

要求地鐵立刻興建地鐵西區支線

背景

今日報章報導地鐵完成西港島線及南港島線的研究。

問題

1. 請地鐵公司向區議會介紹西港島線及南港島線的研究結果
2. 請運輸局就上述的研究結果提供意見
3. 請問政府是否會注資上述鐵路的興建

動議

- 本區議會強烈要求地鐵立刻興建及盡早完成地鐵港島西區支線
- 本區議會強烈要求地鐵西區支線必須設有西營盤、寶翠及堅尼地城站

動議人:黎國雄 梁耀祖 楊浩然

文件提交人

黎國雄 梁耀祖 楊浩然 甘乃威 阮品強 何俊麒 鄭麗琼

2004年2月19日

關注地鐵港島西延線發展

背景

日前，有報章報導，地鐵公司將於短期內向政府提交有關興建西港島線的發展計劃。

問題：

1. 西港島線的發展計劃是否設站西營盤、寶翠園及堅尼地城？
2. 西港島線的發展計劃時間表？

請地鐵公司派代表詳細解釋有關方案。

楊位款 鍾蔭祥

2004年2月20日

要求地鐵立刻興建地鐵西支線

環境運輸及工務局的回覆：

由於地鐵公司現正就其建議的鐵路方案，諮詢有關區議會及其他團體的意見，及繼後向政府提交計劃書，故此政府不會在現階段就有關的鐵路建議發表任何意見。待收到地鐵公司的計劃書後，我們會檢討有關計劃和向立法會、區議會和有關團體進行諮詢。

至於議員問及政府會否注資上述鐵路的興建，在收到地鐵公司的計劃書後，我們會仔細審核該公司所用的工程項目參數和規劃及財務假設。我們並會廣泛聽取公眾意見，然後才作出最後決定。若有關工程計劃從公眾利益角度而言有其需要，我們會與地鐵公司磋商所需的資金安排。

(二〇〇四年三月十一日收到)

中西區區議會秘書處
二〇〇四年三月

要求地鐵立刻興建地鐵西區支綫

地鐵公司的回覆:

地鐵公司已完成計劃的可行性研究，現正草擬項目建議書，於短期內提交政府審議。地鐵公司希望於二零零四年內與政府達成協議，讓新鐵路建設工程可以於二零零五年展開，預計於二零零九年至二零一零年投入服務。

建議的西港島綫會連接黃竹坑至西營盤，途經香港仔、華富、數碼港、堅尼地城及大學；港島綫將由上環伸延至西營盤，在西營盤與西港島綫交匯。

地鐵公司代表將於二零零四年三月二十五日(星期四)出席中西區區議會會議，向各議員交代地鐵西港島綫及南港島綫的進度概況。有關資料文件《西港島綫及南港島綫進度概況》已安排送交秘書處，以供議員參閱。

(二零零四年三月十日收到)

中西區區議會秘書處
二零零四年三月

關注地鐵港島西延綫發展

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(二零零四年三月十日收到)

