

新高鐵專家組

二零零九年十一月六日



This map illustrates proposed high-speed rail routes in Hong Kong. A red line represents the 'High-Speed Railway' (高速鐵路) entering from the north. A black line shows the 'New Hong Kong Island Express Line' (新建港島快線) connecting the mainland to the island. A blue line indicates a route from the mainland, through the airport area, to the western part of the island. Key locations are marked with stars: a red star for the 'Hong Kong Interchange Station' (香港交匯站) and yellow stars for other stations. Arrows point from text labels to specific features on the map.

高速鐵路

直達新界西北

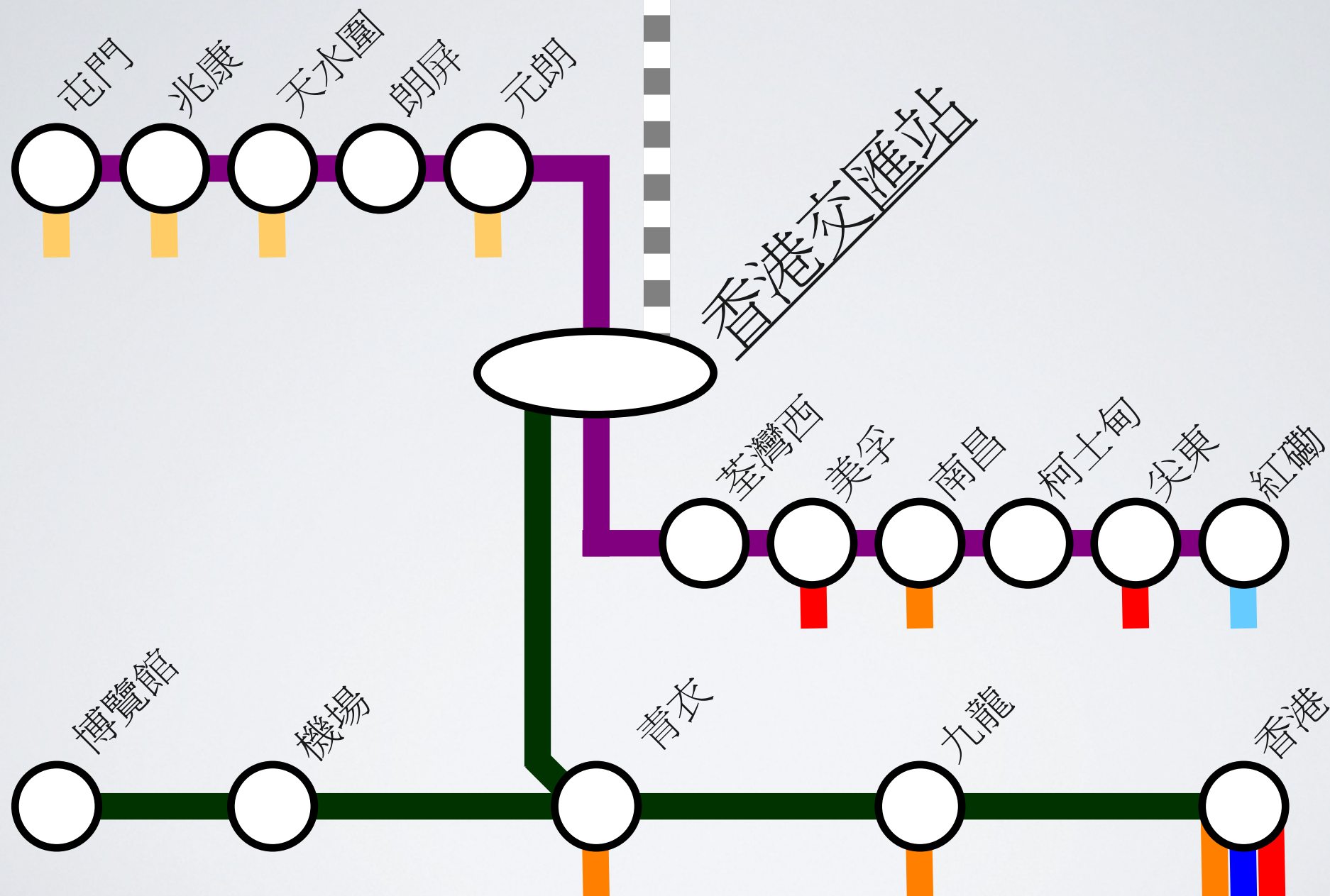
香港交匯站

新建港島快線

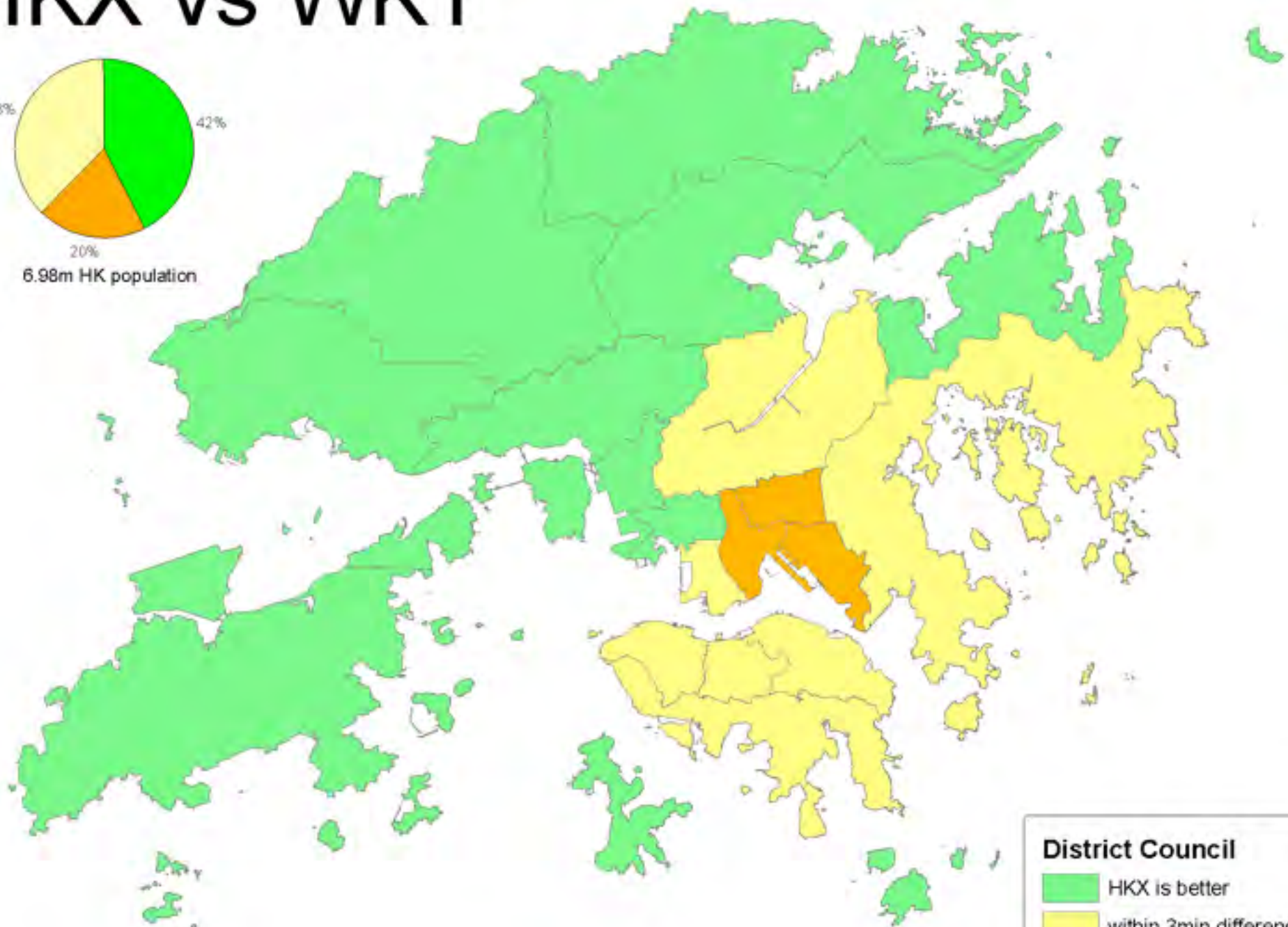
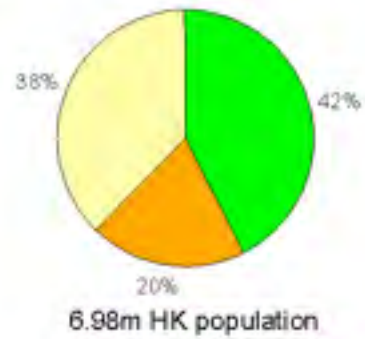
直達西九龍

