Hong Kong Island Line</li> <li>● the West Hong Kong Island Line</li> </ul> <p>and to take early decisions on the recommendations of the Study (TB)</p>	<ul style="list-style-type: none"> <li>● To complete the Study by the end of 1999</li> <li>● To examine the most urgent rail projects that Hong Kong needs to develop after the three priority rail projects (i.e., West Rail (Phase I), Mass Transit Railway (MTR) Tseung Kwan O Extension, Ma On Shan to Tai Wai rail link and Kowloon-Canton Railway (KCR) Extension to Tsim Sha Tsui)</li> </ul>

# II

## Expand the rail network

Railways provide a speedy, comfortable and reliable means of transport. There is a need to expand the rail network to relieve existing bottlenecks and to cater for increasing demand. Railways will form the backbone of the public transport network, serving major corridors which have the heaviest traffic flow.

### Indicator

The indicator which we are using to measure progress in this area is the total route length of the rail network, which we aim to increase from the existing 143 km to over 200 km by 2004. Please refer to details of the rail network at Appendix 1.

### Initiatives

### Targets

To facilitate the construction of the West Rail (Phase I)  
*(Highways Department (Hy D))*

To monitor the progress to ensure completion in 2003

To finalise the planning for the implementation of and seek authorisation for the Ma On Shan to Tai Wai rail link and KCR Extension to Tsim Sha Tsui  
*(Transport Bureau (TB))*

- To finalise the planning for implementation by the end of 1999
- To enable the Kowloon-Canton Railway Corporation (KCRC) to start construction by early 2000 with a view to completing the project in 2004

Initiatives	Targets
<p>To facilitate the construction of the MTR Tseung Kwan O Extension <i>(Hy D)</i></p>	<p>To seek authorisation of railway schemes from the Executive Council and enable the Mass Transit Railway Corporation (MTRC) to start construction by the end of 1998 for completion in 2002</p>
<p>To plan the implementation of the Sheung Shui to Lok Ma Chau rail spur line <i>(TB)</i></p>	<p>The KCRC to submit implementation proposals by early 1999 so that the spur line can be completed in 2004</p>





## Improve rail services and their interchange arrangements with other modes of transport

Apart from expanding the rail network, we aim to improve the quality of rail services and their interchange arrangements with other transport modes. The overall objective is to provide an integrated public transport system with railways as the backbone.

### Indicators

The indicators which we are using to measure progress in this area are –

- the share of railways and buses in the total public transport patronage, which we aim to increase to two-thirds
- the degree to which railway corporations maintain and achieve appropriate performance pledges

### Initiatives

To improve the quality of service to MTR passengers  
(*Transport Bureau (TB)*)

### Targets

- To ensure that the MTRC completes a \$1.3 billion train refurbishment programme by 2002
- To ensure that the MTRC completes the \$3.2 billion Quarry Bay Congestion Relief Works by 2000

Initiatives	Targets
<p>To improve the quality of service to KCR passengers (TB)</p>	<p>To ensure that the KCRC completes a \$1.3 billion train refurbishment programme in 1999. Together with the \$1.5 billion Automatic Train Protection System implemented in 1998, the carrying capacity of the KCR East Rail will be increased by 35%</p>
<p>To enhance safety and improve the traffic flow at Light Rail/road junctions (TB)</p>	<p>To finalise proposals in 1999</p>

Initiatives	Targets
<p>To conduct studies on the integration of new railways (i.e., the West Rail, MTR Tseung Kwan O Extension and Tai Wai to Ma On Shan rail link) with other public transport services</p> <p><i>(Transport Department (TD))</i></p>	<ul style="list-style-type: none"> <li>● To complete the studies by the end of 2000</li> <li>● To implement an integrated public transport system in areas served by the West Rail upon its commissioning in 2003</li> <li>● To implement an integrated public transport system in areas served by the MTR Tseung Kwan O Extension upon its commissioning in 2002</li> <li>● To implement an integrated public transport system in areas served by the Ma On Shan to Tai Wai rail link upon its commissioning in 2004</li> </ul>
<p>To promote better use of inter-modal transfer through the provision of public transport interchanges and park-and-ride facilities at rail stations</p> <p><i>(Highways Department and TD)</i></p>	<ul style="list-style-type: none"> <li>● To complete a review of the Park-and-Ride scheme by the end of 1998</li> <li>● To include public transport interchanges and park-and-ride facilities at suitable rail stations in the design of rail projects</li> </ul>

