

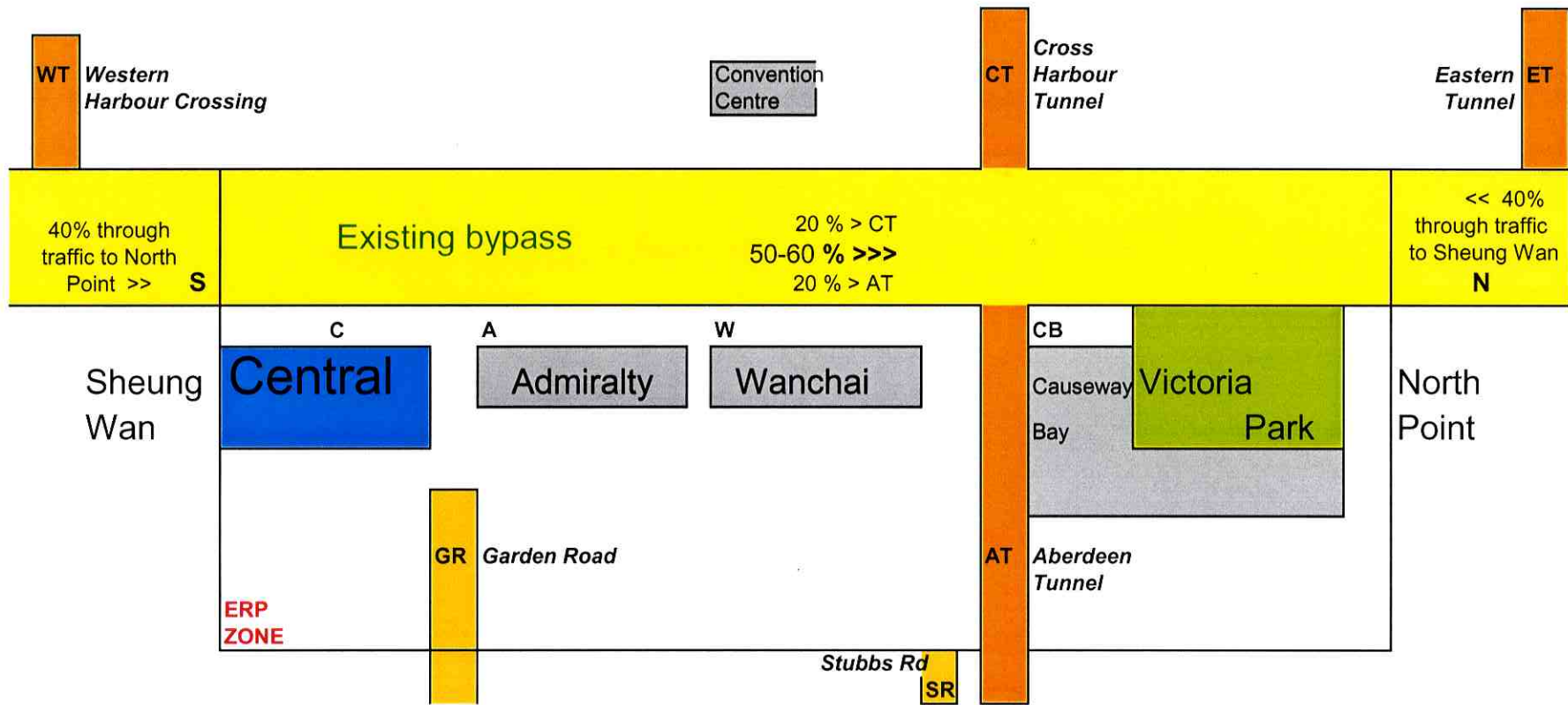
Submission from Clear the Air

Submission includes

- Simplified traffic map
- Protection of the Harbour Ordinance and the ERP
- Graph of Central morning peak traffic distribution
- Graph of evening peak Cross Harbour traffic distribution

