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Panel on Planning, Lands and Works

Subcommittee to Review the Planning for the Central Waterfront

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Summary Report of the Expert Panel on Sustainable Transport Planning and Central-Wan Chai Bypass (CWB)

Ir Prof. William H.K. Lam
Chairman of the Expert Panel

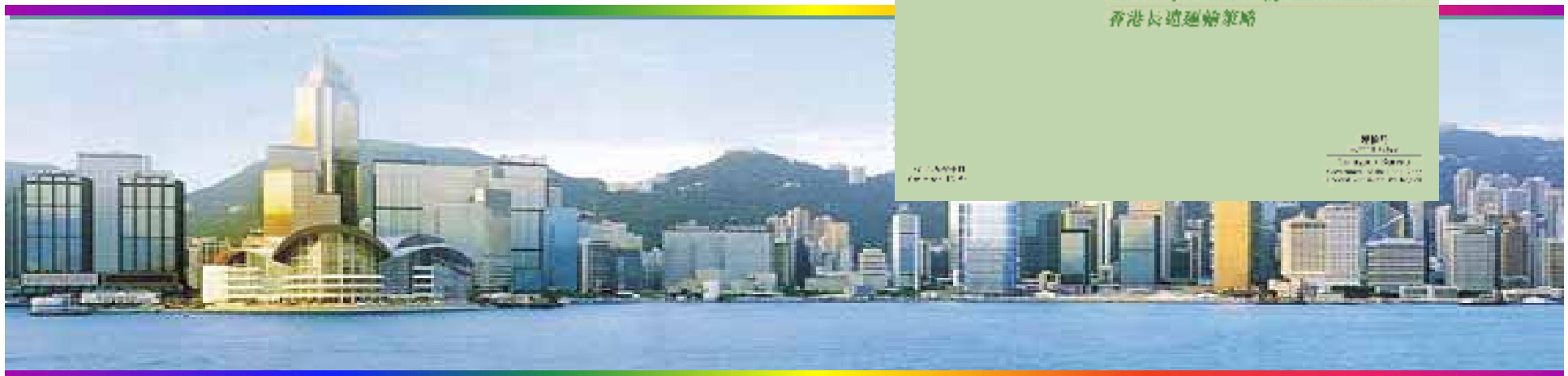
Terms of Reference of the Expert Panel:

- would be to review and make recommendations on the sustainable transport planning for the northern shore of the Hong Kong Island, including the necessity of CWB.

Hong Kong Moving Ahead: A Transport Strategy for the Future 1999

Policy Objective

“ To provide a *safe, efficient and reliable* transport system to meet the *economic, social and recreational needs* of Hong Kong in an *environmentally acceptable manner.* ”



Sustainable Transport Planning

Sustainable Transportation:

*to meet our social,
economic and
environmental goals
for today and
tomorrow;*

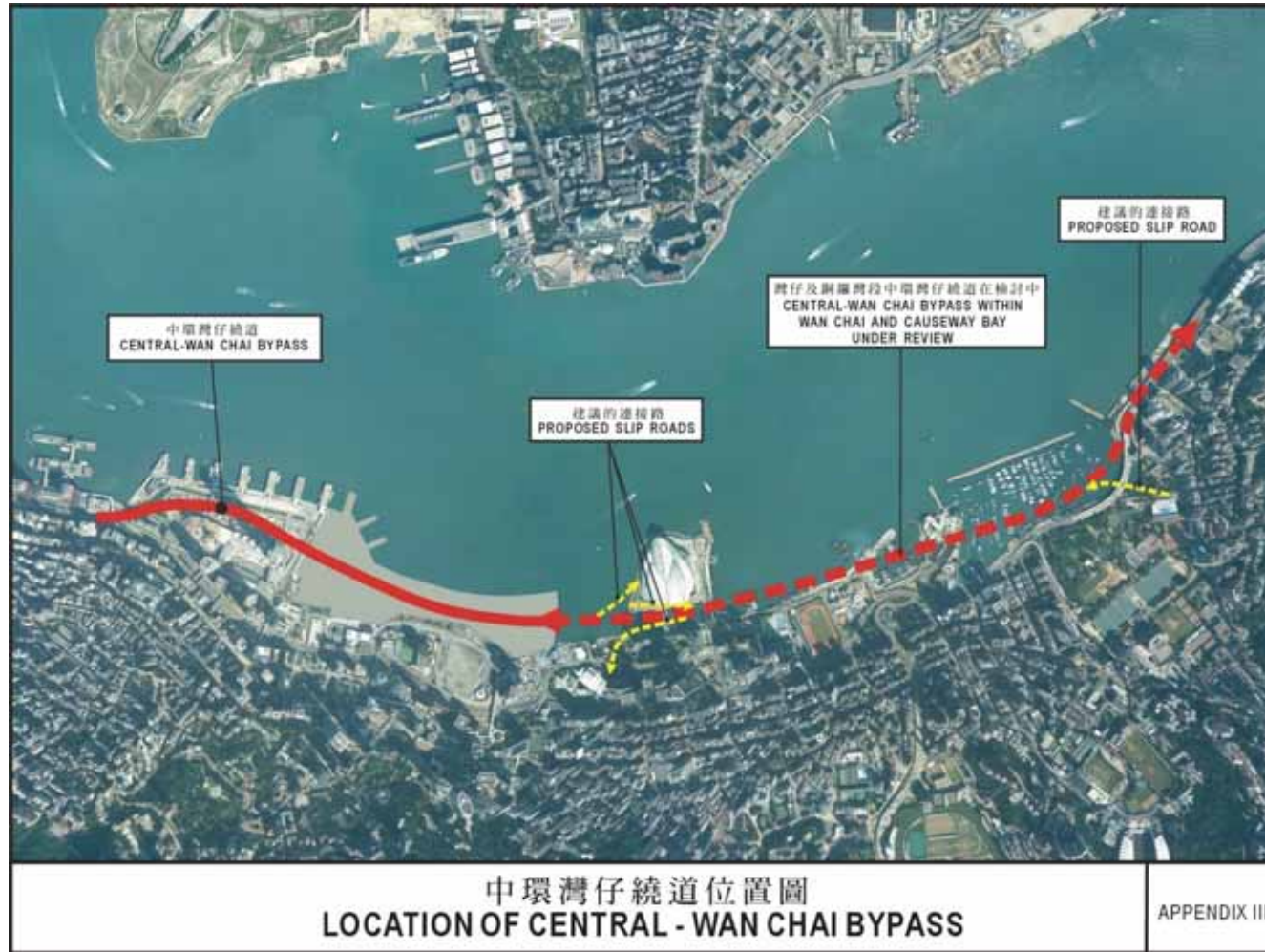
*to manage travel demand
and to provide
adequate transport
facilities in a timely
manner.*



