For discussion
on 15 December 2023

Legislative Council Panel on Transport
Initial Recommendations of the Traffic and Transport Strategy Study

Purpose

At the Legislative Council ("LegCo") Panel on Transport meeting held on 14 July 2023, the Government briefed Members on the progress of the Traffic and Transport Strategy Study ("TTSS") and solicited Members' views on four of the transport strategy recommendations. This paper aims to report to Members the initial recommendations of the TTSS, and seek Members' views.

Background

2. Traffic and transport are the lifeblood of a modern city, and are closely related to various aspects of our daily lives. In order to tie in with economic and social development and enhance Hong Kong's competitiveness, the Transport Department ("TD") commenced the TTSS in late 2021 to map out a long-term strategy blueprint for Hong Kong.

3. In the middle of this year, after consolidating the preliminary findings of the Travel Characteristics Survey 2022, the research findings of the topical studies under the TTSS, and recent development trends in the traffic and transport field, as well as the practical experience gained from the visits to the Mainland and overseas cities, we are of the opinion that Hong Kong's future transport strategy should be premised on the following three principles:

(1) upholding a public transport-oriented policy and adopting a people-centric approach to enhance passengers' travel experience;
(2) endeavouring to enhance cross-boundary transport services and facilities and improve the one-hour commuting network in the Guangdong-Hong Kong-Macao Greater Bay Area ("GBA"); and
(3) embracing advanced transport technologies and developing smart mobility.

4. Based on the above principles, we put forward four preliminary transport strategy recommendations, and presented them to Members in July this year. After collecting Members' views and taking into account the interim findings of various studies under the TTSS, the recommendations under the "Strategic Studies on Railways and Major Roads beyond 2030" and the latest developments such as the Northern Metropolis, we recommend that Hong Kong's future transport development should be guided by the vision of "Transforming Travel to People-centric, Efficient and Green Journeys Connecting Daily Lives". Simply put, on the basis of the existing well-established transport network and efficient public transport services, we aim to further tailor to the travel needs of passengers and enhance their overall experience in formulating future transport policies and planning transport infrastructure. In addition, in the light of technological advancements and the general trend of the public pursuing a low-carbon and healthy lifestyle, we will leverage advanced technologies to build a reliable, safe, smart, environmentally friendly and highly efficient transport system that fosters the sustainable development of Hong Kong.

5. Based on the above vision, we put forward nine transport strategy recommendations as the initial recommendations of the TTSS. These recommendations can be subsumed under three main strategies, namely "Enjoyable Journeys", "Well-connected City" and "Healthy Mobility", which are elaborated in the ensuing paragraphs.

Initial Recommendations

Strategy One: Enjoyable Journeys

6. As Hong Kong is a small and densely populated city with limited road space, the Government has all along been adopting a public transport-oriented policy. The services and efficiency of Hong Kong's public transport system have consistently ranked among the top in the world. Currently, about 90% of daily passenger trips are made via public transport. Among them, the capacious, efficient and convenient railway services serve as the backbone of the public transport system. Other public transport modes also serve different important roles in providing comprehensive and diversified services to the public. In order to enable people to enjoy more convenient, efficient and comfortable public transport services, we will seize opportunities brought by various new developments and technologies to strengthen the hardware and software facilities relating to public transport. This will elevate the public's travel experience and attract more private car users to switch to public transport. In this regard, the TTSS has put forward the following initial strategy recommendations:

Recommendation 1: Building a New Generation of Transport Interchange Hubs (TIHs)

7. Based on the concept of "single site, multiple use", we recommend building a new generation of TIHs at strategic locations, which will integrate various transport facilities and amenities in a one-stop manner. In the planning, designing and managing of TIHs, we would adopt a passenger-oriented principle with the aim to shape TIHs as nodes of the transport system. In addition to efficiently gathering and dispersing passengers, TIHs will integrate transport with the daily lives and various activities of the public, while driving the development of neighbouring areas and creating economic and living circles centred around them.

8. TIHs will tightly connect different modes of public transport, enhancing mobility and accessibility, and improving the overall journey experience of passengers. On that score, fostering seamless coordination and efficient transfers between various public transport modes and active transport modes (such as bicycles and electric mobility devices ("EMDs")) is an important design consideration. By improving the interchange facilities and environments for passengers, e.g. comfortable waiting areas, real-time information display panels, bicycle parking spaces, and EMD storage facilities, TIHs will provide greater convenience to public transport users. In addition, TIHs will provide park-and-ride facilities to help boost the usage of public transport and further reduce the number of private vehicles entering busy roads in the downtown. To enhance the overall journey experience for passengers, TIHs will feature people-centric ancillary amenities and services such as shopping and dining facilities. Under the above design concept, the overall transport efficiency, traffic capacity and convenience for passengers will be enhanced comprehensively.