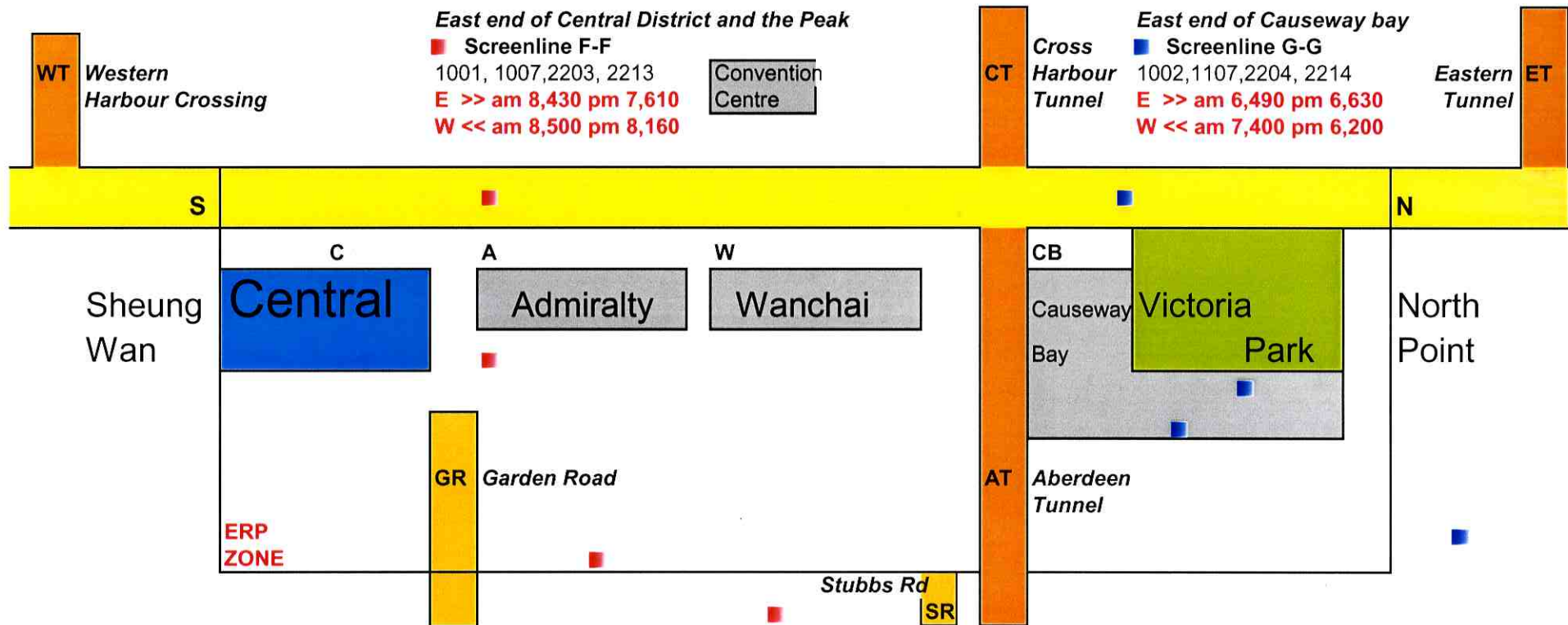
23 August 2005

Traffic patterns - taxis and private cars Hong Kong 2004 - Origin and Destination



Feeder roads		Destinations (and points beyond)	
WT	Western Harbour Tunnel	C	Central
CT	Central Harbour Crossing	A	Admiralty
ET	Eastern Harbour Tunnel	W	Wanchai
AT	Aberdeen Tunnel	CB	Causeway Bay
GR	Garden Road	S	Sheung Wan
SR	Stubbs Road	N	North Point

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To comply with the
Harbour Protection Ordinance

