



# OUR FUTURE RAILWAY 我們未來的鐵路

《鐵路發展策略2000》檢討及修訂  
Review and Update of the Railway Development Strategy 2000

第一階段公眾參與活動  
Stage 1 Public Engagement Exercise



運輸及房屋局  
Transport and  
Housing Bureau



AECOM  
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MVA HONG KONG LTD.

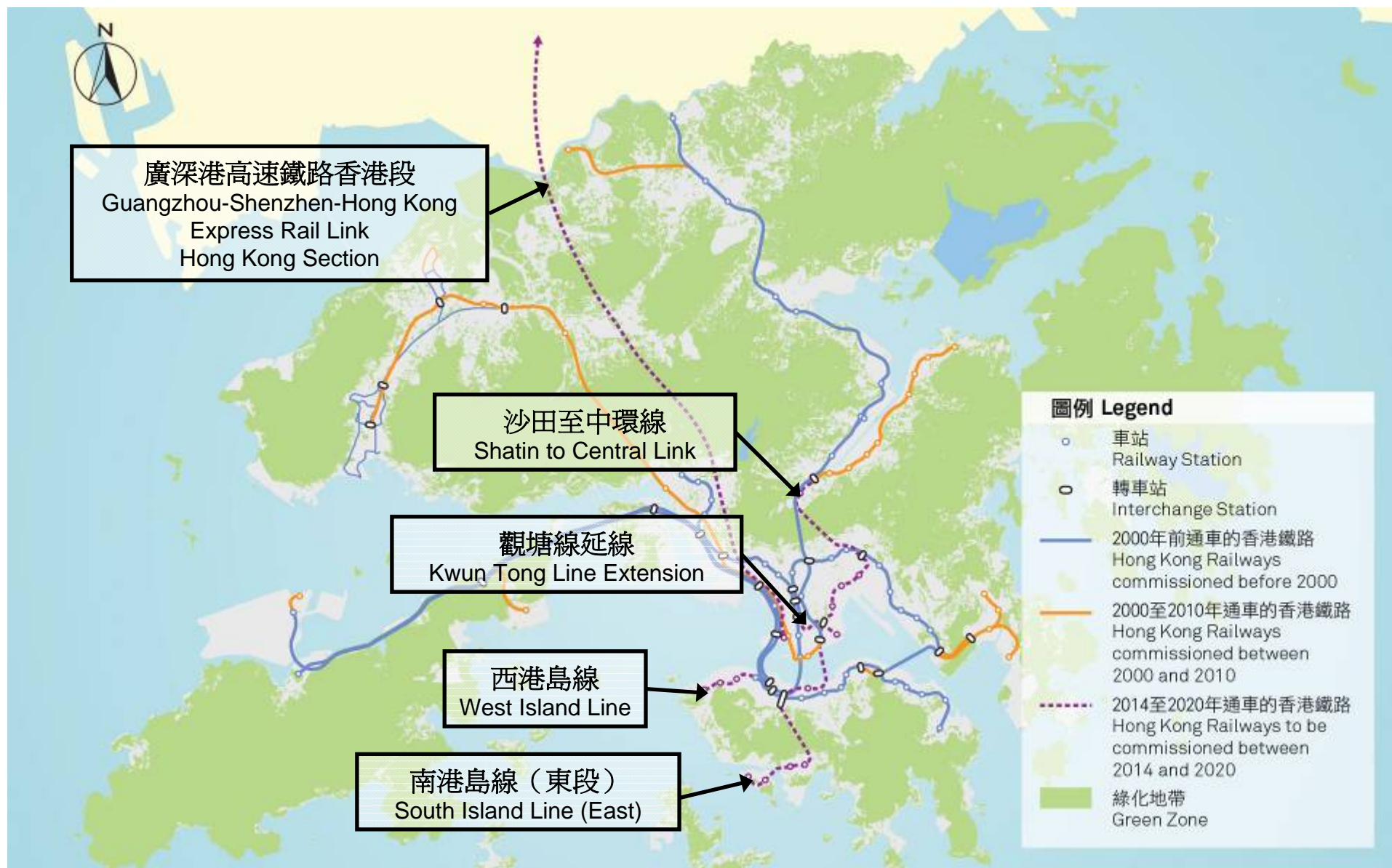