9. We initially consider that establishing new generation TIHs in Hung Shui Kiu/Ha Tsuen New Development Area ("NDA") and on Kau Yi Chau Artificial Islands can bring noticeable benefits. The former will combine cross-boundary and local public transport services to expand the coverage of the one-hour commuting network between Hong Kong and Shenzhen, and at the same time link up with the transport networks in Shenzhen and other cities in the GBA, so as to enable Hong Kong to better integrate into the overall development of our country. The latter will significantly enhance the connectivity between the Harbour Metropolis and the Northern Metropolis, and reinforce Lantau's competitive edge as a "Double Gateway" in connecting the world and other cities in the GBA. Moreover, in a bid to complement the development of the Northern Metropolis, San Tin Technopole, and the two railways (i.e. Northern Link Eastern Extension, and Northeast New Territories Line) and one major road (i.e. Northern Metropolis Highway (New Territories North New Town Section)) announced in the Chief

Executive's 2023 Policy Address, we initially consider that the areas in the vicinity of San Tin/Lok Ma Chau, and New Territories North New Town offer potential for building TIHs, which enable these important NDAs adjacent to the Mainland to be equipped with convenient passenger interchange facilities to drive the development of the Northern Metropolis. Please refer to **Annex 1** for the proposed layout of the new generation TIHs.

10. Under the TTSS, the TD has been actively discussing with relevant Government bureaux/departments and organisations the reservation of land and rezoning of land use to establish TIHs, in order to reserve the required land and space early at the planning stage.

Recommendation 2: Exploring the Introduction of "On-demand Public Transport Mode"

11. The mode of public transport operation adopted in Hong Kong, with mostly fixed-schedule and fixed-route services (e.g. franchised buses and green minibus services), has been effective in meeting the travel needs of a large number of passengers during peak hours. However, during off-peak hours when passengers' travel times and locations are more scattered, there may be occasions when resources are not utilised in the most effective manner, e.g. double-deck buses carrying only a small number of passengers.

12. With a view to meeting the needs of passengers in a flexible manner and using resources more efficiently, we are exploring the introduction of an "On-demand Public Transport Mode" while planning basic public transport services. This operation mode will make use of technology to flexibly deploy vehicles of different passenger capacities within designated areas on a need basis, offering greater flexibility in scheduling and planning routes. Passengers can make trip requests via a mobile application, and based on the actual consolidated demand, the operator can flexibly dispatch vehicles of a suitable capacity during different time periods. The operator can also flexibly plan appropriate routes and schedules according to real-time traffic and road conditions and the pick-up and drop-off points of passengers, providing them with more convenient and personalised journeys. We believe that this new operation mode may lend itself to short intra-district feeder transport services, allowing passengers to travel conveniently to major TIHs and different locations within the district.

13. Considering that NDAs are more suitable for the systematic planning of infrastructure and ancillary facilities, we consider that we can capitalise on the opportunities presented by the NDAs to study the feasibility of introducing the "On-demand Public Transport Mode" in appropriate NDAs while planning basic

public transport services. This mode can complement fixed-schedule and fixed-route public transport services to meet passenger demands under different circumstances, generating a synergistic effect. This will improve service quality on the one hand, and enhance the operator's operation efficiency and promote the financial sustainability of public transport services on the other hand.

Recommendation 3: Making Continuous Improvements to Cross-boundary Public Transport Services for Better Connectivity with Other Cities in the GBA

14. In the Chief Executive's 2023 Policy Address, it is mentioned that as a major node for Hong Kong to integrate into the overall development of our country, the Northern Metropolis will be planned by adopting an "industry-driven and infrastructure-led" approach as its key axle. Multiple strategic railways will be planned as the backbone of transport infrastructure, complemented by major roads. These include providing convenient interchange facilities in cross-boundary transport infrastructure projects to seamlessly connect passengers from various local transport services to cross-boundary railways, enabling passengers to travel more conveniently and efficiently between Hong Kong and the Mainland cities of the GBA. Therefore, we recommend examining the feasibility of constructing new generation TIHs at different locations with development potential, in alignment with the planning and development of the four major zones of the Northern Metropolis, with a view to further enhancing the connectivity between Hong Kong and the Mainland.