Implement
Electronic Road Pricing

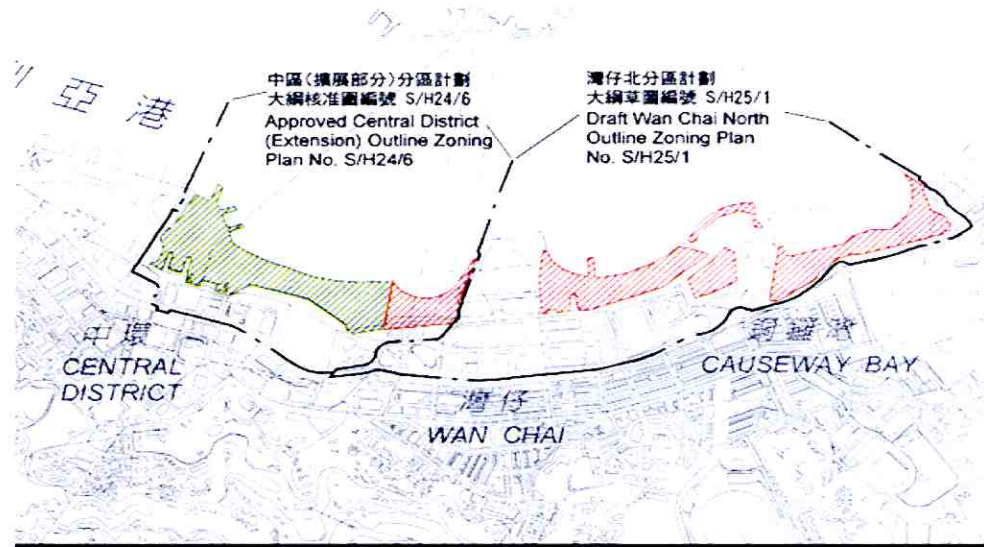
First



Clear the Air

- Who are we? Funded by member dues.
- Since 1998 we have advocated ERP and the real conclusions of the Feasibility Study
- Now with the HPO – you must protect the Harbour – so it is unlawful to build the bypass with implementing ERP first.

Two Zones



Agenda

1. What are we asking for
2. How do you make a decision
3. Finances
4. Cogent and Convincing Evidence
5. Public Support
6. Tram – nice harbour-front
7. HPO and our request

How to make a decision?

Technical Circular NO. 01 / 04

1. Should demand management measures be used instead of reclaiming the harbour to provide land for developing new facility?
2. Can a change in policy effectively resolve the problem?
3. Is there an alternative mode of operation/system that can achieve or substantially achieve the same objectives of the proposed reclamation?
4. Can the existing facilities be improved or better utilized to reduce or postpone the need to provide the new facility on reclamation?

We have a “Bypass”

Can it be better utilized ?

*One lane - 33% of the road space – carries
40% of the traffic*

TC question 4 – better utilized

MTR



Cross Harbour MTR is only at 50% capacity !!

They can run TWICE the number of trains

TC question 4 – better utilized

Finances

Harbour Protection saves \$



- There is no contract penalty to remove the “Bypass” from existing CRIII contract – save \$1.3B
- No money committed for harbour near HKCEC

Finances

Costs / benefit analysis

- Physical Bypass
- Income - zero
- Cost \$10B
- ERP plus an “electronic” bypass
- Income \$1B per year
- Implementation Cost - 20% of the bypass

TC Question 2 – fiscal policy

Cogent and Convincing evidence

the ERP Feasibility study said ...

- 24% traffic congestion reduction
- No bypass needed
- Rich most likely to leave car at home

Mr. Jack Opiola – author of ERP Feasibility Study

TC 1 – Demand Management

Public support

Q: How do we ask people to pay to relieve traffic congestion ?

A: Value for money

- **Reduced traffic congestion**
- Reduce the car taxes ALF, FRT
- Discount for through traffic
- *the AA is in favour under the above two conditions*

• TC 2 - Policy

Public support

\$30 — *50% stay-and-pay*

- 40% public transportation (*London – 25%*)
- 10% shift time of travel (*London – 25%*)