中西區區議會秘書處
二零零四年三月

中西區區議會

西港島綫及南港島綫進度概況

1. 目的

- 1.1 本文件旨在向議員匯報西港島綫及南港島綫規劃的最新進展。

2. 背景

- 2.1 於二零零三年九月二十五日舉行的中西區區議會屬下交通及運輸委員會會議，地鐵公司就西港島綫及南港島綫的初步規劃作出簡介，各議員亦已就有關建議提出意見。

- 2.2 地鐵公司在草擬修訂建議時已仔細考慮委員會提出的寶貴意見。

- 2.3 地鐵公司於過去數月間亦有聽取其他區議會及有關人士的意見，他們就西港島綫及南港島綫初步規劃提出的建議，亦已在修訂建議時一併考慮。

3. 西港島綫及南港島綫的修訂建議

- 3.1 西港島綫及南港島綫修訂建議，採納了委員會提出的建議，包括在堅尼地城設置車站及將地鐵港島綫伸延至港島西區。

- 3.2 西港島綫及南港島綫的修訂走綫見附圖一。上環至西營盤路段(圖一藍色部分)為港島綫的伸延綫。

- 3.3 西港島綫(圖一綠色部分) 連接西營盤至黃竹坑，沿途設大學(前稱寶翠)、堅尼地城、數碼港、華富及香港仔等車站。西港島綫將與港島綫在西營盤站交匯。
- 3.4 南港島綫(圖一紅色部分)由海怡半島開始，經利東、黃竹坑、海洋公園，通往港島北岸，連接現有地鐵港島綫，提供轉車處與地鐵港島綫交匯。海洋公園和港島北岸之間的走綫有三個方案：甲方案由海洋公園直達現時的金鐘站；乙方案及丙方案均會在跑馬地設站；丙方案更會在灣仔站加設轉車處。上述三個方案均各具優點。
- 3.5 南港島綫將在黃竹坑與西港島綫交匯，提供直接橫過月台的轉綫安排。南港島綫將會在金鐘及灣仔(如採用丙方案)與港島綫交匯。
- 3.6 除了數碼港、黃竹坑至海洋公園的段落是高架橋外，南港島綫及西港島綫大部分走綫均位於隧道內。鴨脷洲至黃竹坑一段，將沿現時鴨脷洲大橋興建一條新橋連接。
- 3.7 位於數碼港、黃竹坑及海洋公園的車站為架空車站，其餘車站均為地下車站。
- 3.8 西港島綫及南港島綫將採用中型鐵路系統，於通車初期繁忙時間每兩分鐘一班車。

4. 效益

- 4.1 西港島綫及南港島綫更能配合港島西區和南區的交通需求，市民受惠於安全、可靠和快速的鐵路服務，以及減少擠塞的路面交通。例如，海怡半島站至金鐘站只需九至十一分鐘，於四十年間可節省超過九億小時的交通時間。

- 4.2 乘客由使用路面交通轉為乘搭鐵路，可以改善香港仔區、香港仔隧道、鴨脷洲大橋、薄扶林道、灣仔、銅鑼灣及中環的擠塞情況。
- 4.3 減少路面行駛車輛的數目，有助改善空氣質素、減低噪音污染，以及減少路面的交通意外。
- 4.4 西區及南區的發展，特別是旅遊業，一直受制於缺乏一個可靠的集體運輸系統。西港島綫及南港島綫將會打破這個限制，讓南區得以持續地更新及發展為更具潛力的社區。
- 4.5 預料鐵路沿綫的物業，也會由於新的發展機會而增值。政府庫房由額外的物業稅、差餉及地價收入，帶來直接財政收益，俾益整體香港市民。
- 4.6 新的經濟活動及旅遊發展，將會為西港島綫及南港島綫服務的地區，帶來額外數以千計的就業機會。
- 4.7 香港大學城市規劃及環境管理研究中心現正進行研究，將會詳細分析西港島綫及南港島綫帶來的經濟效益。

5. 工作進度

- 5.1 地鐵公司已完成西港島綫及南港島綫的可行性報告，現正草擬項目建議書，於短期內提交政府審議。
- 5.2 地鐵公司希望於二零零四年內與政府達成協議，讓新鐵路綫建設工程可以於二零零五年展開，預計於二零零九年至二零一零年投入服務。