簡易轉乘
前往機場

直達香港島



HKX vs WKT

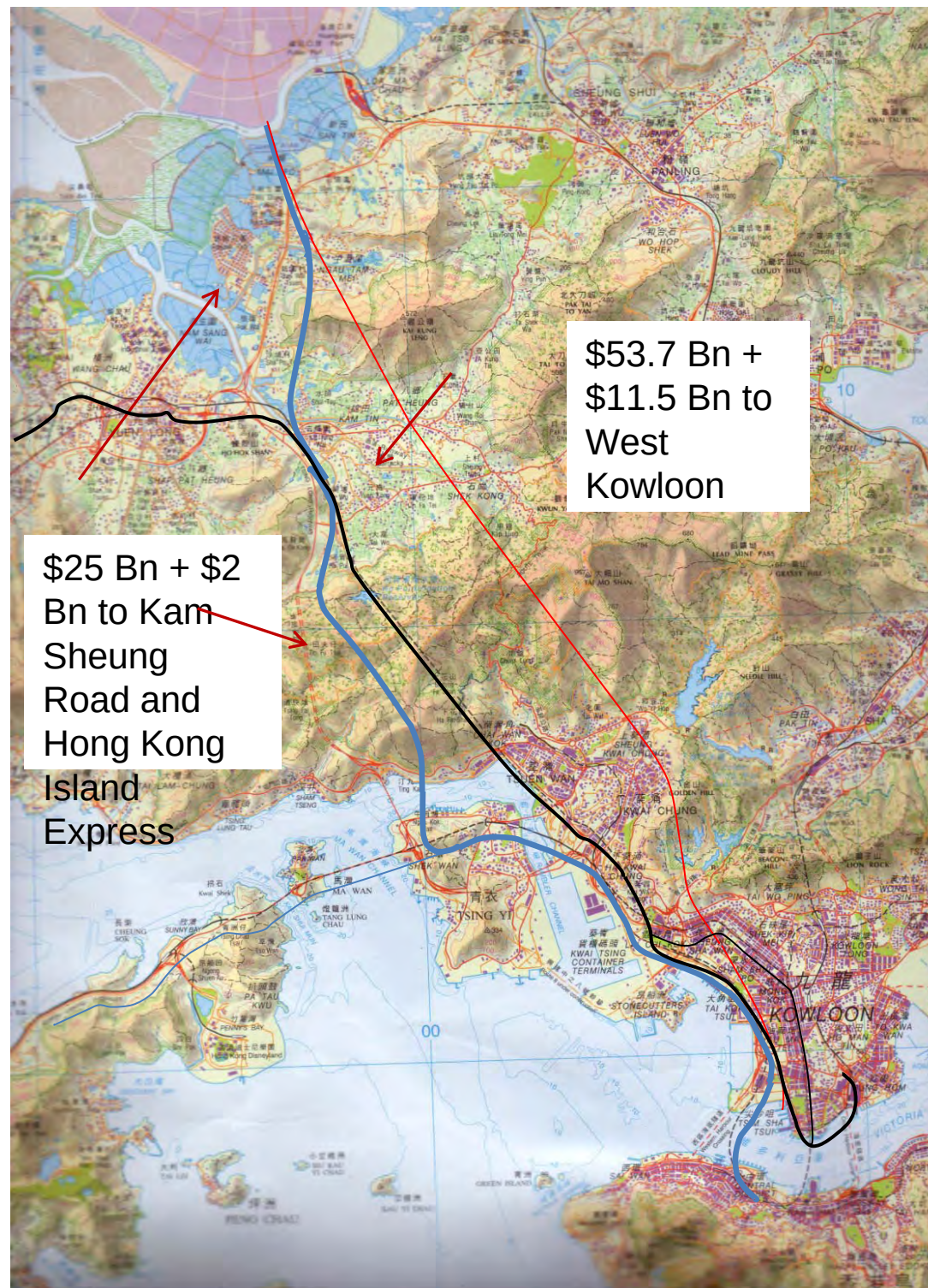


District Council

- HKX is better
- within 3min difference
- WKT is better

優點：

- 新總站選址使新界 3 2 0 萬市民能直接受惠。
- 港島快線可讓九龍及港島乘客同樣便捷前往內地。
- 建造成本僅 2 5 0 億，遠遠低於政府方案的 6 5 2 億。
- 建造過程簡單，同樣可於 2 0 1 5 年完工。
- 綜合設計管理減低營運成本，有助減低票價。
- 免除所有因為設站西九所引起的交通、環境和社會問題。
- 免除對西九文化區的影響。
- 免除對大角嘴和石崗菜園村的影響。
- 無需興建緊急救援站，減低建造成本和土地需求。
- 收地影響約五十戶住戶，遠遠低於政府方案。
- 建造過程簡單，營運更有效率，減低環境影響。
- 利用現有機場快線模式，乘客可於市區預先代辦登車手續。
- 為新界西北帶來大量就業機會。