- **London results**

- 15% less traffic = 30% less congestion

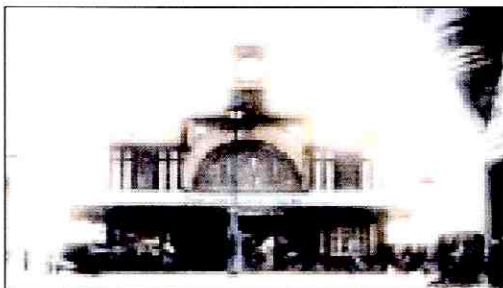
• TC 1 – Demand Management

Public Support for ERP

HEC survey– 70% of the people no objection to ERP in principle or no opinion

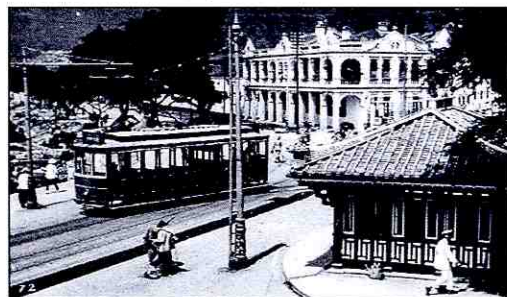
TC 1 – Demand Management

Star Ferry – Harbourfront Tram Our Past



Star Ferry Pier

www.starferry.com.hk/new/en/gallery/images/picture_garelyy.09.jpg



Harbourfront Tram

<http://www.tramz.com/tva/hk1.jpg>

A Pollution-free Harbourfront Tram Star Ferry - Convention Centre Causeway Bay



Future
Harbourfront Tram



Future Star Ferry Pier

Policy

- TPB does not set policy
- But if you are given a policy that contravenes the HPO you have a responsibility to inform the Chief-Executive in Council

Harbour Protection Ordinance

- **Overriding Public Need** – *half of the drivers are willing leave their cars at home*
- **Present need** – if ERP is not needed next year – no justification for the bypass either
- **Alternatives?** – ERP reduces traffic congestion by 24%

How to make a decision?

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Update ERP report

To get “cogent and convincing evidence”

1. Require the TD to **update** the ERP
2. To conform the HPO **the brief** must be for an ERP plan that **does not require any harbour reclamation.**
3. To ensure **transparency**, there must be an open tender that conforms to WTO rules –

Action item

- Recommend that **the Chief Executive in Council** refer the **Central (Extension) OZP** back to the **Town Planning Board** because the current plan is not in compliance with the **Harbour Protection Ordinance**
- Ammend the current draft **Wan Chai North OZP** to remove all reclamation based on land for the bypass.

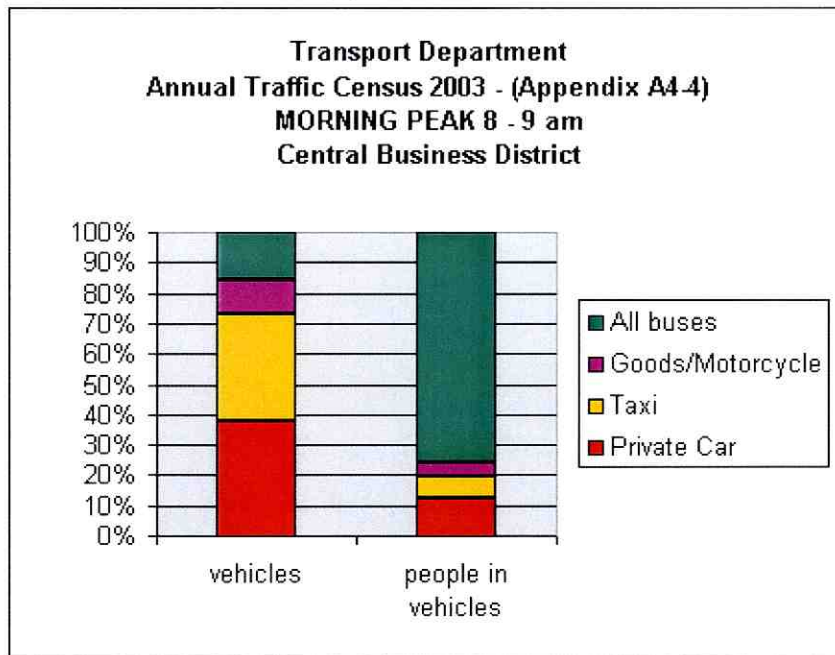
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Graph of Central morning peak traffic distribution



Graph of evening peak Cross Harbour traffic distribution

