

11<sup>th</sup> June 2010

Ms. Eva Cheng, JP  
Secretary for Transport and Housing  
Transport and Housing Bureau  
16/F, Murray Building,  
Garden Road,  
Central,  
Hong Kong

Dear Secretary,

### Transport Planning in Hong Kong

Government has undertaken three Comprehensive Transport Studies since the mid-1970's. CTS 2 was followed by the 1990 White Paper on Transport Policy. CTS 3 was followed in 2000 by the policy document "Hong Kong Moving Ahead" which focused on:

- Better integration of transport and land use planning
- Better use of railways as the back-bone of our passenger transport system
- Better public transport services and facilities
- Better use of advanced technologies in transport management
- Better environmental protection

We understand that there are no plans for a further Comprehensive Transport Study. Instead, there is a regular Strategic Highway Project Review and the various public transport modes are subject to review from time to time, for example by the Transport Advisory Committee (Taxis in 2008 and Non-franchised Buses in 2004). Railways have been the subject of separate studies, the latest being the 2000 Railway Development Strategy.

We have the following concerns about this fragmented approach to transport planning:

**Overview:** the CTS approach is flexible and responsive to changing community priorities. For example, CTS 3 gave greater emphasis to environmental concerns and in 2010 the community has higher aspirations for pedestrianisation and also for cycling – or towards more people-centred planning. The CTS approach provides a coherent framework within which detailed planning and implementation of infrastructure and public transport can take place. It further provides for regular reviews of progress against the targets set.

#### (1) Better integration of transport and land use planning:

- (a) There is no ongoing review of the effectiveness of steps taken for better integration of transport and land use planning.

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**(b) On transport infrastructure:**

- i. the Strategic Highway Project Reviews focus solely on highways, but other infrastructure aspects should also be reviewed at the strategic level from time to time, for example pedestrian and cycling networks.
- ii. In particular, there is a pressing need to review and set standards for strategic pedestrian links. One example to illustrate the need is the north of Hong Kong Island, where it is extremely difficult to walk from Central to Causeway Bay, and there are also increasing calls for pedestrian access to and walkways along the waterfront. A comprehensive review would identify a programme of pedestrian links to be implemented in much the same way as the highways programmes which emerged from the CTS studies.
- iii. The regular Strategic Highway Reviews are not readily available to the public.

**(c) On cross-boundary traffic,** much is happening with the development of new infrastructure, but there is no readily accessible strategic review of cross boundary links, nor of the implications of increased traffic flow into Hong Kong from the Mainland, and our plans to deal with those implications.

**(2) Better use of railways as the back-bone of our passenger transport system:** much has happened since the 2000 Railway Development Strategy paper. There is no readily accessible overall review of progress since then, nor of the strategy going forward.

**(3) Better public transport services and facilities:**

- (a) There is no readily accessible comprehensive statement on current policy on the various public transport modes – the last such statement was set out in the 1990 White Paper, copy of which is not readily available to the public.
- (b) Our public transport services face significant challenges from rising fuel prices (particularly for oil-based transport) and environmental issues. There is no readily available review of how the transport trades and we as a community should face these challenges.

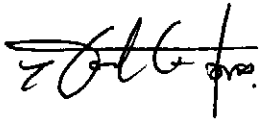
**(4) Better use of advanced technologies in transport management:** community expectations have changed dramatically since 2000 on the use of advanced technologies in transport management. Some good progress has been made, but there is no readily available review of progress since “Hong Kong Moving Ahead”, nor strategic review of the way forward.

**(5) Better environmental protection:** community expectations have also changed dramatically in this area, including on air, noise and even heat. Again there is no readily available review of progress since “Hong Kong Moving Ahead”, nor strategic review of the way forward. This in part links to point (3) (b) above.

We understand that the issues are complex and far-reaching, but are greatly concerned at the lack of transparency in reviewing overall progress on the matters covered in the earlier CTS studies, and the absence of strategic vision for the future.

We would be grateful for your response to our concerns, and to learn of any plans you may have to address them.

Yours sincerely



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