\$53.7 Bn +
\$11.5 Bn to
West
Kowloon

\$25 Bn + \$2
Bn to Kam
Sheung
Road and
Hong Kong
Island

Express

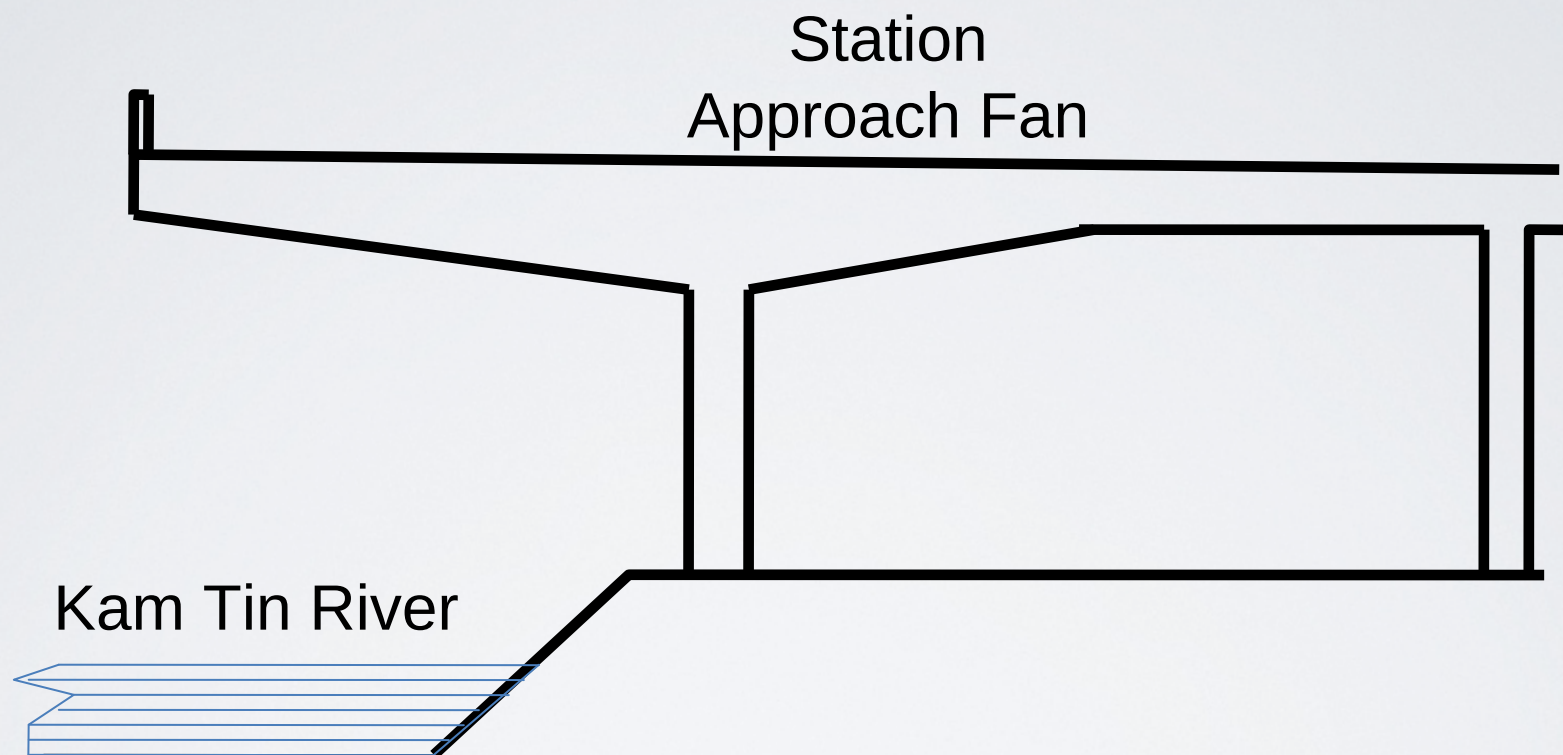
← 北

政府提出之錦田河改道

政府之估計走線

新方案實際走線





預計收回土地

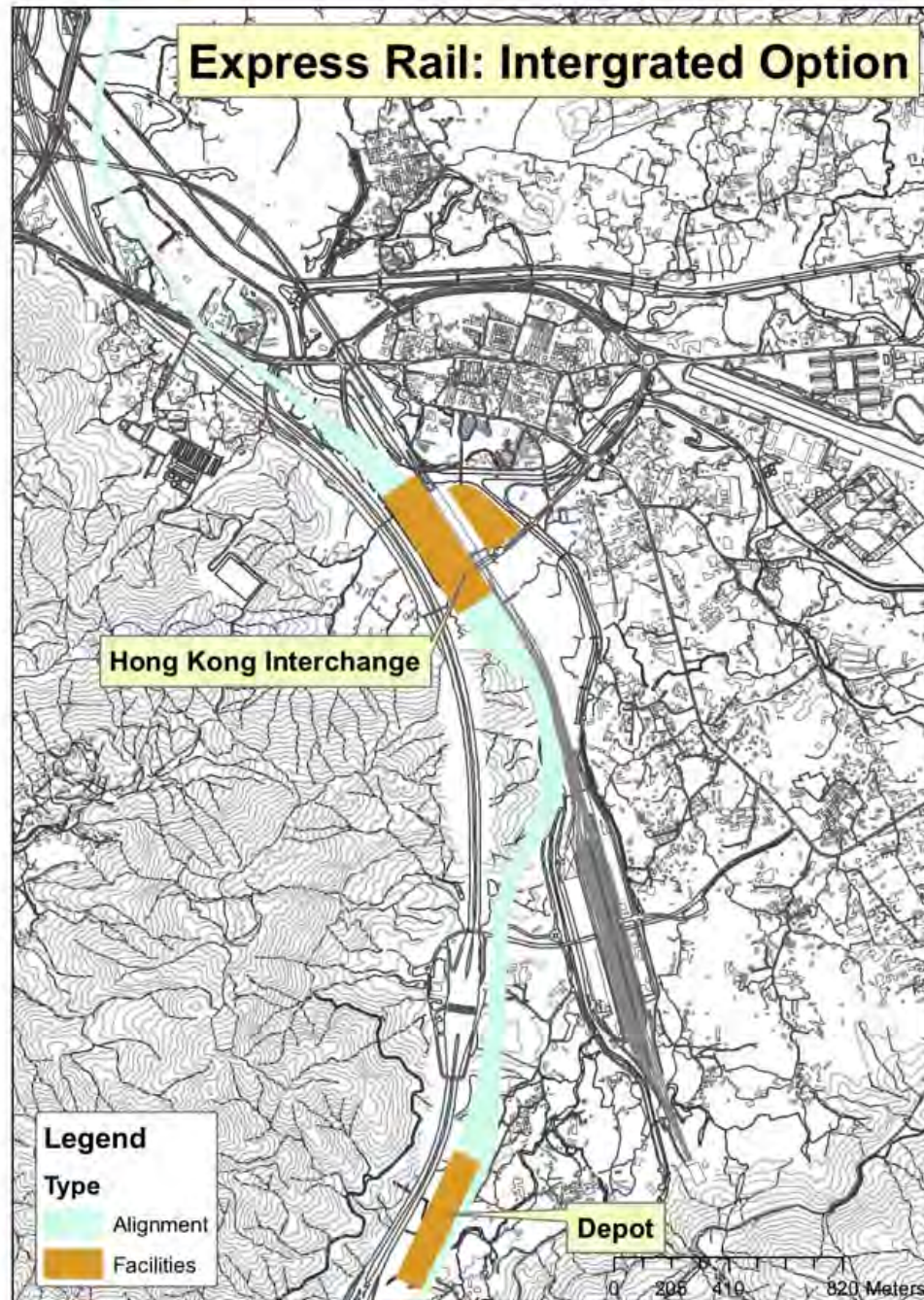


- ✱ 香港交匯站
- ✱ 停車場
- ✱ 變電站
- ✱ 少數鄉郊房屋
- ✱ 建議車廠
- ✱ 豬場
- ✱ 回收儲存
- ✱ 荒棄房屋

建議車廠



Express Rail: Intergrated Option



Express Rail: Intergrated Option: p1



