

Hon Miriam LAU Kin-ye, GBS, JP Hong Kong, 14 May 2009
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Subcommittee on matters related to Railways
Panel on Transport
Legislative Council
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Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link

MINIMIZE OVERAL JOURNEY TIME

To evaluate the quality of the captioned project, it is important to consider how the AVERAGE OVERALL JOURNEY TIME between Hong Kong and Guangzhou is minimized, time including the time required to get to the station and to board the train taking into account where passengers reside in Hong Kong. In this respect we raise two concerns:

1. The addition of a station in the NT, and possibly on Hong Kong Island, may increase the journey time for the train, however, it will reduce the average overall journey time for residents and visitors. This will also reduce the number of trips using road based transport, reducing the demand for road capacity.
2. There is a need to reduce the distances between the different modes of transport in West Kowloon. Currently the existing and planned PTIs, PTTs, bus stops, Public Ferry Piers and other rail stations are spread out over a large area resulting in long transfer times and inconvenient transfers for passengers.

URBAN NOT TRANSPORT PLANNERS MUST CONTROL THE KOWLOON WEST PLANS

The urban plan for Kowloon West reclamation has so far been governed by transport planners, which has resulted in a fragmented urban environment. With the appointment of three world-class planning and architecture firms for the West Kowloon Cultural District who will prepare plans for the district as well as the interfaces with adjoining areas and transport we have an unique opportunity. We urge Government to synchronize finalizing the plans for the roads, rail, stations, PTIs, bus stops, and other transport services and infrastructure in Kowloon West with the WKCD proposals, even where this may require changes to outline zoning plans or existing transport plans.

Herewith we so submit for your consideration.

Yours sincerely,



Paul Zimmerman
Founding Member