# 背景 Background



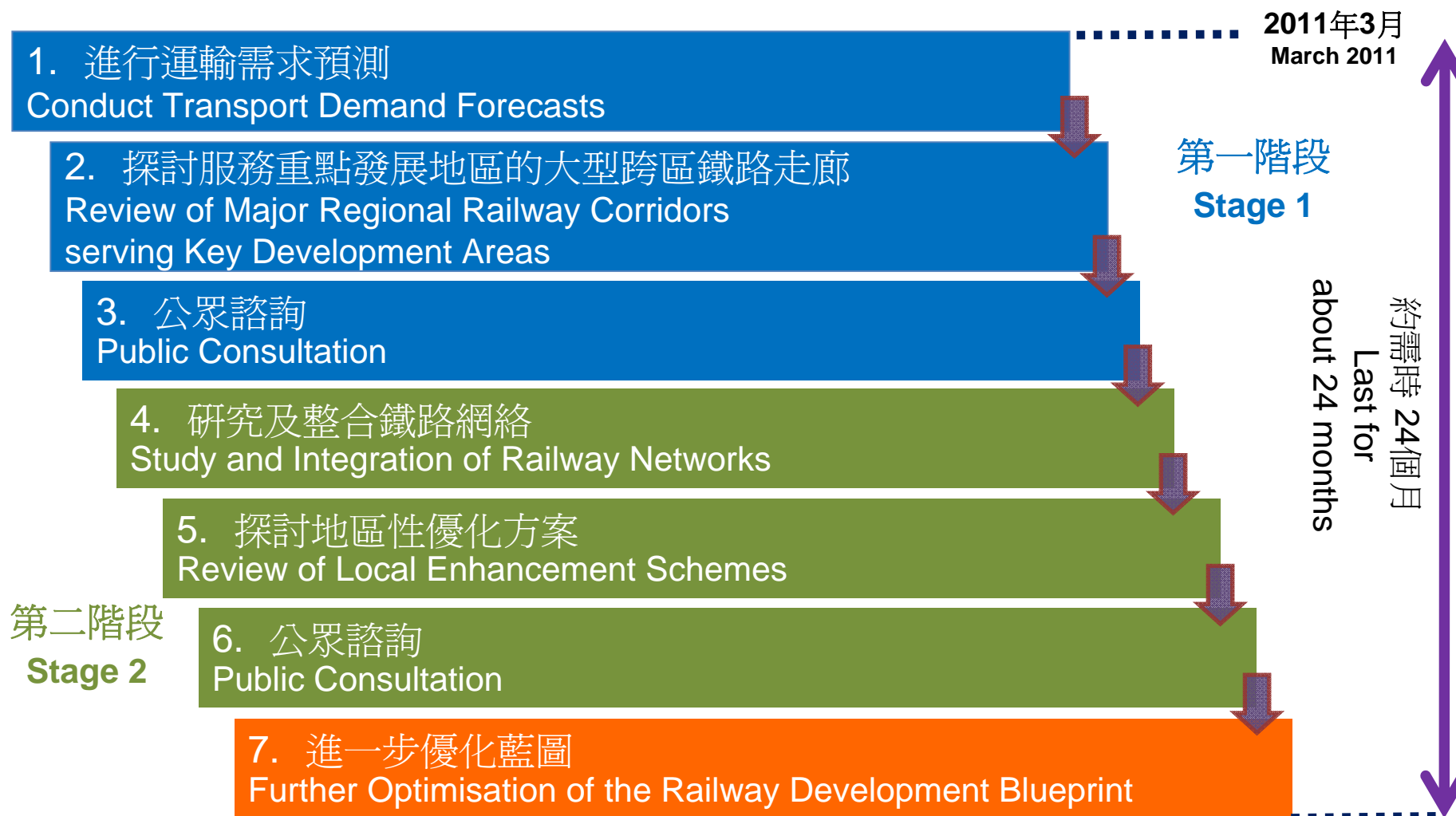
- ❑ 1994年12月：制定首份《鐵路發展策略》
  - December 1994: Formulated the first Railway Development Strategy
  
- ❑ 2000年5月：發表《鐵路發展策略2000》，落實讓鐵路成為客運系統骨幹的政策
  - May 2000: Announced the Railway Development Strategy 2000 (RDS-2000) to implement the policy of using railways as the backbone of our passenger transport system
  