15. In terms of enhancing the convenience of cross-boundary travel, apart from establishing TIHs, it is equally important to improve the transport connectivity with the existing boundary control points. At present, some boundary control points have limited transport options, such as Man Kam To Control Point and Lok Ma Chau Control Point. In the future construction of new boundary control points or redevelopment of existing ones, we consider that the feasibility of providing multi-modal connectivity can be examined for those boundary control points where geographical positioning and road space permit, paving the way for diversified transport connections.

16. As regards cross-boundary public transport services, we encourage cross-boundary coach services to align with the corresponding functions of individual ports/boundary control points and continue to develop towards digitalisation. In the long term, we aim to facilitate passengers' journey planning by sharing route and fare information through open data platforms. In addition, we will continue to explore with the MTR Corporation Limited measures to continuously optimise the High Speed Rail ("HSR") services, particularly to enhance the flexibility of travel arrangements for short-haul passengers. This will

strengthen the role of the HSR in connecting the Mainland cities of the GBA, and meeting the growing cross-boundary travel demand.

Strategy Two: Well-connected City

17. Hong Kong has always taken pride in its transport efficiency. Nonetheless, we have been continuously striving to establish an efficient road network that can keep pace with the rapid development of the city. Over the years, the Government has made continuous efforts to enhance the transport infrastructure so as to maintain the level of mobility in Hong Kong. However, owing to limited land space, relying solely on promoting new transport infrastructure projects to increase road capacity is not a sustainable option. At the same time, with the increasing awareness of environmental protection and the rising costs of constructing large-scale infrastructure, it has become increasingly challenging to take forward transport infrastructure projects. These circumstances have prompted us to explore the use of new technologies to optimise the utilisation of limited road space and reduce journey time. By utilising intelligent transport technologies, we hope to alleviate traffic congestion, facilitate public commutes, and enhance the resilience of our transport infrastructure to traffic incidents, so that the overall transport system can perform optimally to meet the challenges brought about by changes in travel patterns and social development in the future. To this end, the TTSS has examined different avenues for constructing a more intelligent transport network for Hong Kong, with the long-term goal of promoting smart mobility and interconnectivity between Hong Kong and the Mainland cities of the GBA. In this regard, the TTSS has put forward the following initial strategy recommendations:

Recommendation 4: Moving Towards the Application of Smart Motorway Management

18. On account of the scarcity of land resources and the continued increase in the number of vehicles, sole reliance on implementing new transport infrastructure projects to increase road capacity is not a panacea for tackling traffic congestion comprehensively. Meanwhile, because of the high road usage rate in Hong Kong and the interconnected road network, even an incident or an emergency that occurs in a small section of a road may severely affect the traffic on the entire road or even other major arteries in the area. In view of this, we recommend introducing the concept of smart motorway management to harness technology to fully utilise limited road resources and enhance the resilience of arterial roads in responding to emergencies.

19. Smart motorway management involves enhancing the Intelligent Transport Systems[1] of existing major roads, and collecting and analysing traffic data more extensively by deploying the new generation information technologies such as big data, cloud computing and artificial intelligence. This enables the implementation of more comprehensive and effective traffic management, including intelligent controlled motorway ("ICM")[2], real-time dynamic hard shoulder, all-lane running and contraflow schemes, which can provide additional transport capacity and ease traffic. At the same time, smart motorways can collect traffic data more effectively and provide motorists with more accurate and timely traffic information through different media, helping to divert traffic and facilitate convenient route planning by the public.

20. We consider that in Hong Kong, the design of ICM can be introduced for those major roads at the preliminary stage of planning and those proposed under the "Strategic Studies on Railways and Major Roads beyond 2030", so as to enhance road carrying efficiency and resilience. Taking the Tsing Lung Bridge of Route 11 and the major roads on Kau Yi Chau Artificial Islands for external connectivity as examples, we will set up traffic control and surveillance system ("TCSS") facilities, including traffic detectors with 100% lane coverage, lane control signals and variable speed limit signs, so that the hard shoulder in suitable road sections can be used as a running lane for general traffic when necessary. Furthermore, for new major roads, we will install the same facilities in the opposite direction of the carriageway to facilitate the adoption of contraflow schemes for easing traffic flow in the event of major incidents. Considering the time required for the planning, design, construction and completion of major road projects, we have been actively liaising with relevant Government works departments to incorporate suitable smart motorway elements and requirements into the respective design at the early planning stage so as to pave the way for the implementation of smart motorways in Hong Kong.

