

Appendix 2

Lists of Objectives used in RDS2 for Formulation and Comparison of Railway Development Options

Objectives used for formulating railway network expansion options :

Sustainability	<ul style="list-style-type: none">• maximize rail share of travel in the HKSAR and Cross Boundary• minimize the adverse impacts of transport and travel on the physical environment• minimize the depletion of scarce resources – fuel, land
Development	<ul style="list-style-type: none">• integration of transport and land use planning• facilitate urban renewal, in particular in<ul style="list-style-type: none">– Central Kowloon– Western District– Wanchai• facilitate new development areas, in particular in<ul style="list-style-type: none">– South East Kowloon– NENT– NWNT– Lantau– South Hong Kong Island– Tseung Kwan O Intensification• facilitate the housing programme by enhancing the scope for high density development and redevelopment
Cross Boundary	<ul style="list-style-type: none">• facilitate Cross Boundary travel for<ul style="list-style-type: none">– commuting– leisure– business– freightto adjacent Shenzhen and Pearl River Delta, and further into Mainland
Integration	<ul style="list-style-type: none">• form part of an integrated transport system for Hong Kong and Cross Boundary providing :<ul style="list-style-type: none">– hierarchy of transport links and services– convenient and seamless interchange– user-friendly system

Level of Service	<ul style="list-style-type: none"> • provide appropriate high quality metro, commuter, and inter-city services • provide adequate capacity to meet peak demands • charge affordable fares to the general public in order to offer an attractive choice compared with road-based travel
Economic	<ul style="list-style-type: none"> • provide a cost-effective railway system • generate maximum community benefits • offer affordable fares to avoid social exclusion • affordable investment for the community through Government or private sector
Financial	<ul style="list-style-type: none"> • to be self-financing • provide appropriate return to shareholders • generate sufficient returns to meet replacement and recurrent costs

Objectives used for comparing railway network expansion options :

Accessibility	<ul style="list-style-type: none"> • Accessibility by rail to employment and other activities
Development Potential	<ul style="list-style-type: none"> • Improved rail access to existing and planned areas of development; spare capacity for future growth
Level of Service	<ul style="list-style-type: none"> • Total rail ridership • Rail market share • Overloading of rail system • Interchange • Journey time
Engineering	<ul style="list-style-type: none"> • Impacts on/disruption to existing infrastructure and services; construction difficulties/risks
Planning	<ul style="list-style-type: none"> • Planning and property impacts
Environmental	<ul style="list-style-type: none"> • Environmental impacts • Rail market share • Reduction in road traffic
Value for Money	<ul style="list-style-type: none"> • Economic and financial viability
Phasing	<ul style="list-style-type: none"> • Dependency on programmes for other lines and infrastructure