- ❑ 現正同時推展五個鐵路項目，將在2014至2020年期間相繼建成
  - Taking forward five railway projects concurrently at full steam, which will be completed between 2014 and 2020

# 2020年香港的鐵路網絡

## Hong Kong's Railway Network in 2020



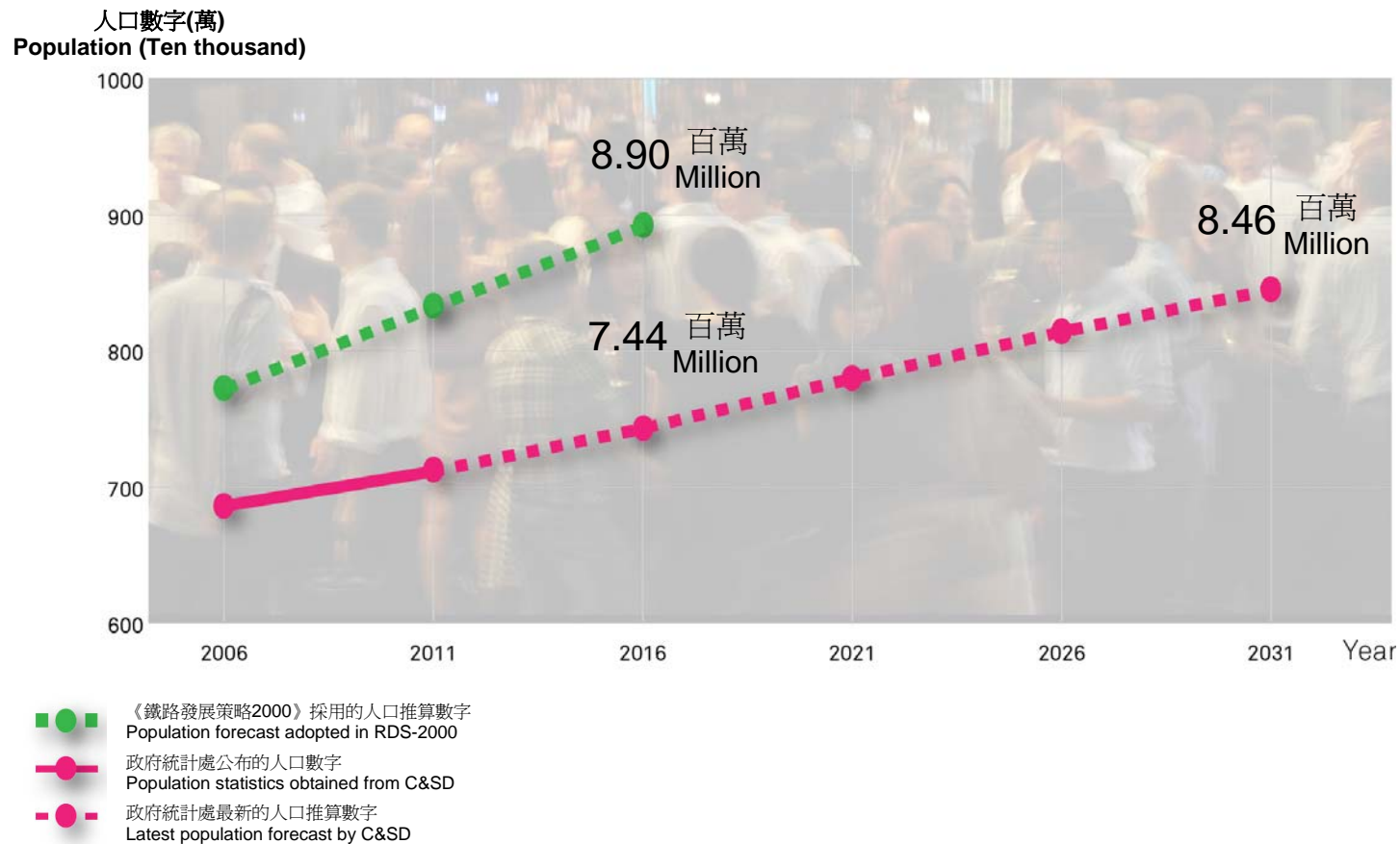
# 研究方式 Study Methodology



# 第一階段研究成果 Stage 1 Study Findings



## □ 人口結構和分布轉變 Changes in Population Structure and Distribution

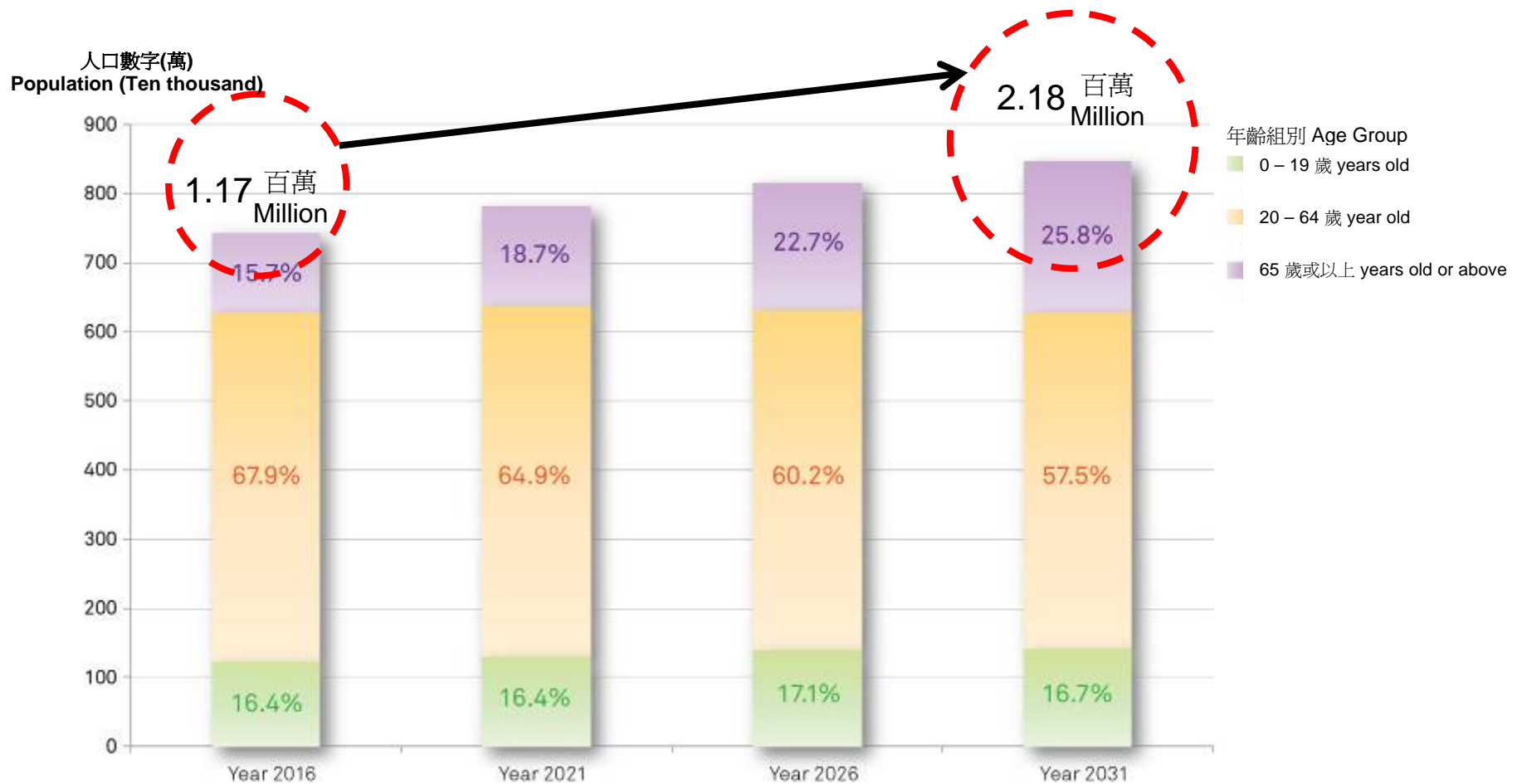


# 第一階段研究成果

## Stage 1 Study Findings



### □ 人口結構和分布轉變 Changes in Population Structure and Distribution



政府統計處最新的人口推算數字  
Latest population forecast by C&SD



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# 第一階段研究成果

## Stage 1 Study Findings



### □ 重點發展和重建地區 Key Development and Redevelopment Areas



# 第一階段研究成果

## Stage 1 Study Findings



### 發展密度降低 Decrease in Development Density

- 近年有意見要求降低發展密度。若未來人口太分散，可能會削弱集體運輸的功能。
- There are recent calls for lowering development density. Functions of mass transit may be jeopardised if the population becomes too dispersed in future.

