

To: Panel T <panel_t@legco.gov.hk>
From: Designing Hong Kong <info@designinghongkong.com>
Date: 03/03/2016 05:30AM
Subject: Electronic Road Pricing in Central - What is your view? 中環電子道路收費

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The government is consulting the public on its proposed pilot scheme for electronic road pricing in Central. (Click here for the public engagement document).

The deadline for comments is 18 March 2016.

Do you support the proposal? Object? Any views on the details? You can write to Government directly, or use the survey form on our website (click here). We will consolidate and report the responses to the government.

In the meantime, please find our CEO Paul Zimmerman's personal view as published in Southside magazine (click here)– in short Paul proposes there is no charging for the use of Connaught/Gloucester Road Corridor, but for the use of the inner areas only.

Let us know your views.

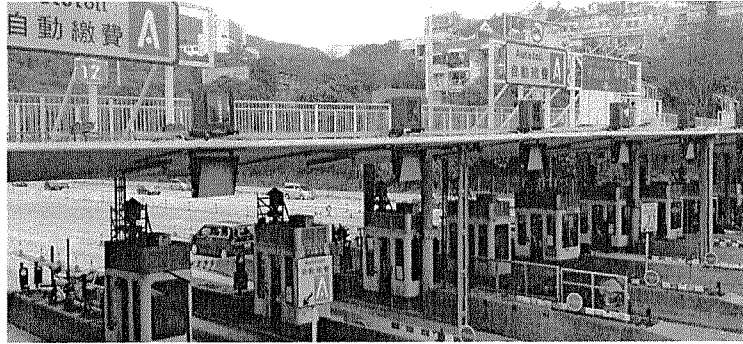
我們的行政總裁司馬文早前於Southside雜誌的專欄發表了他的個人意見。簡單而言，他建議干諾道及告士打道不設收費，收費區應設於中環的內街。

歡迎大家發表意見。

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scheme for electronic road pricing.



Current traffic management methods include toll booths, such as those at the Aberdeen Tunnel.

The Government is preparing a pilot Electronic Road Pricing (ERP) scheme. The plan is to start with a small area between Rumsey Street, Caine Road and Admiralty. The public is invited to provide input and respond to 13 specific questions online. The consultation ends on March 18.


I'm in favour of adding tools for managing traffic and encouraging the use of public transport. However, the ERP system should be designed to deal with the real problem: the increasing density of development in older urban areas is attracting more cars. The resulting traffic cannot be absorbed by limited road networks, leading to queues which block main roads.

The ERP pilot scheme on Hong Kong Island should therefore cover the older area from Sheung Wan to Causeway Bay south of the Gloucester/Connaught Road corridor. Drivers should be charged for time spent on small roads. The Aberdeen Tunnel Road, Gloucester Road and the future Central Wanchai Bypass should not be charged. North of the corridor, we need new parking facilities as a complementary measure, and all revenues should be spent on improving the elevated and street level pedestrian networks. This would help to create a high quality "park'n walk" environment in Causeway Bay, Wan Chai, Central and Sheung Wan.

ERP risks disenfranchising

lower income segments of the community in favour of those who can afford to pay. Although it is expected that bus passengers will benefit from reduced congestion, it is critical that we also accelerate new rail lines, especially the Northern Island Line (a parallel rail from Central to North Point) and the South Island Line (West) connecting Aberdeen, Wah Fu, Cyberport and Queen Mary with HKU station.

Finally, the chosen technology should allow ERP to be scaled up for the entire territory, including the tunnels and border crossings. Our closed road system will be quickly opened up to the mainland. Vehicular trips across the boundary will rise from 50,000 to 220,000 per day once new crossings such as the bridges to Macao and Zhuhai are completed. This will introduce new demand for our already congested road network. The charging system should differentiate between visitors – both private vehicles and tour coaches – and local residents entering urban areas.

Have your say at www.erphk.hk 



Paul Zimmerman is the CEO of Designing Hong Kong, a Southern District Councillor and the co-convenor of Save Our Country Parks alliance.