

**Written Submission to LegCo EA Panel Meeting on
Sustainable Transport Policy Scheduled for 15 January 1999**

1. As rightly pointed out in paragraph 5 of the Third Comprehensive Transport Study: Consultation Document (the Consultation Document) issued by the Transport Bureau in June 1998, "many of our current road and rail projects are designed to relieve congestion and to extend transport links to major population centres", this is exactly the problem. What I would suggest is that the whole of HKSAR should be taken together and planning for arteries of traffic should be drawn up covering from the extreme East to the extreme West and from the extreme South to the extreme North and vice versa. The arteries could take the form of railways or super-highways. These would enable a smooth traffic flow to take place for all areas. Supplemental and secondary routes could be constructed to ensure that all areas could be served. Of course, railways would be preferred because of obvious reasons.
2. Indeed the existing MTR and KCR are very efficient per se. However, when more mass transit systems are being built, linkage of these various systems should be considered. West Rail, Tseung Kwan O Extension and Ma On Shan to Tai Wai line are mentioned. If one looks at the heavy pedestrian traffic at the interchange of MTR and KCR at Kowloon Tong Station, one should know how important it is for linkages to be built for the convenience of the community.
3. Cross-Border Traffic

The frequency as well as the actual number of people going into China is increasing rapidly every year. Any review on the Transport Policy not taking this situation into consideration would be incomplete.
4. Private Vehicles

The statement in paragraph 30 of the Consultation Document states that "we must therefore restrain the growth in the number and manage the use of private vehicles by fiscal and non-fiscal means". I would caution that though public transport may offer an alternative, the comfort level is quite low. As the ultimate aim of having a Sustainable Development is to continue improving on the quality of life, this may be a step backward if we introduce fiscal and non-fiscal means to control the growth of private vehicles.

5. Freight Transport

Reference is made to the point on paragraph 31 of the Consultation Document that "it would be inappropriate to restrain their growth on their use of roads". However, I believe that trying to restrain them from using the roads during certain peak hours of the day would provide some relief to the pressure on the road network.

6. Others

On a more micro-level, more public car parking facilities should be provided. Equally important but so far none has been provided are car- waiting facilities. In more busy districts such as Central, Tsim Sha Tsui and Causeway Bay districts, taxis and private cars keep running on the road waiting to pick up passengers. If car waiting facilities are provided, taxis and cars can wait causing less traffic congestions.

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