### 航空發展形勢 Aviation Development Trend

- 香港國際機場客運量屢創新高，加上珠三角機場協作的討論，需探討鐵路支援航空的作用。
- The HKIA has been posting new highs in passenger throughput. Coupled with discussions on airport cooperation in the PRD, it is necessary to examine how railways may support aviation.

# 第一階段研究成果

## Stage 1 Study Findings



- 跨界往來日增
  - Increasing Cross-boundary Movements
- 珠三角的鐵路規劃
  - Railway Planning in the Pearl River Delta (PRD)
- 跨界口岸的建設和布局
  - Construction and Layout of Boundary Crossings



# 修訂長遠鐵路發展藍圖的方向

## Direction of Updating the Long-term Railway Development Blueprint



- ❑ 覆蓋範圍 Coverage
- ❑ 通達性 Connectivity
- ❑ 運載能力 Capacity

# 第一階段研究－大型跨區鐵路走廊

## Stage 1 Study – Major Regional Railway Corridors



# 第一階段研究－大型跨區鐵路走廊

## Stage 1 Study – Major Regional Railway Corridors



# 港深西部快速軌道 The Hong Kong–Shenzhen Western Express Line (WEL)

## 航空鐵路的聯運服務 Air-rail Inter-modal Service

- 港深機場航線網絡有互補空間
  - Aviation network of Hong Kong and Shenzhen airports can be complementary
- 創造條件合作提供轉機服務
  - Creates opportunities to jointly provide air-transit service
- 方便香港、深圳及珠三角東岸居民往來兩地機場
  - Facilitates residents of Hong Kong, Shenzhen and eastern coast of the PRD to travel to the two airports



# 港深西部快速軌道

## The Hong Kong–Shenzhen Western Express Line (WEL)

連繫港深西部地區的跨界支線服務  
Cross-boundary Spur Line Service between the western regions of Hong Kong and Shenzhen

- ❑ 通往深圳西部的跨界運輸需求甚為殷切
  - Strong demand for cross-boundary transport services to the western Shenzhen
- ❑ 香港西部有多個發展計劃在推展中
  - Various development projects in the western Hong Kong are under planning
- ❑ 前海是深圳重點發展地區，日後會成為鐵路交匯點
  - Qianhai as a key development area and transport hub in Shenzhen



# 港深西部快速軌道

## The Hong Kong–Shenzhen Western Express Line (WEL)

接駁新界西北至北大嶼山的本地支線服務  
Domestic Spur Line Service connecting the  
NWNT and northern Lantau

- ❑ 新界西北人口逾**100萬**，預計**2031**年增至逾**140萬**
  - NWNT population grow from over 1 million to over 1.4 million by 2031
- ❑ 北大嶼山多項發展，增加整體運輸需求
  - Developments in the northern Lantau would increase overall transport demand
- ❑ 方便屯門、元朗居民前往機場或北大嶼山及換乘東涌線往來九龍和香港島
  - Facilitates Tuen Mun and Yuen Long residents to travel to the HKIA or northern Lantau, and interchange with the Tung Chung Line to travel to Kowloon and Hong Kong Island

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# 第一階段研究－大型跨區鐵路走廊

## Stage 1 Study – Major Regional Railway Corridors



# 北環線 The Northern Link (NOL)



**OUR  
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我們未來的鐵路

Serves the NDAs in the northern New Territories

- 
- 北環線 Northern Link**
- 7 分鐘 Mins**
- 天水圍 Tin Shui Wai
- 朗屏 Long Ping
- 元朗 Yuen Long
- 錦上路 Kam Sheung Road
- 凹頭 Au Tau
- 生潭尾 Ngau Tam Mei
- 新田 San Tin
- 古洞 Kwu Tung
- 粉嶺北 Fanling North
- 坪輦/打鼓嶺 Ping Che/ Ta Kwu Ling
- 落馬洲 Lok Ma Chau
- 兆康 Siu Hong
- 屯門 Tuen Mun
- 圖例 Legend**
- 初步構思 Preliminary Concept
  - 長遠延伸構思 Long Term Extension Concept