Express Rail: Intergrated Option: p2



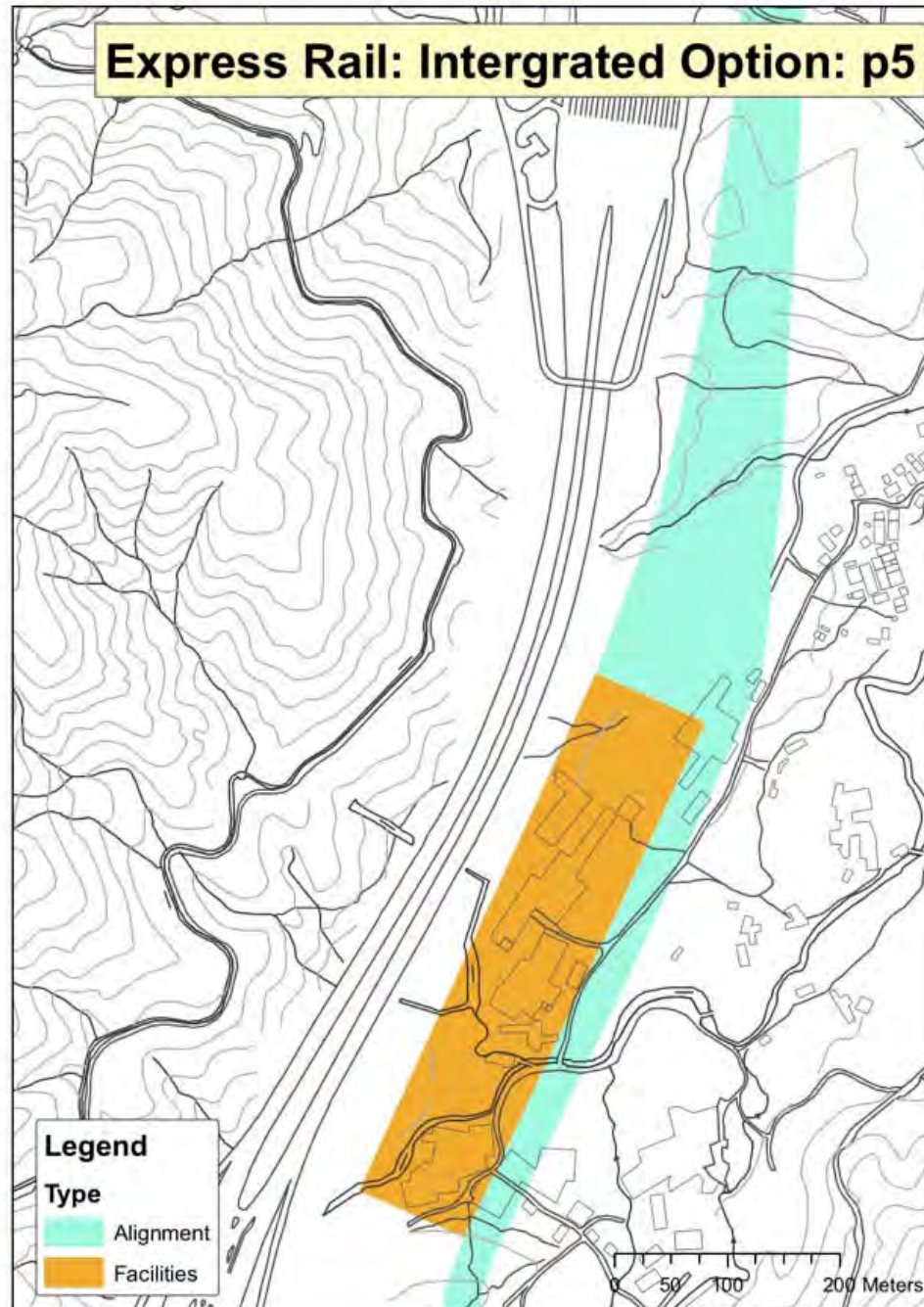
Express Rail: Intergrated Option: p3



Express Rail: Intergrated Option: p4



Express Rail: Intergrated Option: p5



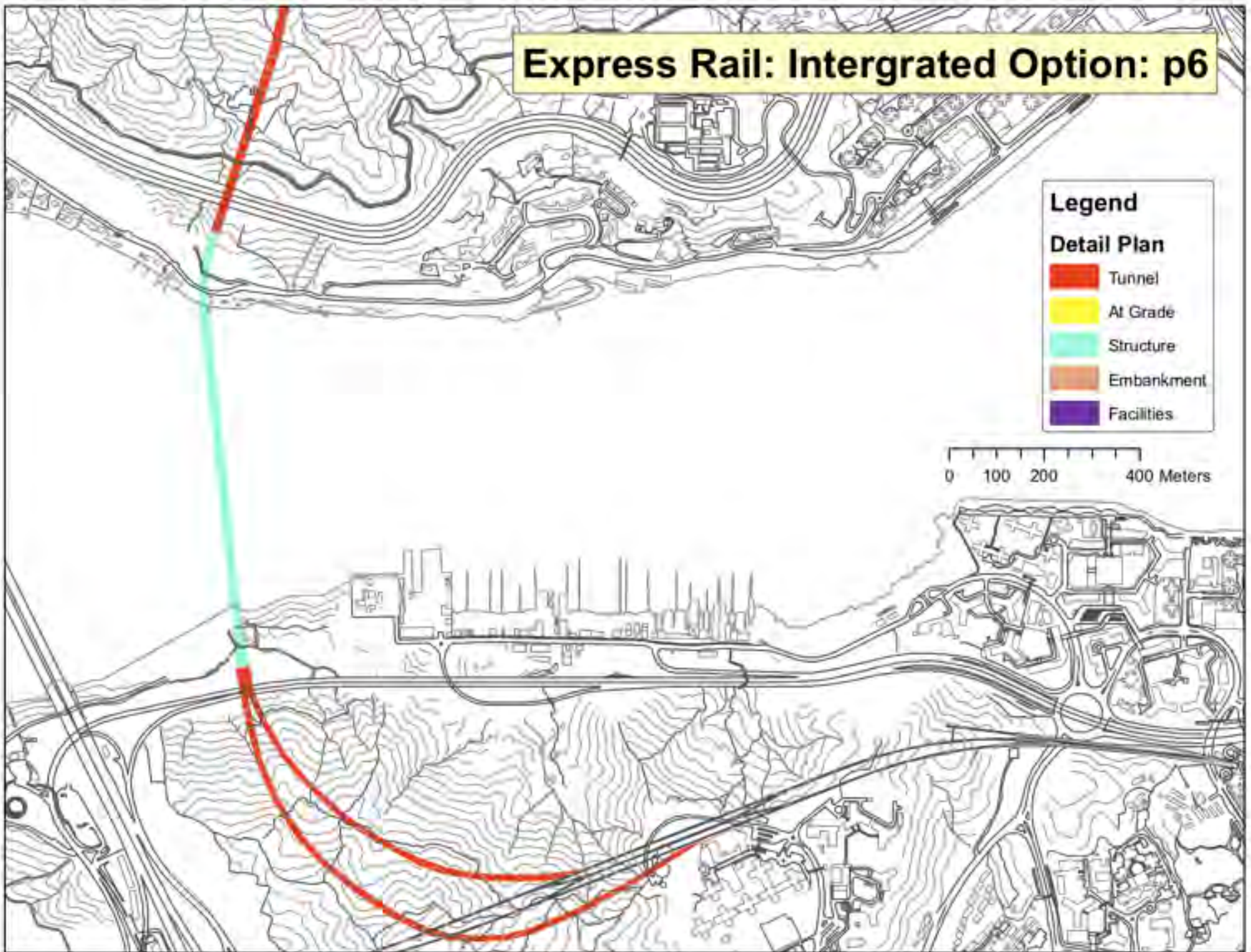
Express Rail: Intergrated Option: p6

Legend

Detail Plan

- Tunnel
- At Grade
- Structure
- Embankment
- Facilities

0 100 200 400 Meters



現時繁忙時間班次（每小時）

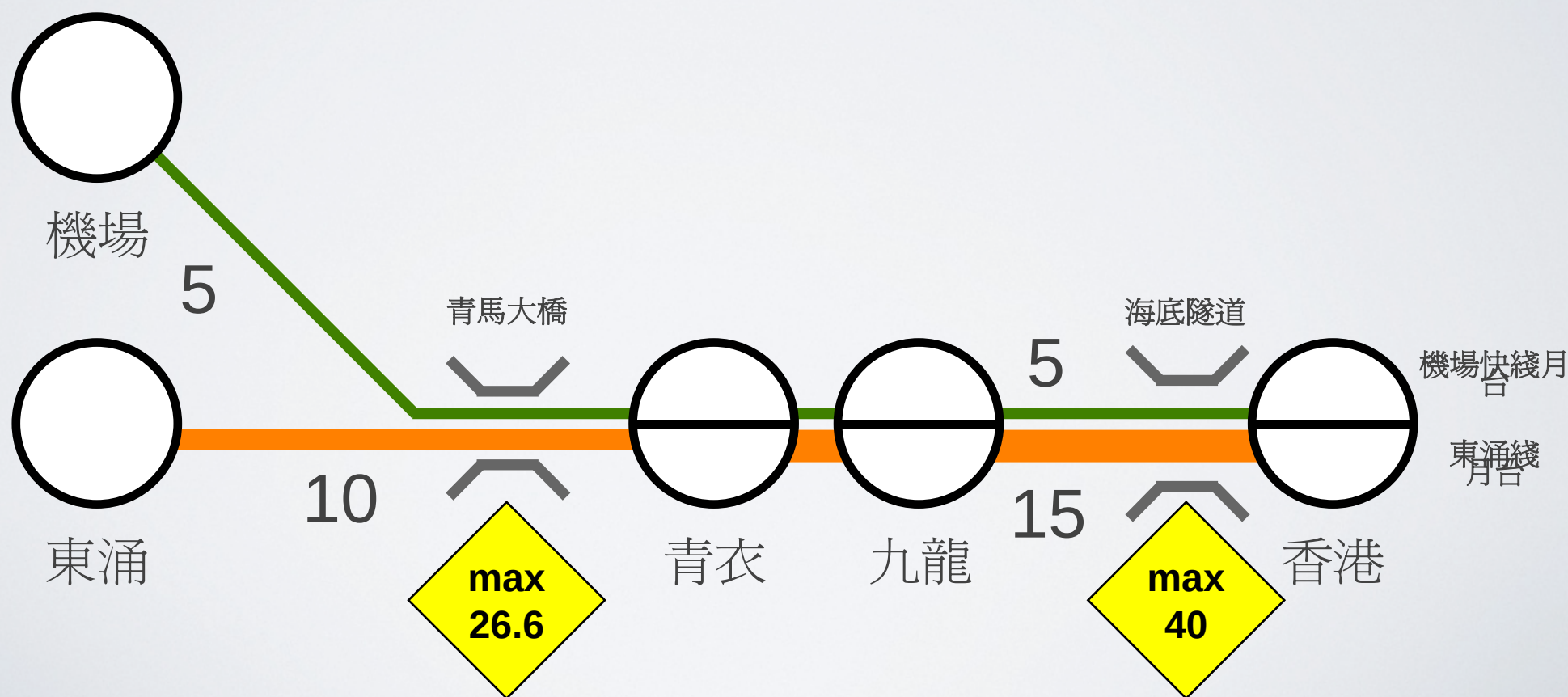