<b>Initiatives</b>	<b>Targets</b>
To strengthen monitoring of the railway corporations <i>(TB)</i>	To strengthen the capability of the government agents involved to monitor the railway safety and performance of the railway corporations

# IV

## Improve and expand the road network

We need to improve and expand the road network to relieve existing bottlenecks, to cope with future transport demand and to serve new development areas.

### Indicator

The indicator which we are using to measure progress in this area is the length of the road network which is newly constructed or improved. We aim to complete the construction and improvement work for over 100 km of strategic routes in the next ten years. Please refer to details of the major road network at Appendix 2.

### Initiatives

### Targets

To start construction of Tsing Yi North Coastal Road, which will have the capacity to handle 2 800 vehicles per hour in each direction  
*(Highways Department (Hy D))*

To start construction in 1999 for completion in 2002

To complete the detailed design of the improvement of Castle Peak Road between Tsuen Wan Area 2 and Ka Loon Tsuen  
*(Hy D)*

To complete the detailed design in 1999

Initiatives	Targets
<p>To press on with the detailed design work for the following major road projects –</p> <ul style="list-style-type: none"> <li>● Route 16 from West Kowloon to Sha Tin</li> <li>● Route 10 <ul style="list-style-type: none"> <li>– North Lantau Section</li> <li>– Tsing Lung Bridge</li> <li>– Tsing Lung Tau to So Kwun Wat; and</li> <li>– So Kwun Wat to Yuen Long Highway</li> </ul> </li> <li>● Central Kowloon Route</li> <li>● Improvement to the Island Eastern Corridor - section between North Point and Sai Wan Ho</li> <li>● Central-Wan Chai Bypass &amp; Island Eastern Corridor Link</li> <li>● Improvement to Castle Peak Road section between Ka Loon Tsuen and Siu Lam</li> </ul> <p><i>(Hy D)</i></p>	<ul style="list-style-type: none"> <li>● To complete the detailed design in 2001</li> <li>– To complete the detailed design in 2001</li> <li>– To complete the detailed design in 2001</li> <li>– To complete the detailed design in 2001</li> <li>– To complete the detailed design in 2002</li> <li>● To complete the detailed design in 2003</li> <li>● To complete the detailed design in 2000</li> <li>● To complete the detailed design by phases between 2001 and 2005</li> <li>● To complete the detailed design by 2002</li> </ul>

Initiatives	Targets
<p>To carry out a detailed feasibility study of Route 10 regarding the section between Green Island Reclamation and Lantau Island <i>(Hy D)</i></p>	<p>To complete the detailed feasibility study in 2000</p>
<p>To complete the preliminary design and site investigation of the following major projects –</p> <ul style="list-style-type: none"> <li>● Route 7 regarding the section between Kennedy Town and Aberdeen</li> <li>● Route 9 between Tsing Yi and Cheung Sha Wan</li> <li>● Lantau north-south link between Tai Ho Wan and Mui Wo</li> </ul> <p><i>(Hy D)</i></p>	<ul style="list-style-type: none"> <li>● To complete the preliminary design and site investigation by 1999</li> <li>● To complete the preliminary design and site investigation by 1999</li> <li>● To complete the preliminary design and site investigation by 1999</li> </ul>
<p>To take over the ownership of the Cross Harbour Tunnel upon the expiry of its franchise at the end of August 1999 and to ensure the continuity and standard of service <i>(Transport Bureau/Transport Department)</i></p>	<p>To decide on the arrangements by the end of 1998</p>



## Improve the availability and quality of public transport services

The improvement of public transport services is an on-going objective to serve better the transport needs of the public. We also aim to attract commuters to use public transport services, rather than private transport, thereby achieving a more efficient use of road space.