OUR  
FUTURE  
RAILWAY  
我們未來的鐵路

Provides cross-boundary railway service

- 
- 北環線 Northern Link**
- 7 分鐘 Mins**
- 落馬洲 Lok Ma Chau  
新田 San Tin  
牛潭尾 Ngau Tam Mei  
凹頭 Au Tau  
錦上路 Kam Sheung Road  
元朗 Yuen Long  
錦屏 Long Ping  
天水圍 Tin Shui Wai  
兆康 Siu Hong  
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**OUR  
FUTURE  
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我們未來的鐵路

## Diverts the East Rail Line traffic

- 
- 北環線 Northern Link**
- 7 分鐘 Mins**
- 天水圍 Tin Shui Wai
- 朗屏 Long Ping
- 元朗 Yuen Long
- 錦上路 Kam Sheung Road
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# 北環線 The Northern Link (NOL)



尚未確立大規模發展計劃前，未必有需要於凹頭、牛潭尾及新田設站

May not need to provide stations at Au Tau, Ngau Tam Mei and San Tin in the absence of committed large-scale development

## 接駁古洞

### Connecting Kwu Tung

- ❑ 對服務新發展區和分流東鐵線的交通量較為理想，長遠可作延伸
- Better serve the NDAs and divert the East Rail Line traffic, and allow long-term extension

## 接駁落馬洲

### Connecting Lok Ma Chau

- ❑ 較方便新界西部居民往返邊界
- Better facilitate passengers from the western NT to travel to and from the boundary



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# 第一階段研究－大型跨區鐵路走廊

## Stage 1 Study – Major Regional Railway Corridors



# 《屯荃區議會研究報告》屯門至荃灣沿海鐵路構思 Tuen Mun to Tsuen Wan Link proposed in the TM-TW DC Study Report



# 屯門至荃灣沿海鐵路（屯荃鐵路） The Tuen Mun to Tsuen Wan Link (TMTWL)



## 覆蓋屯門至荃灣沿岸地區

Extends coverage to the coastal area between Tuen Mun and Tsuen Wan

- ❑ 海岸線山巒起伏，平地不多，人口主要集中在東西兩端
  - Hilly terrain and limited plains along the coastline, with population being concentrated at both the eastern and western ends
- ❑ 保持低、中發展密度是區內市民訴求。除非出現嶄新的土地發展機遇，否則客源基礎沒有明顯改變
  - Consensus among local residents to maintain low to medium development density. Patronage base unlikely to change unless new land development opportunities emerge



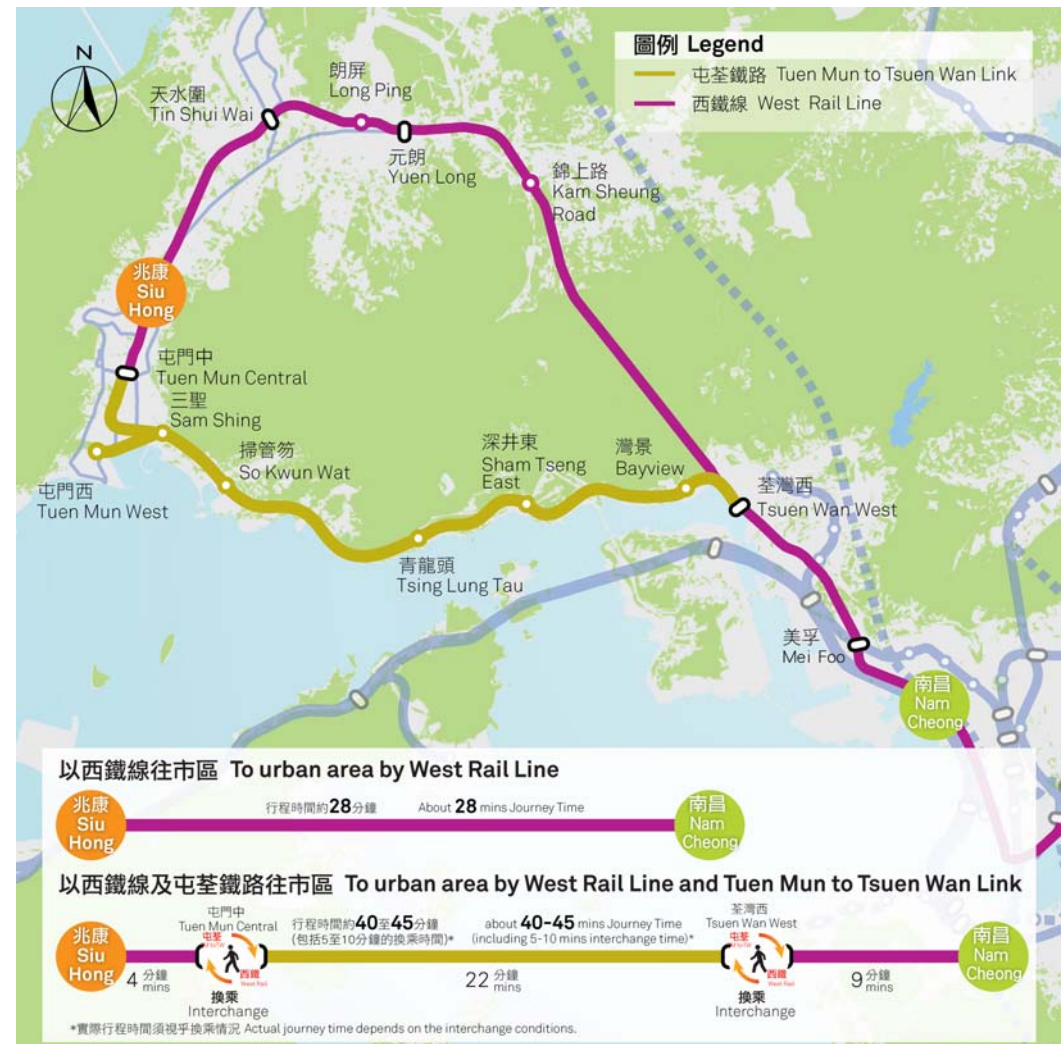
# 屯門至荃灣沿海鐵路（屯荃鐵路） The Tuen Mun to Tsuen Wan Link (TMTWL)



