

Further comments Bill Barron

Further to my previous submission on the proposed Tamar development (Dec. 17, 2005) to would like to add two points.

(1) what plans has government to move employees and contractors into the Government headquarters?

The 342,879 square meter space it plans to build on Tamar is adequate for some 17,000 persons. This is 4 to 5 times the 3,000 to 4,000 who now work in the Central Government Offices.

This would appear to an (unannounced) massive relocation of government workers into Central/Wan Chai from elsewhere in the territory.

Is such a policy acceptable in light of the traffic congestion, pollution noise and higher waterfront density it will bring?

(2) In what respects has government made allowances for the North Island Line (NIL) (as described in Rail Development 2000) in the design of the reclamation and related works?

If such work is to be carried out without regard to the NIL, design decisions made today may well preclude ever building the NIL in a cost-effective manner.

Yet without far more rail capacity along the northshore of Hong Kong Island a road dominated transport system will be almost impossible to undo.

It is at this level of ensuring that decisions made today do not preclude important rail options in the future that government's *true* commitment to a rail led transport system may be judged.