

應付迫切的交通運輸需要 Meeting Essential Transport Needs

假如沒有中環灣仔繞道，到了2011年，由中環駕車到銅鑼灣將需時45分鐘，而平均行車速度只是每小時5公里！以今日的物價計算，的士車資將會是80元左右。

Without the CWB, the trip from Central to Causeway Bay will take 45 minutes by 2011, at an average speed of 5 km per hour! A taxi ride will cost about \$80 at today's prices.



- 干諾道中/夏慤道/告士打道走廊已負荷過重。
- 平日早上8時至晚上7時塞車的情況經常可見。
- 東行往中環的車龍，經常沿林士街天橋排到西隧入口。
- 西行往中環的車龍，經常沿告士打道排到灣仔運動場。
- 在中區填海第一期的範圍內，使用機場鐵路車站、國際金融中心第一、二期（國金一、二期）和渡輪碼頭的車輛，須駛經中區擠塞的道路和路口，導致這些新發展區和附近地區嚴重交通擠塞。駛過林士街和畢打街之間僅0.7公里長的干諾道中東行段，需時5分鐘以上。
- 干諾道中/夏慤道/告士打道走廊關鍵路段繁忙時間的行車量，將超出道路容量三成。
- 如果沒有中環灣仔繞道，干諾道中/夏慤道/告士打道走廊的行車時速將減慢至大約每小時5公里，行畢這段4公里的走廊將需時45分鐘。
- 干諾道中/夏慤道/告士打道走廊的高密度交通，會引致中環及灣仔出現交通擠塞情況。
- 軒尼詩道和金鐘道等東西走向的輔助走廊也會因車輛和行人眾多而嚴重擠塞。

2003

- The Connaught Road Central/Harcourt Road/Gloucester Road Corridor operates beyond capacity.
- Regular traffic congestion is observed on weekdays between 8 a.m. and 7 p.m.
- Eastbound traffic heading towards Central often queues back to the Western Harbour Crossing approach along the Rumsey Street Flyover.
- Westbound traffic heading for Central often tails back along Gloucester Road to the Wan Chai Sports Ground.
- Within the CRI area, traffic generated from the Airport Railway Station, One and Two International Finance Centre (IFC) and the ferry piers has to route through congested roads and junctions in Central. This causes serious congestion in and around these new development areas. More than 5 minutes is needed to travel the 0.7 km eastbound section of Connaught Road Central between Rumsey Street and Pedder Street.
- Traffic volume during peak hours on critical sections of the Connaught Road Central/Harcourt Road/Gloucester Road Corridor will exceed capacities by 30%.
- Without the CWB, traveling speed along Connaught Road Central/Harcourt Road/Gloucester Road Corridor will deteriorate to about 5 km per hour, and it will take 45 minutes to complete this 4 km section of road.
- Higher traffic densities on the Connaught Road Central/Harcourt Road/Gloucester Road Corridor will lead to spill over congestion in Central and Wan Chai.
- Other east-west secondary corridors, such as Hennessy Road and Queensway will also be fully loaded by local vehicular traffic and pedestrian crossing traffic.

2011



這些交通預測，經由 2003 年重新運算的第三次整體運輸研究模型再次核實。這次重新運算採用了最新的數據，包括人口、現有和已計劃的發展項目、經濟增長、車輛數量和道路網。

These traffic forecasts have been re-confirmed by a recent re-run of the Third Comprehensive Transport Study model in 2003 using updated data on population, existing and planned developments, economic growth, vehicle fleet size and road network.



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24

18

North Point, Happy Valley,
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北角, 跑馬地, 九龍(東)



7:25 pm



中區填海第三期工程 將提供急需的紓緩作用

P2 道路網計劃於 2007 年啟用，道路網包括連接和改善中環灣仔現有道路網的新道路，使一部分車輛駛離民耀街和干諾道中沿途的關鍵路口。來自機場鐵路香港站和國金一、二期的車輛前往灣仔北，將無須取道干諾道中。在 2006 年，當國金二期全數入伙及相關的酒店發展項目開張後，交通流量將會倍增。如果沒有 P2 道路，機場鐵路車站和國金一、二期的康樂廣場 / 民耀街 / 民祥街一帶將會出現很長的車龍。

港島北岸的主幹路系統，在巴士街天橋和東區走廊之間，尚缺中環灣仔繞道和東區走廊連接路，才算完成。繞道與干諾道中 / 夏慤道 / 告士打道走廊平行排列，互相輔助。取道中環灣仔繞道可由中區直達港島東部，而中途亦可從灣仔進入繞道。繞道對疏導交通的價值和貢獻，可與東區走廊大大紓緩英皇道交通負荷的作用一比較。

交通管理措施不能取代 中區填海第三期工程的道路

有人建議以交通管理措施取代填海興建所需的道路，建議包括西隧及紅隧劃一收費、限制中區上落客貨的時間、在中區外圍設置巴士轉車站及電子道路收費等。直至目前，社會仍未就以上任何一項建議達到共識。

運輸署將繼續探討可行的交通管理措施，例如路口改善和巴士優先計劃。這些措施可以紓緩目前的交通擠塞和盡量提高現有道路和路口的使用量，但並不足以應付中環商業區，尤其是國金大廈群在 2006 年全部入伙後預期增加的交通量。因此，我們需在中區填海第三期工程中興建中環灣仔繞道和 P2 道路網。

CRIII will provide much needed relief

The Road P2 network planned to open in 2007 consists of new roads linking and enhancing the existing road network in Central and Wan Chai. It will divert traffic away from the critical junctions along Man Yiu Street and Connaught Road Central. Traffic from Hong Kong Station and One and Two IFC will be able to get to Wan Chai North without passing along Connaught Road Central. With the full occupation of Two IFC and commissioning of its associated hotel development around 2006, traffic volume in the area will double. Without the Road P2, long traffic queues will form along Connaught Place/Man Yiu Street/Man Cheung Street around the Airport Railway Station and One and Two IFC.

The CWB/Island Eastern Corridor Link is the missing link in the strategic road network on the northern shore of Hong Kong Island, between the Rumsey Street Flyover and the Island Eastern Corridor. As a parallel and complementary route to the Connaught Road Central/Harcourt Road/Gloucester Road Corridor, it will provide a direct route between Central and the eastern part of the island. There will be intermediate access points in Wan Chai. Its value and contribution to traffic flow can best be appreciated by looking at how traffic flow improved on King's Road after the opening of the Island Eastern Corridor.

Traffic management measures not a substitute for roads under CRIII

There have been suggestions that traffic management measures should be used instead of reclaiming land for new roads. These measures include adopting equal tolls for the Western Harbour Crossing and the Cross Harbour Tunnel, restricting loading / unloading times in Central, providing bus-bus interchanges at fringe area of Central, Electronic Road Pricing etc. There is as yet no community consensus on any of these suggestions.

The Transport Department will continue to explore practical traffic management measures such as road and junction improvement project schemes and bus priority schemes. These will help to relieve current congestion and maximize the capacity of existing roads and junctions. However, they will not be able to cope with the anticipated increased traffic flows in the Central Business District, especially after 2006 when the IFC complex is fully occupied. It is therefore necessary to construct the CWB and the Road P2 network under the CRIII.