每 12 分鐘重覆

東涌線往東涌

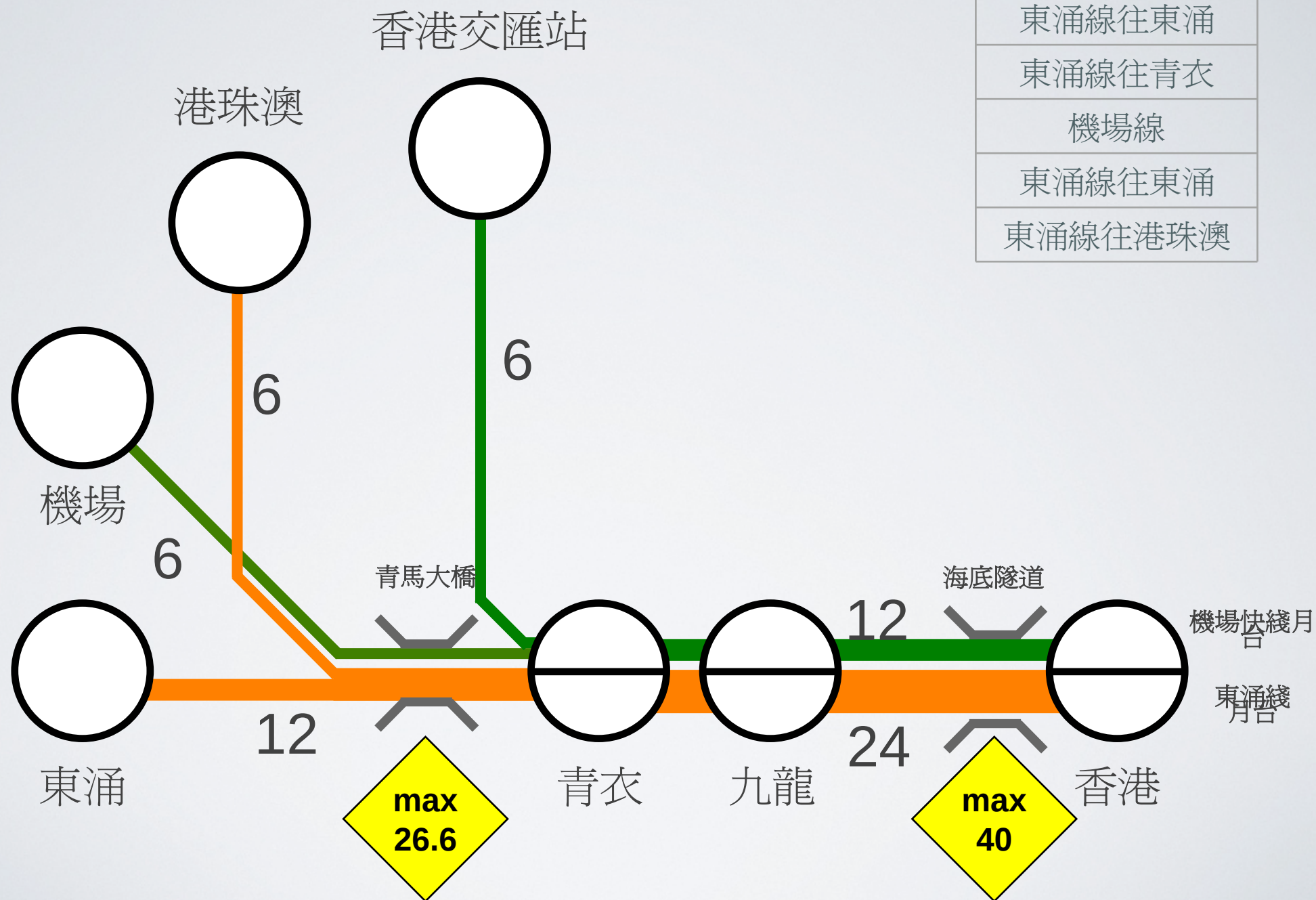
機場線

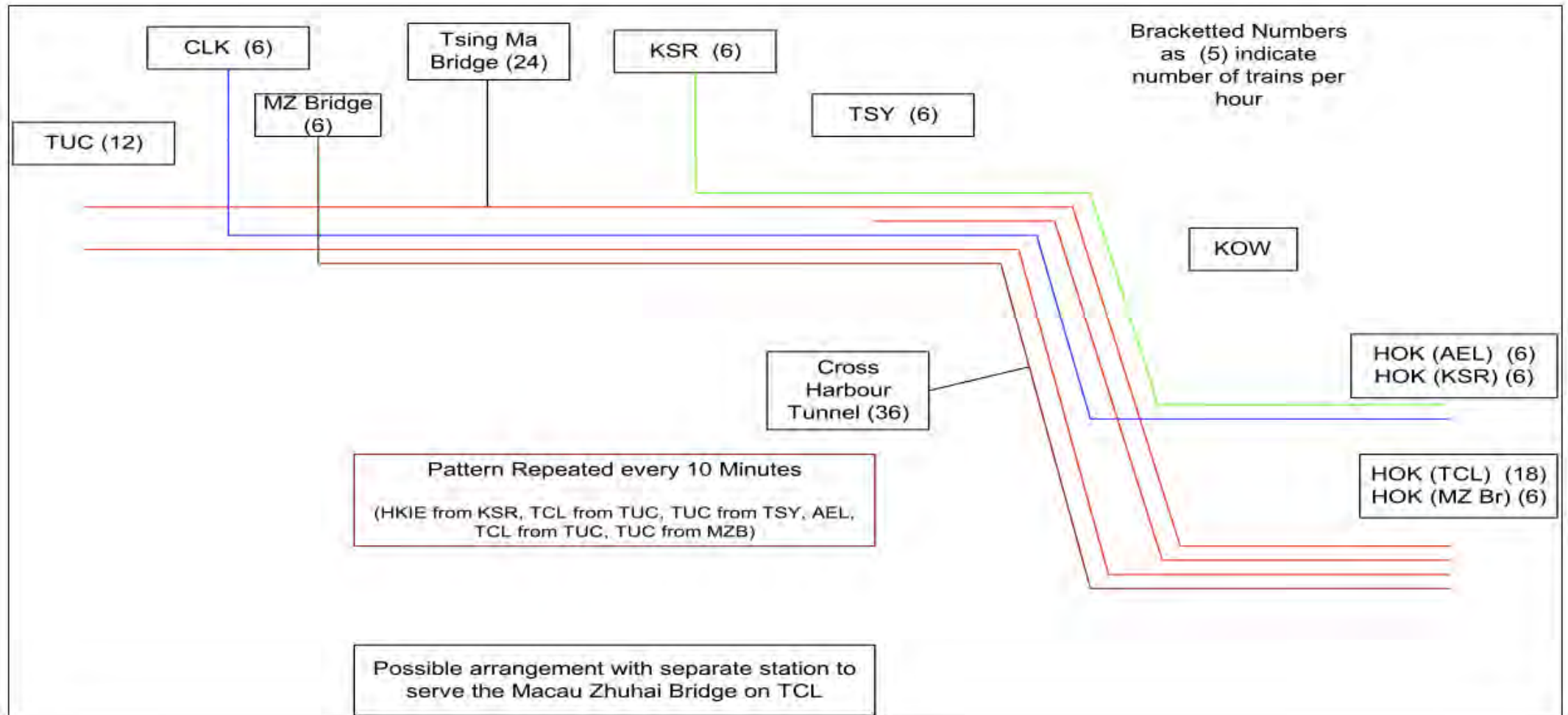
東涌線往東涌

東涌線往青衣



我們的建議班次（每小時）





UIC Code 460

Capacity of Airport Railway

- Does not address Hong Kong Island Express Service
- Inappropriate assumptions
- If applied to Tsuen Wan Line would not allow 30 trains an hour

Number of Platforms

West Kowloon

- Long-Haul provided
9 required
6 to 7
- Short-haul
6
- Stabling within station

Kam Sheung Road

- Long-haul 6
- Short-haul 4
- Stabling outside station

Comparison of Major Elements

To West Kowloon

- Tunnel Length – 26km
- Underground Station
- Emergency Rescue Centre
- Depot

Kam Sheung Road plus the Hong Kong Island Express

- Tunnel Length – 12.6km
- Rambler Channel Bridge - 0.9km
- Above Ground Station (Smaller)
- Depot (Smaller)