### Indicators

The indicators which we are using to measure progress in this area are –

- the volume of daily public transport patronage. We aim to increase the daily public transport patronage by about 100 000 passenger journeys (about 1%) in 1999
- the extent to which public transport operators maintain and achieve appropriate performance pledges

### Initiatives

To encourage bus companies to enhance passenger facilities and comfort by equipping buses with Octopus fare collection systems, 2 x 2 seating layouts and air-conditioning  
*(Transport Department (TD))*

### Targets

- Bus companies to equip all buses serving the cross harbour routes with Octopus fare collection system by 1999
- Bus companies to equip 30% of the total bus fleet with improved seating layouts by 1999
- Bus companies to equip 55% of the total bus fleet with ventilation facilities by 1999



Initiatives	Targets
<p>To review the franchised bus fare determination mechanism with a view to developing a more objective basis for adjusting bus fares which takes into account public acceptability and the need to allow a reasonable return to the operators (TD)</p>	<p>To complete the study in 1999</p>
<p>To continue to assist New World First Bus Services Limited (NWFBS) to operate the network of 88 routes from September 1998 and to monitor its performance during the five-year franchise period to ensure that it complies with its bus acquisition programme, service targets and requirements (TD)</p>	<ul style="list-style-type: none"> <li>● To encourage the NWFBS to publish service charters and performance pledges in 1999</li> <li>● To encourage the company to equip, by the end of 2000, 500 buses in its fleet with – <ul style="list-style-type: none"> <li>– features to assist disabled persons, e.g. entrance with fold out ramp, specially designed handrails to assist grips, braille information plates, etc.</li> <li>– Octopus fare collection systems</li> <li>– low floor facilities</li> </ul> </li> <li>● To ensure that the company replaces all buses aged 18 years and above in its fleet by 1 September 2000</li> </ul>

Initiatives	Targets
<p>To maintain uninterrupted ferry services to outlying islands after the franchise of Hongkong and Yaumati Ferry Company Limited (HYF) expires on 31 March 1999</p> <p><i>(TD)</i></p>	<p>To tender out HYF's franchised routes by the end of 1998</p>
<p>To conduct regional studies on public light bus (PLB) services with a view to rationalising the existing network of services and enhancing the role of PLB in providing feeder services</p> <p><i>(TD)</i></p>	<p>To complete studies covering HK Island, Kowloon and New Territories East in 1999</p>

# VI

## Improve and promote road safety

We have an ongoing commitment to encourage the safe use of our roads. We seek to promote road safety through a three-pronged approach, i.e., the implementation of traffic engineering measures, legislation and enforcement, and publicity and education. Over the years, traffic accident and casualty rates in Hong Kong have shown a downward trend, and compare favourably to other major cities in the world.

### Indicator

The indicator which we are using to measure progress in this area is the accident and casualty rate (per 1 000 vehicles). Our aim is to maintain the current low accident and casualty rate.

### Initiatives

To finalise legislative proposals to promote safe driving and to enhance vehicle safety by tightening the prescribed blood alcohol limits and strengthening drink driving enforcement

*(Transport Department (TD))*

### Targets

To introduce the legislative proposals in 1999

Initiatives	Targets
<p>To complete a review of measures to promote safe driving and enhance vehicle safety by –</p> <ul style="list-style-type: none"> <li>● regulating the use of mobile phones while driving vehicles</li> <li>● providing for the safe use of TV monitors in vehicles</li> <li>● improving the framework for regulating the use of seat belt in vehicles</li> <li>● introducing probationary driving licences for inexperienced motor cyclists</li> </ul> <p>(TD)</p>	<p>To complete the review in 1999</p>