成為西鐵線以外連接屯門至市區的替代路線

Serves as an alternative route to the West Rail Line for connecting Tuen Mun to the urban area

- ❑ 屯荃鐵路沿線人口較低，如落實兩總站發車，發車密度會進一步減低
- Population along the TMTWL is lower. If bifurcated service is provided in the two termini, service frequency will be further decreased
- ❑ 對西鐵線車站乘客來說，選用屯荃鐵路整體時間較長，又要兩次換乘；在西鐵線飽和前，轉用屯荃鐵路的乘客數量可能頗低
- Taking the TMTWL means longer journey time with two interchanges for passengers boarding at the West Rail Line stations, thus patronage switching to the TMTWL would be rather low unless the West Rail Line becomes saturated.



# 屯門至荃灣沿海鐵路（屯荃鐵路） The Tuen Mun to Tsuen Wan Link (TMTWL)



- ❑ 以屯門西站為屯門的單一總站
  - Adopting Tuen Mun West as the single terminus
- ❑ 工程對環境、社區和土地規劃的影響
  - Environmental, social and land planning impacts associated with construction works



屯荃鐵路的合成照片（青龍頭）  
Photomontage of the TMTWL (Tsing Lung Tau)

屯荃鐵路車站的合成照片（灣景）  
Photomontage of the TMTWL Railway Station  
(Bayview)



# 公眾參與 Public Engagement



我們會舉辦一連串的公眾參與活動，包括巡迴展覽和公眾論壇，以瞭解公眾對研究的意見和關注。

A series of **Roving Exhibitions** and **Public Forums** have been organised to better understand the public needs and views.

網頁 Website : [www.ourfuturerailway.hk](http://www.ourfuturerailway.hk)

電郵 Email : [enquiry@ourfuturerailway.hk](mailto:enquiry@ourfuturerailway.hk)

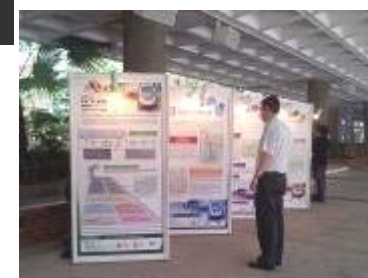
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Railway Development Office, Highways Department  
1/F, Ho Man Tin Government Offices,  
88 Chung Hau Street, Ho Man Tin, Kowloon  
Please state "Our Future Railway" on the envelope.



公眾論壇  
Public Forum



巡迴展覽  
Roving Exhibition

謝謝  
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