

(Translation)

Council meeting of 18 November 2020

**Hon LUK Chung-hung's motion on
"Alleviating road traffic congestion"**

Motion as amended by Hon CHAN Han-pan

That, given the persistent growth in Hong Kong's population and continuous increase in economic activities, the pressure on traffic demands has continued to increase; Hong Kong has all along adopted the public transport policy of 'according priority to railway' to alleviate the problem of traffic congestion; yet, in recent years, the problem of road traffic congestion has remained serious, affecting people's daily commuting; in fact, problems have existed in Hong Kong in terms of traffic network planning, transport infrastructure facilities, road design and public transport management, thus resulting in increasingly serious road traffic congestion; in this connection, this Council urges the Government to expeditiously and comprehensively review public transport planning and policies to alleviate the problem of road traffic congestion; specific measures include:

- (1) progressively relocating important business development areas to other districts when undertaking urban design and planning, and taking the lead to move government departments out of core business districts, so as to divert vehicular flows;
- (2) expeditiously launching the Fourth Comprehensive Transport Study to comprehensively examine the roles and positioning of various public transport services and make planning for the expansion of road infrastructure;
- (3) expeditiously implementing the various railway projects recommended in the Railway Development Strategy 2014 and making planning for future railway network as soon as possible, such as studying afresh the construction of the Tuen Mun to Tsuen Wan Link with the alignment extending to Sha Tin, and the East Kowloon Line, studying the development of a second North South Corridor (East Rail Line 2) and the Siu Sai Wan Extension, so as to alleviate traffic congestion in various districts;
- (4) increasing the supply of parking spaces for commercial vehicles and the public, including reviewing the ratio of the number of parking spaces to

the number of vehicles in accordance with the Hong Kong Planning Standards and Guidelines, identifying more pilot sites for the provision of smart car parks in new development and redevelopment projects under the principle of ‘single site, multiple uses’, and encouraging private developers and government departments to make good use of underground spaces of buildings for the provision of car parks; and at the same time, formulating measures to control the growth of private cars;

- (5) proposing more measures to reduce or waive public transport fares and offer public transport fare concessions, such as reducing or waiving the tolls of government tunnels and bridges on various public transport modes, introducing a monthly pass scheme for inter-modal interchange by the Government, lowering the current threshold for the non-means tested Public Transport Fare Subsidy Scheme and setting up a fare stabilization fund, so as to encourage more people to take public transport;
- (6) reviewing the Fare Adjustment Mechanism of the MTR Corporation Limited, including introducing a profit factor to better reflect the profit situations of the company, so as to determine a more reasonable railway fare level;
- (7) expeditiously reviewing the toll policy of government tunnels and bridges, including studying the introduction of standard tolls or suitable toll adjustment for the current three land tunnels, putting forward a toll plan to, without substantially raising the tolls for the Cross-Harbour Tunnel and Eastern Harbour Crossing, rationalize the traffic of the three road harbour crossings, so as to divert vehicular flows, and abolishing the tolls for the Lantau Link to alleviate traffic congestion arising from vehicles queuing up to make payment;
- (8) providing park-and-ride concessions for public car parks in major public transport interchanges, and encouraging privately operated car parks to offer similar concessions;
- (9) stepping up the application of big data and innovative technology, including the improvement of service information systems of the Government and various transport operators, the enhancement of the features of relevant application software and programmes to provide an integrated, real-time information on service schedules and operation conditions of public transport modes (including franchised buses and minibuses), the provision of real-time information on vacant government- or privately-operated parking spaces, full introduction of a

system to monitor black spots of illegal parking, and a feasibility study on introducing driver aid technology and the relevant legal framework, so as to relieve road traffic congestion;

- (10) proactively implementing the measure to accord priority in the use of roads to public transport modes, and designating more bus-only lanes during peak hours, so as to encourage the public to take public transport ; and
- (11) formulating a comprehensive bicycle-friendly policy to encourage the public to commute by bicycles so as to reduce the use of vehicles.