

Hong Kong, November 24, 2006

Chairman and Members
The Legislative Council
Legislative Council Building
8 Jackson Road
Central, Hong Kong
(Fax: 2869 6794 / Email: cshiu@legco.gov.hk)

Re: CB(1)296/06-07(04) Paper by the Environment, Transport and Works
Bureau on the Central Kowloon Route

Honorable Chair and Members,

The captioned paper states that 'in order to cope with the changes in the scheme for Kai Tak Development ... A dual three-lane has been adopted' for the Central Kowloon Route (up from a dual-two lane).

Three questions ought to be asked from the Government:

1. The value of Victoria Harbour's waterfront is impaired by road infrastructure. Kai Tak is unique as it provides 7.5km of waterfront without roads. What are the wider economic and social costs of adding large road networks along this scarce public resource?
2. If the Cruise Terminal and Hotel developments planned for the Kai Tak runway are moved to West Kowloon/Tsimshatsui would we need this investment in additional road capacity? Given the available road and rail links (incl to the airport, other parts of the territory as well as China), what would be the wider economic and social benefits of such change?
3. Comprehensive Transport Study 3 states that rail is to be the backbone of Hong Kong's transport infrastructure. What rail based solutions will be considered, and when, to cope with the additional demand between east and west Kowloon? Why is only funding sought for additional road capacity?

Herewith we so submit for your consideration.

Yours sincerely

Paul Zimmerman
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