Initiatives	Targets
<p>To strengthen enforcement in order to enhance road safety by –</p> <ul style="list-style-type: none"> <li>● installing high technology equipment (e.g. speed enforcement systems and red light camera systems) at strategic locations</li> <li>● considering how best to apply automatic detection technology to improve the efficiency of information processing and prosecution</li> <li>● reviewing the demerit point system to ensure maintenance of the deterrent effect on speeding, overloading and insecure loading</li> </ul> <p><i>(TD)</i></p>	<ul style="list-style-type: none"> <li>● To install 12 red light camera sites and ten speed enforcement camera sites at strategic locations in 1999-2000</li> <li>● To conduct a review on the use of automatic detection technology</li> <li>● To complete the review in 1999</li> </ul>
<p>To improve conditions for road users by –</p> <ul style="list-style-type: none"> <li>● reviewing the maximum speed limits on roads and expressways</li> <li>● implementing priority walkway systems in Central, Admiralty, Wanchai North, and Tsuen Wan</li> </ul> <p><i>(TD)</i></p>	<ul style="list-style-type: none"> <li>● To complete the review on maximum speed limits and implement improvement measures in 1999</li> <li>● To complete the planning of the projects in 1999</li> </ul>

Initiatives	Targets
<p>To strengthen community involvement, education and publicity to support the road safety programme  <i>(Transport Bureau and TD)</i></p>	<ul style="list-style-type: none"> <li>● To complete a review in 1999 on how best to enhance community involvement, education and publicity relating to road safety</li> <li>● To update the Road Users Code in 1999</li> </ul>

# VII

## Manage road use by introducing high technology installations and other traffic management measures

Efficient traffic management is essential for the effective use of road space. We seek to achieve this by various means - traffic engineering and management measures, traffic control and surveillance, managing travel demand through land use planning, managing the growth in the number of vehicles, and giving priority to more efficient and essential road users.

### Indicators

The indicators which we are using to measure progress in this area are –

- the number of Area Traffic Control signalised junctions
- the number of Closed Circuit Television cameras on the strategic road network
- the average travelling speed (km/hour)
- capacity for vehicles and passengers at cross-boundary control points

### Initiatives

### Targets

To commission a consultancy study which will investigate how best to deploy advanced information and telecommunication technologies to manage our strategic road network  
*(Transport Department (TD))*

To complete the study in 1999

Initiatives	Targets
<p>To conduct a study on the development of an integrated transport information system (TD)</p>	<p>To complete the study in 1999</p>
<p>To extend the operating hours at land boundary crossing points (Transport Bureau (TB))</p>	<p>To extend, in 1998-1999, the operating hours at the following land boundary crossing points –</p> <ul style="list-style-type: none"> <li>● Lo Wu – from 7:00 am - 11:00 pm to 6:30 am - 11:30 pm</li> <li>● Lok Ma Chau/Huanggang – from 7:00 am - 9:00 pm to 7:00 am - 10:00 pm for non-goods vehicles</li> <li>● Man Kam To – from 7:00 am - 8:00 pm to 7:00 am - 10:00 pm for non-goods vehicles</li> <li>● Sha Tau Kok – from 7:00 am - 6:00 pm to 7:00 am - 8:00 pm for goods vehicles</li> </ul>



Initiatives	Targets
<p>To implement “natural streaming” of goods vehicles at land boundary crossing points (TB)</p>	<p>To build in flexible arrangements regarding goods vehicles crossing the boundary in two phases –</p> <ul style="list-style-type: none"> <li>● First phase – starting from October 1998, goods vehicles licensed to cross at Man Kam To and Sha Tau Kok can cross at Lok Ma Chau after the first two crossing points have been closed</li> <li>● Second phase – implementation of full “natural streaming” (i.e., allowing goods vehicles the free choice to use any of the crossings any time), to be subject to a review in 1998-1999</li> </ul>