6. 公眾諮詢

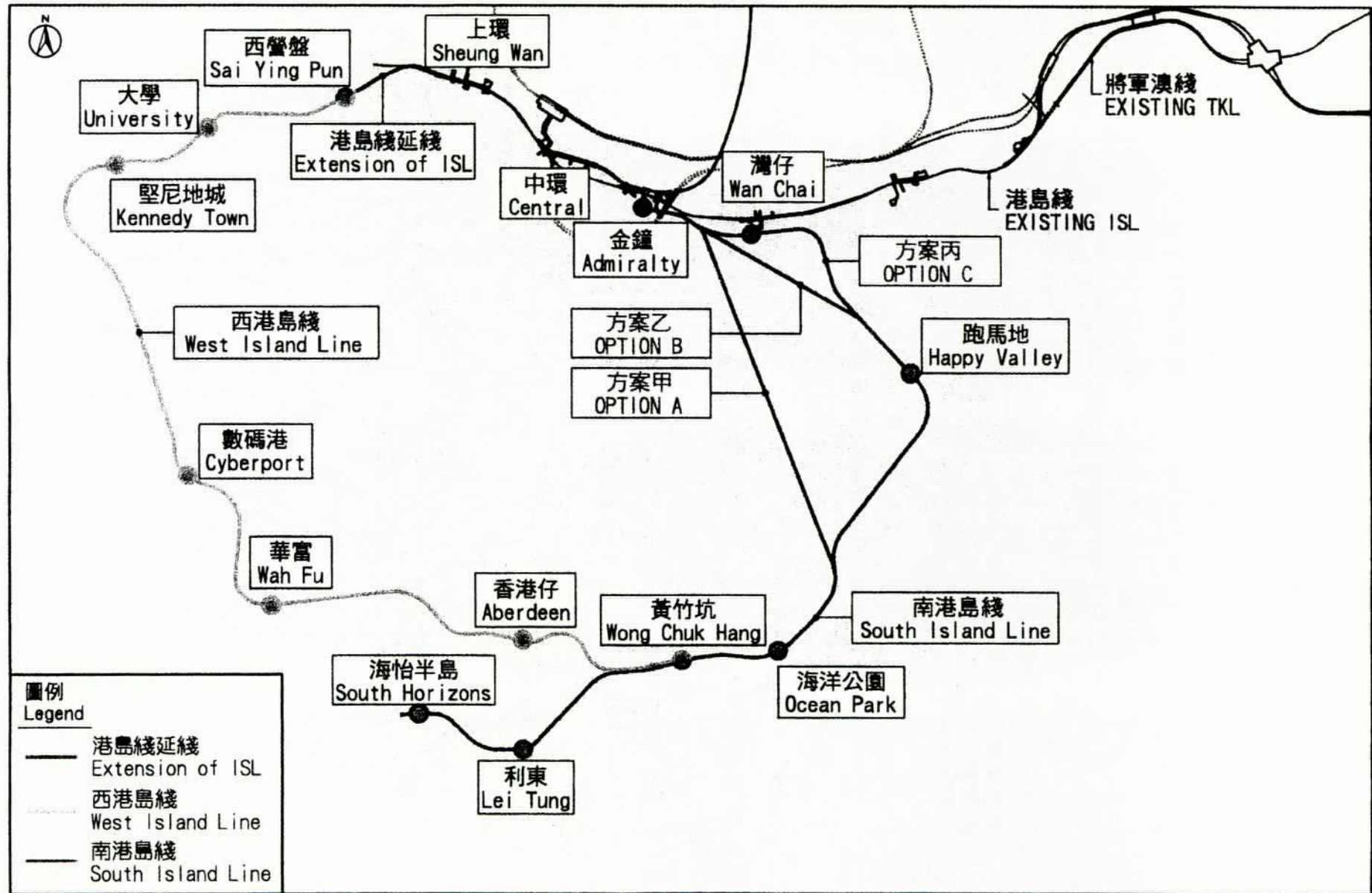
- 6.1 地鐵公司深信公眾的意見和支持對於西港島綫及南港島綫的規劃至為重要。社會各界提出的意見，令鐵路在規劃、設計和運作方面，均能更切合社區的需要，融入市民的生活。
- 6.2 在過去數月進行的諮詢當中，西港島綫及南港島綫的發展計劃得到廣泛支持。於提交項目建議書後，地鐵公司會繼續諮詢和聽取公眾對於西港島綫及南港島綫規劃的意見。
- 6.3 於未來數月，地鐵公司會舉辦展覽和其他傳訊活動，讓公眾知悉新鐵路綫的最新進展，同時繼續收集公眾意見。
- 6.4 地鐵公司網頁(www.mtr.com.hk)亦會提供關於西港島綫及南港島綫的最新資料。
- 6.5 公眾如對西港島綫及南港島綫有任何意見，歡迎致電地鐵公司熱綫 2881 8888 或以書面形式郵寄往香港郵政信箱 9916 號或傳真至 2795 9991。

7. 總結

- 7.1 請各議員就西港島綫及南港島綫的修訂建議提出意見及予以支持。

圖一：西港島綫及南港島綫修訂建議

Figure 1: West Island Line and South Island Line Revised Proposal



Central & Western District Council

West Island Line and South Island Line

Progress Update

1. Purpose

- 1.1 The purpose of this paper is to update Members on the progress of the latest development of the West Island Line (WIL) and the South Island Line (SIL).

2. Introduction

- 2.1 The Transport and Traffic Committee of the Council was briefed of the preliminary proposal of WIL and SIL and shared with the Corporation its comments at its meeting held on 25 September 2003.
- 2.2 The Committee's valuable comments were considered carefully in the development of the revised proposal.
- 2.3 Other District Councils and stakeholders were also consulted in the last few months. Their comments on the preliminary WIL and SIL proposal were also considered and, where appropriate, incorporated into a revised proposal.

3. West Island Line and South Island Line Revised Proposal

- 3.1 The revised proposal of the WIL and SIL has taken into account of the comments of the Committee, particularly the provision of a station at Kennedy Town and the extension of the Island Line into the Western District.