Key Issues in Sustainable Transport Planning:

1. *Integrated land use and transport*
2. *Consideration of environmental, economic and social factors and their interaction*
3. *Multi-modal and Multi-faceted approach*
4. *Use of appropriate means or technology*
5. *Balance of demand and supply*
6. *Efficient use of existing infrastructure*

The Need for the Central – Wan Chai Bypass



Recommendations

Short-term Measures

(1) Transportation Management Measures

such as loading/unloading restrictions, junction improvement, public transport route rationalization, etc.,

(2) Tunnel Toll Adjustment

revamping the tolling arrangements of the three tunnels traversing the Victoria Harbour as a mitigating measure prior to the opening of the CWB.

(3) Managing Development Programme

in order not to aggravate the congestion problem in the Corridor before the Bypass opens.

(4) Pedestrian Access to the Waterfront

should also be provided in the interim.

Recommendations

Medium-term Measures

(1) *Enhancing the Multi-modal Transport Network*

- **supports** the construction of the CWB to improve the reliability of the road network and to make use of the opportunities for enhancing multi-modal public transportation in the Corridor;
- **supports** the provision of slip roads to magnify the benefits of the CWB.

(2) *Environmental and Social Concerns*

Government should properly address the visual and environmental impacts and social concerns arising from the construction of the CWB.

(3) *Road P2*

The Panel suggests that Government review the scale of P2 to match the gradual land development programme.

(4) *Road Pricing*

recommends to undertake a detailed assessment of the viability of alternative pricing schemes (electronic or otherwise), their relative effectiveness and social acceptability.

(5) *The Complementariness of Road Pricing and the Bypass*

Recommendations

Long-term Measures

(1) **Holistic Approach towards Transport/Land Use Planning**

recommends to fortify this integration, placing due emphasis on the limitation of excessive transport infrastructural development in heavily congested areas.

(2) **An Area-wide Pedestrian Network to the Harbour-front**

(3) **Incident Management Capability**

recommends to strengthen the management of traffic incidents along the Corridor to augment the reliability of the expanded road network.

(4) **The Maintenance of Reserve Capacities**

recommends that Government review reserve capacities in the transport infrastructure to better the safety margin. It should be taken as a signal for stemming land use development.

(5) **Sustainable Transportation**

recommends that Government review and adopt best practices in sustainable transportation for Hong Kong.

Conclusions:

- When making a decision for the Central Waterfront and the Tamar development project, **integration of land use and transport development** should be considered within a **comprehensive impact assessment**.
- **Spatial and temporal analyses** are timely and significant to understanding the sustainability of urban development.

Conclusions



**Urban Development is
not
just a technical problem,**

It may not be an infrastructure problem,

It is not even a financial problem,

Most often, it is a political problem:

**How to balance the interests of
different groups of people?**

-The End-

Thank you



Q and A