2010

2011

2012

2013

2014

2015

2016

政府
方案

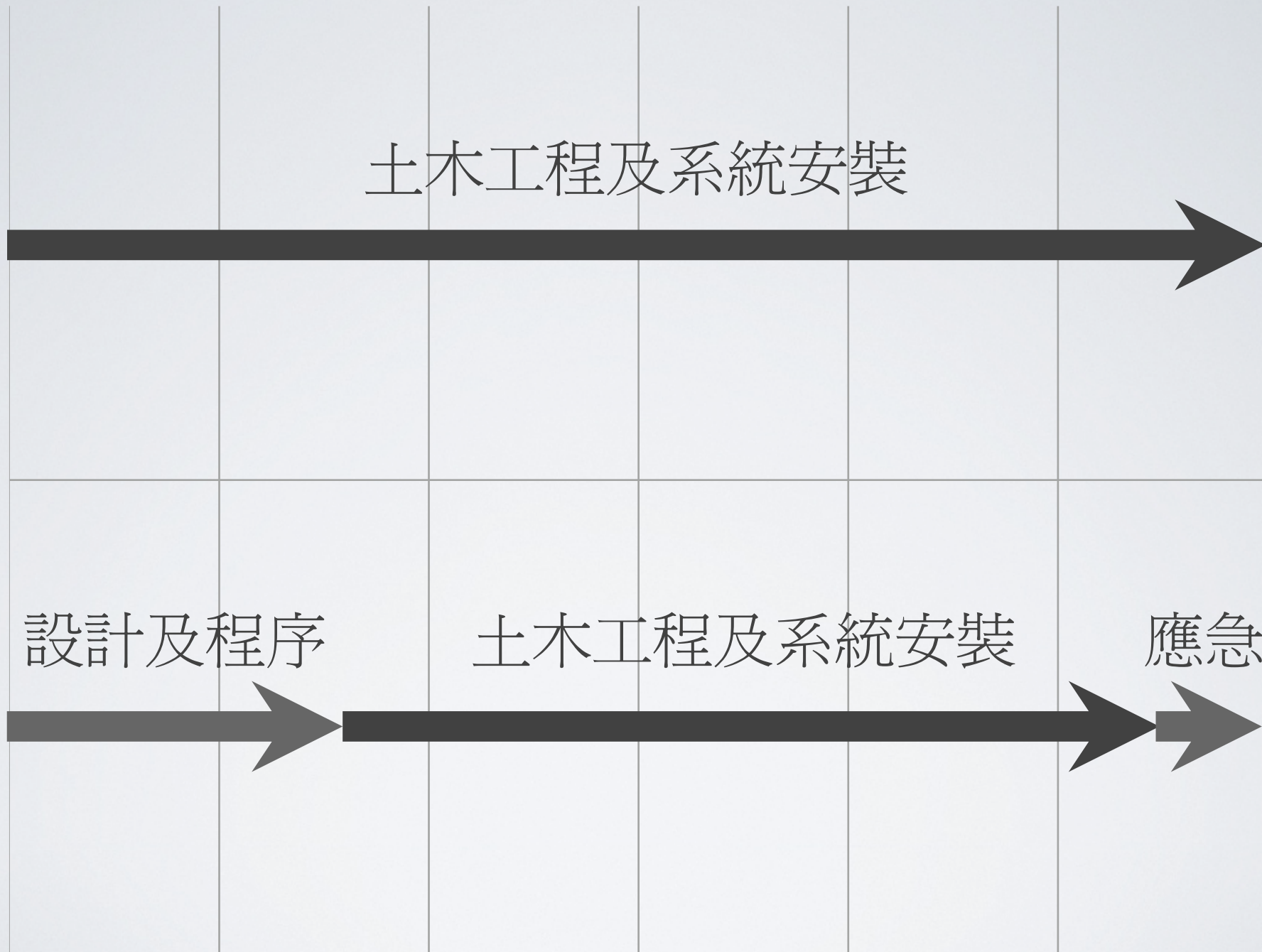
土木工程及系統安裝

新
方案

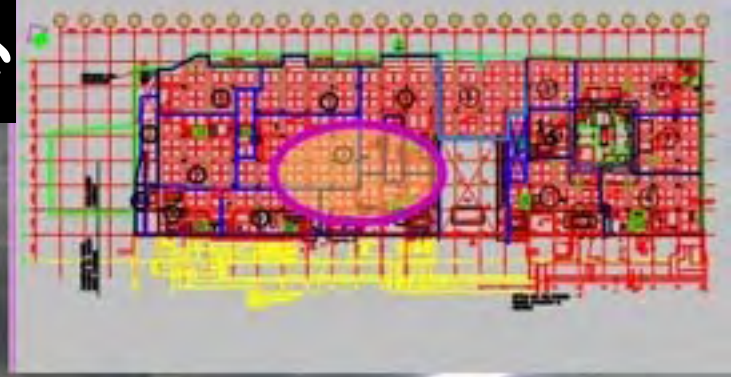
設計及程序

土木工程及系統安裝

應急

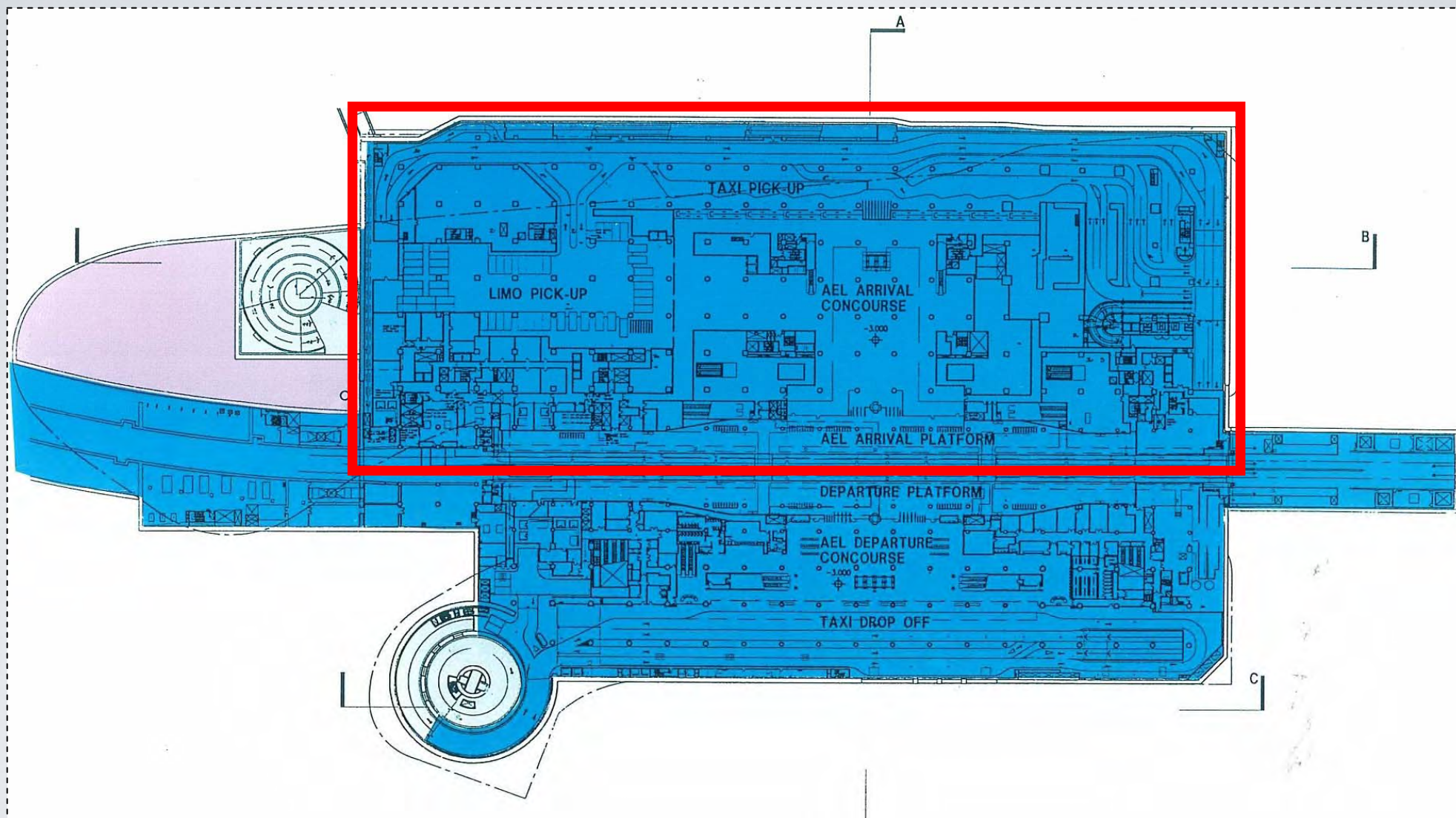


荒廢十一年的機鐵香港站月台