21. With regard to the existing major roads, we will take the opportunity to inject appropriate smart motorway elements when replacing the TCSSs in the future, and explore the feasibility of permanently converting the hard shoulders of appropriate road sections into running lanes to boost road capacity. We will take forward a smart motorway pilot scheme at Ting Kau Bridge southbound by optimising the TCSS in that section, enhancing its capabilities in responding

---

[1] Hong Kong's existing Intelligent Transport Systems include the Area Traffic Control System, Traffic Control and Surveillance System, traffic detectors on strategic routes and major roads, Traffic and Incident Management System, Transport Information System, Journey Time Indication System, Speed Map Panel System, Red Light Camera System, and Speed Enforcement Camera System.

[2] ICM can facilitate lane closures through displaying appropriate lane control signals according to circumstances, and optimise traffic flow by deploying variable speed limits which are automatically adjusted in accordance with the prevailing traffic flow or the occurrence of traffic incidents. Serving as an enhancement of the prevailing traffic control and surveillance system, an ICM scheme can also heighten operation efficiency with a shorter response time.

to traffic incidents, and taking the opportunity to convert the existing hard shoulder into a running lane to alleviate traffic congestion. This "all-lane running" scheme can overcome the spatial limitations of the current road design by means of technology. It will not only avoid the merging problem when vehicles from Tsing Long Highway and the connecting roads of Tuen Mun Road converge on the southbound lane of Ting Kau Bridge, but also increase road capacity by upgrading the entire southbound lane of Ting Kau Bridge from three lanes to four lanes, to match the four-lane traffic arrangement upstream and downstream.

Recommendation 5: Promoting the Development of Autonomous Vehicles

22. With the global advancement of technology, there has been significant progress in autonomous vehicle ("AV") technology in recent years. AV technology has the advantage of eliminating human error and preventing driving misbehaviour, thereby improving road safety. As far as Hong Kong is concerned, AVs have their unique opportunities. The driving systems in Hong Kong and on the Mainland differ in terms of left- and right-hand driving, as well as traffic regulations. AVs can avoid operational issues caused by different driving rules, thereby contributing to the integration of driving modes between the Mainland and Hong Kong, and the traffic plying between the two places.

23. We have all along been providing financial incentives for autonomous driving technology through the "Smart Traffic Fund", subsidising enterprises or organisations in conducting pilot projects on AVs. Currently, some technology parks, university campuses and private residential estates are either testing or preparing to trial AV technology.

24. In order to further promote the testing and application of AVs, the LegCo passed the Road Traffic (Amendment) (Autonomous Vehicles) Bill 2022 in May this year. The relevant subsidiary legislation, which sets out the details of the regulatory framework, is expected to be submitted to the LegCo for scrutiny within this year. On the basis of the new legislation, the Airport City Link autonomous transportation system of the Airport Authority Hong Kong is anticipated to provide passenger services connecting SKYCITY and the Hong Kong Port Island of the Hong Kong-Zhuhai-Macao Bridge in 2025, and is planned to be extended to Tung Chung Town Centre in 2028.

25. At present, autonomous driving technology is still a relatively emerging technology. Therefore, public awareness and acceptance towards it is of crucial importance. We will continue to encourage the industry to introduce more trials and pilot projects on AVs, including mixed trial runs with manually-operated conventional vehicles on public roads, and provide citizens with more

opportunities to experience riding in AVs, with the aim of increasing public acceptance of and confidence in AVs. Moreover, we will explore the feasibility of promoting various types of autonomous driving services as a pilot application in NDAs under planning.

26. Among the different cases around the world examined under the TTSS, the Mainland has invested substantial resources in the development of autonomous driving, and is relatively well established in areas such as infrastructure, technological advancements, pilot testing, as well as application and deployment. Many Mainland cities have established testing fields, testing protocols and relevant legislation for autonomous driving. Currently, some of the major cities on the Mainland have progressed from testing on public roads to the preliminary operational trials of various services such as passenger transport and freight delivery. Certain cities have also begun allowing trials of autonomous driving technology on roads without a safety operator on board. We will continue to keep abreast of the developments on the Mainland and overseas, striving to align Hong Kong's autonomous driving development with that of other major cities on the Mainland and around the world.

