

(Translation)

**Motion on
“Formulating a development strategy
for a low-carbon traffic and transport system”
moved by Ir Dr Hon Raymond HO Chung-tai
at the Legislative Council meeting
of Wednesday, 1 June 2011**

**Motion as amended by Hon KAM Nai-wai, Hon Tommy CHEUNG Yu-yan,
Hon IP Wai-ming and Hon CHAN Hak-kan**

That, given that traffic and transport, which accounts for 18% of Hong Kong’s total greenhouse gas emissions, is the second largest emission source, but the Government has all along not adopted any decisive, effective and focused measures in this connection, this Council urges the Government to formulate a development strategy for a low-carbon traffic and transport system as soon as possible, so as to fully implement the sustainable development principle, and when formulating the strategy concerned, the relevant authorities should proactively consider the various development objectives, including the following:

- (a) to integrate land use planning with planning on transport facilities;
- (b) to give priority to developing railway networks and expedite the expansion of the existing railway networks;
- (c) to install additional ancillary interchange facilities at the stations along the railway lines; to proactively study the provision of private car parking spaces for establishing ‘Park and Ride’ points at the stations along the various cross-harbour MTR lines, so as to encourage people to park their cars at such stations and change to travel on public transport to cross the harbour, thereby alleviating the burden on the traffic flow of the various tunnels;
- (d) to promote green modes of traffic and transport as well as application of related techniques;
- (e) on the premise of not exerting pressure on passengers’ affordability, to implement the use of zero-emission buses in Hong Kong; to urge bus companies to expand and increase the provision of interchange concessions and services which appeal to passengers, and expedite the reorganization and perfect the arrangement of bus routes, so as to avoid the overlapping of bus routes, relieve traffic congestion and reduce air pollution;

- (f) to strengthen co-operation with the Pearl River Delta Region to promote green transport systems;
- (g) to proactively develop pedestrian facilities and pedestrian precincts;
- (h) to promote a healthy lifestyle and encourage people to travel on foot or by bicycle between destinations which are within appropriate distance;
- (i) focusing on the situation where the Government has all along not attached any importance to the roles and functions of travelling on foot and cycling in the traffic and transport system of Hong Kong, to include travelling on foot and cycling in the formulation and planning of its overall transport policy, so as to truly foster the development of a low-carbon traffic and transport system, while at the same time proactively develop and improve the footbridge and subway networks in the districts, as well as install covers, escalators and lifts along district pedestrian walkways to minimize conflicts between pedestrians and vehicular traffic;
- (j) focusing on the Government's stance that cycling is only a form of recreational activity, to formulate a long-term cycling policy and perfect bicycle management facilities (such as cycle parks) and their operation in the various districts;
- (k) by way of financial subsidy or franchise extension, to push ahead the early phasing out and replacement by bus companies of franchised buses with high emissions, and immediately install emission reduction devices on all buses that have not been phased out or replaced; and
- (l) to increase the number, usage and types of electric vehicles; and also to perfect and strengthen complementary facilities to tie in with the introduction of electric vehicles;
- (m) to enhance the existing scheme for encouraging owners of Euro II diesel commercial vehicles to phase out their old vehicles, including enhancing the mode of subsidization, and include Pre-Euro and Euro I vehicles into the scheme, as well as allow those vehicle owners who only write off their old vehicles to also receive subsidies under the scheme, etc.; and
- (n) to re-launch and enhance the Scrapping Incentive Scheme, so as to expedite the phasing out of old private cars;
- (o) to expeditiously expand extensively electric vehicle charging facilities throughout Hong Kong;

- (p) to draw up a replacement timetable for the use of zero-emission buses in Hong Kong, and at the same time assist the public transport industry in introducing hybrid or electric minibuses and taxis as replacement;
- (q) to balance the sustainable development of other modes of public transport such as franchised buses, public light buses and taxis, etc., so as to avoid relying too much on one single mode of transport, causing transport domination by the railway corporation;
- (r) to increase the number of interchange fare concession schemes, and encourage the railway corporation to provide more fare concession schemes and monthly ticket schemes to attract members of the public to use;
- (s) to fully consult the public transport industry and members of local communities before commencing the relevant railway networks projects; and
- (t) to develop a territory-wide network of cycle tracks, perfect the relevant feeder transport services and ancillary facilities, and strengthen road safety education for cyclists, so as to progressively upgrade cycling from leisure and recreational use at present to a formal mode of transport;
- (u) to consider setting up a public transport fare stabilization fund to make fare levels affordable to people, with a view to encouraging people to travel on the low-carbon mass transit system more frequently;
- (v) to perfect and provide additional bicycle parking spaces at the stations along the railway lines;
- (w) to construct light rail transit systems to connect the Kai Tak New Development Area and its nearby places as well as the new development areas of Fanling North, Kwu Tung North and Ping Che respectively;
- (x) to install a travelator between Leighton Road and Wong Nai Chung Road in Happy Valley, and set up pedestrian precincts at certain exits of Tai Wai MTR Station, etc.; and
- (y) to construct cross-district jogging trails as well as expand and perfect existing networks of cycle tracks, for example, constructing a cycle track at the Kowloon Bay Park Cycling Ground to connect the Kai Tak New Development Area, etc..