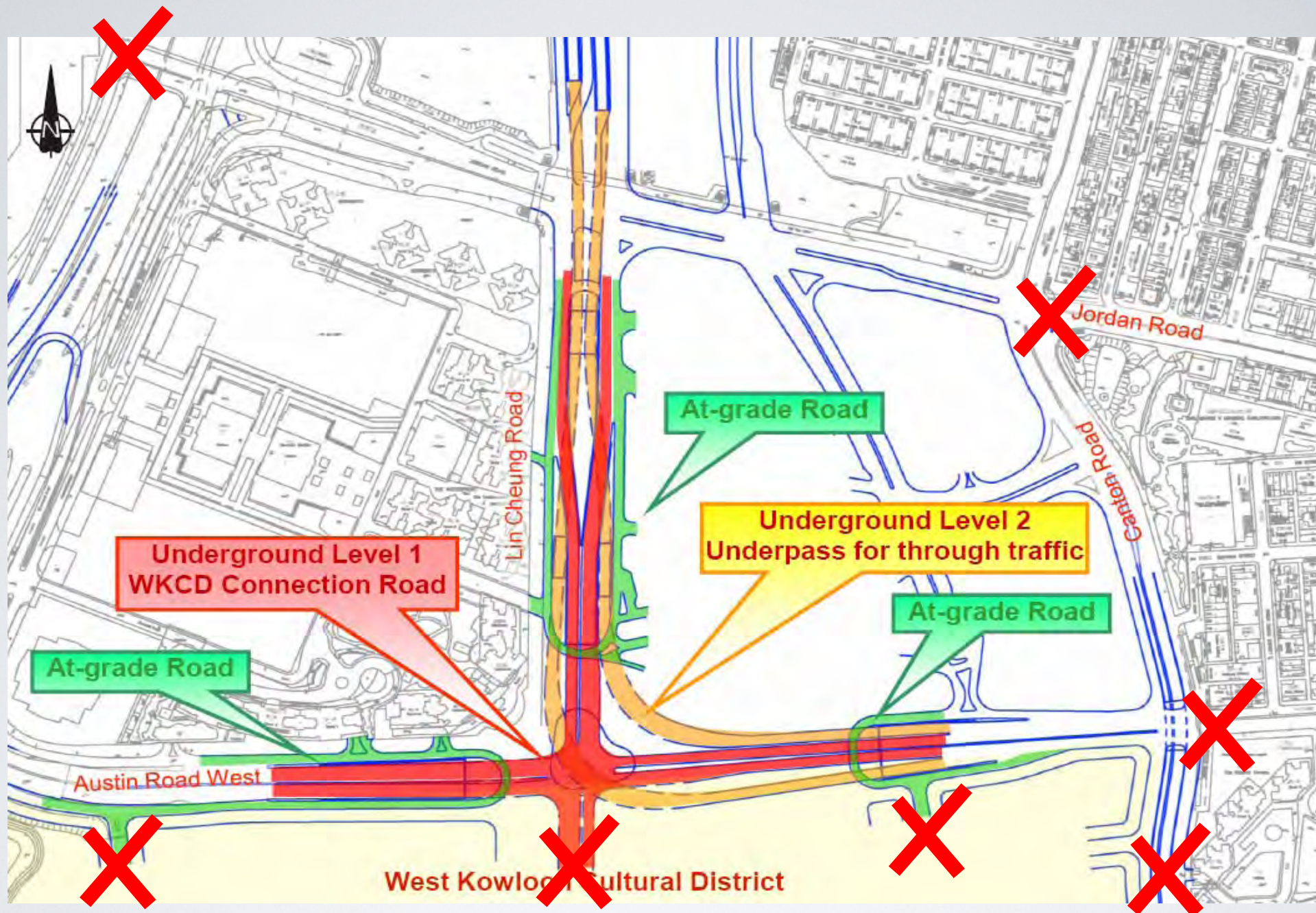
B2 slab

荒廢十一年的機鐵香港站月台



西九總站 = 西九黑洞



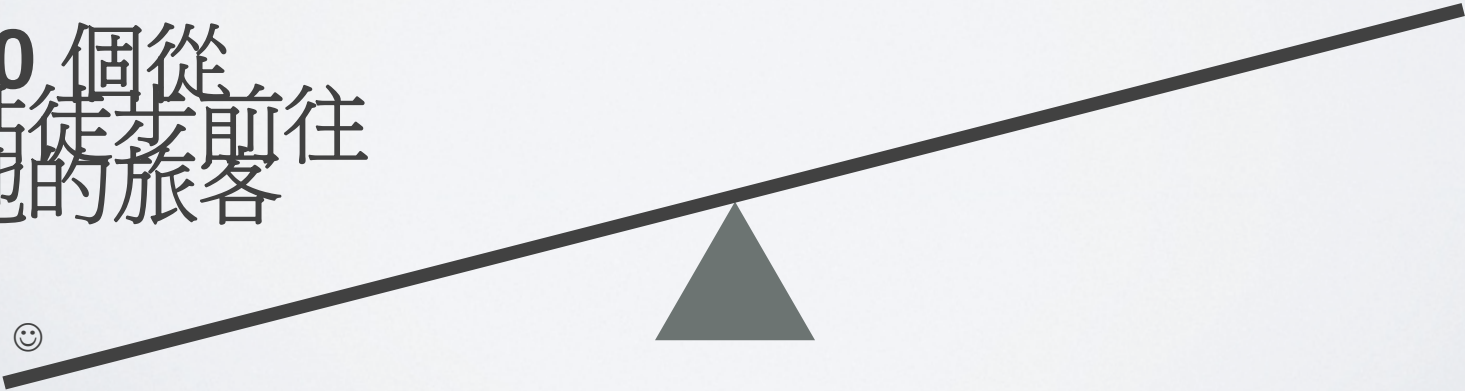


HK\$11.5bln road works just to get around the station.

議員的抉擇：遷就權貴還是惠及全民？



5,000 個從
西九總站徒步前往
目的地的旅客



誰會批准倒錢落鹹水海？