- 3.2 The revised alignment is shown in figure 1. The section between Sheung Wan and Sai Ying Pun (shown in blue in Figure 1) will be an extension of the Island Line.
- 3.3 The WIL (shown green in Figure 1) will run from Sai Ying Pun to Wong Chuk Hang with proposed new stations at University (which was previously known as Belcher), Kennedy Town, Cyberport, Wah Fu and Aberdeen. It will interchange with the extended Island Line at Sai Ying Pun .
- 3.4 The SIL (shown red in Figure 1) will run from the South Horizons, via Lei Tung, Wong Chuk Hang, Ocean Park to the north shore of Hong Kong Island providing interchange with existing Island Line. Between Ocean Park and the north shore of Hong Kong Island, there are three options. Option A will run directly from Ocean Park to the existing Admiralty station. Options B will include a station at Happy Valley. Option C will provide an additional interchange at Wanchai Station. All of these three options have their own merits.
- 3.5 The SIL will interchange with the WIL at Wong Chuk Hang where cross-platform interchange arrangement is proposed. The interchange with ISL will be at Admiralty and Wanchai, in case Option C is opted.
- 3.6 Most of WIL/SIL will be in tunnels except for the sections at Cyberport and Wong Chuk Hang/Ocean Park area, which will be on viaducts. The crossing between Apleichau and Wong Chuk Hang will be a bridge to be constructed alongside the existing Apleichau Bridge.
- 3.7 The stations at Cyberport, Wong Chuk Hang and Ocean Park will be above ground and all other stations will be underground.
- 3.8 The WIL and SIL will be served by a medium capacity railway system which will operate at an initial peak hour headway of 2 minutes.

4. Benefits

- 4.1 The WIL and SIL will provide a better transport alternative to the Western and Southern Districts. The traveling public will be benefited from the safe, reliable and speedy service of

the railway and the less congested road network. For example, a trip from South Horizons station to Admiralty station will take only 9 to 11 minutes. The total time saving in traveling would be amounted to over 900 million hours in 40 years.

- 4.2 The railway option will also provide relief to the traffic congestion in the Aberdeen area, at Aberdeen Tunnel, Apleichau Bridge and in Wanchai, Causeway Bay and Central Districts.
- 4.3 With a reduction of vehicles from road there will be improvements in air quality, noise pollution as well as a reduction in road-related transport accidents.
- 4.4 The development of the Western and Southern Districts, tourism in particular, has long been constrained by the lack of a reliable mass transportation system. The WIL and SIL will remove this constraint and allow the districts to rejuvenate and develop in a more sustainable manner.
- 4.5 Value of properties along the railway is expected to appreciate over time with the emerging development opportunities. As a result, the financial returns to Government in the form of increased property taxes, rates and land premium will benefit the community as a whole.
- 4.6 The increased economical activities and tourism development will create thousands of new jobs in the neighbourhoods that the WIL and SIL will serve.
- 4.7 A full account of the external economic benefits generated by the WIL and SIL are being studied by the Centre of Urban Planning & Environmental Management of the University of Hong Kong.

5. Implementation

- 5.1 The Corporation has completed the WIL and SIL feasibility study and is currently compiling a final proposal which will be submitted to the Government shortly.
- 5.2 The Corporation intends to reach an agreement with the Government in 2004 such that the construction of the new lines will commence in 2005 and be put into service in 2009/2010.

6. Public Consultation

- 6.1 The Corporation considers the views and support of the community are paramount to the development of WIL and SIL. Public views sought enables the planning, design and implementation of the railway to better suit the needs of the community and integrate with the life of the community.
- 6.2 The Corporation is pleased to note that the WIL and SIL have received wide-spread support during the consultation it conducted in the last few months and will continue to consult and listen to the views of the community on the development of the WIL and SIL after the submission of the project proposal.
- 6.3 The Corporation will in the next few months stage exhibition and other communication programme to update members of the public on the progress of the proposed new lines and will continue to seek public views on it.
- 6.4 Up-to-date information on WIL and SIL is also available at the Corporation's website at www.mtr.com.hk.
- 6.5 Members of the public may also feedback their views on WIL and SIL to us through MTR hotline at 2881 8888 or in writing to GPO Box 9916 or at facsimile number 2795 9991.

7. Conclusion

- 7.1 Members are invited to take note of the WIL and SIL revised proposal and offer your views and support to the projects.

圖一：西港島綫及南港島綫修訂建議

Figure 1: West Island Line and South Island Line Revised Proposal