27. In the foreseeable future, we believe that AVs will continue to share the road with conventional vehicles. Vehicle-to-Everything ("V2X") technology can strengthen the communication between AVs and conventional vehicles to enhance interaction and assist AVs in dealing with complex traffic environments, thereby promoting the long-term development of AVs. With regard to the infrastructure required to develop V2X, we have contacted the relevant departments and recommended reserving space in NDAs to create conditions for installing "Roadside Units" and associated supporting facilities, paving the way for further applications of V2X technology in Hong Kong in the future.

Strategy Three: Healthy Mobility

28. Hong Kong is a bustling metropolis well known for its vibrant pedestrian and vehicular flow. However, the dense urban environment poses various challenges in terms of transport and sustainable development. We have to seek to promote active and green transport modes to contribute towards the sustainable development and liveability of Hong Kong. In this regard, we will continue to proactively promote active transport modes, such as walking and cycling, so as to promote healthy mobility and provide the public with more environmentally friendly, healthier, and more vibrant mobility options. Meanwhile, the future traffic and transport development also needs to align with the work of the Ecology and Environment Bureau, and the Environmental Protection Department in promoting the popularisation of electric and new energy vehicles in Hong Kong,

thereby supporting the city's move towards the goal of carbon neutrality. To this end, we have come up with the following initial strategy recommendations:

Recommendation 6: Continuing to Shape Hong Kong into a Walkable City

29. In Hong Kong, walking is an indispensable mode of transport. Whether it is for commuting, going to school, engaging in leisure activities, walking is the most natural and straightforward mode of short-distance travel. Combining walking with taking public transport is also the most common method for medium- to long-distance travel between different locations. Walking is beneficial to both physical and mental health, and reduces unnecessary road traffic and air pollution. With a view to building Hong Kong as a "Walkable City" and promoting "Walk in HK", the Government formulated an overall walkability strategy for Hong Kong in 2020. The strategy aims to give higher priority to pedestrians in transport planning to create a pedestrian-friendly environment and promote walking as a form of sustainable mobility under four directions (namely, "make it connected", "make it safe", "make it enjoyable" and "make it smart")[3], bringing along transport, social, environmental, economic and public health benefits.

30. The walkability strategy can be implemented through various measures such as integrating transport and land use planning, strengthening permeable urban fabrics, providing multi-level pavement networks connecting destinations, designating pedestrian priority zones and streets, promoting inclusive mobility, connecting pedestrians to natural green and blue assets, and integrating pedestrian-related improvements into planning, lands, buildings and public works regimes. To take forward the overall walkability strategy systematically, the TD has developed a comprehensive "pedestrian planning framework" which translates the strategy into appropriate pedestrian facility schemes. We will adopt the "pedestrian planning framework" in the pedestrian planning of NDAs and appropriate redevelopment projects in built-up areas. This framework aims to establish comprehensive pedestrian networks and implement appropriate pedestrian facility schemes, making walking an integral part of Hong Kong as a sustainable city.

---

[3] These four directions are respectively "making it connected by enhancing pedestrian networks", "making it safe by providing a safe pedestrian environment", "making it enjoyable by making walking a pleasant experience", and "making it smart by providing user-friendly information on walking routes".

31. Furthermore, we will continue to take forward walkability enhancement measures[4] in various districts, and actively push ahead with "Walk More, Ride Less" to motivate citizens to walk more and reduce their dependence on vehicles, with the aim of further promoting "Walk in HK".

Recommendation 7: Promoting Cycling and Supporting the Use of EMDs in NDAs and New Towns

32. The Government's current cycling policy is to foster a "bicycle-friendly environment" where road safety considerations and circumstances permit. This is achieved by constructing cycle tracks and associated facilities in NDAs and new towns, and improving existing cycling facilities for the public to ride bicycles for leisure, recreation or short-distance commuting purposes. The TTSS recommends strengthening the promotion of cycling and supporting the use of EMDs in NDAs and new towns, and providing people with more options of active transport modes for short-distance travel and first-mile/last-mile connectivity, with the aim of reducing vehicle usage and promoting a healthy lifestyle. The Government has planned to introduce legislative amendments to establish a regulatory framework for supporting the use of EMDs on designated cycle tracks. Cycling facilities and associated supporting infrastructure will continue to be developed to accommodate the use of both bicycles and EMDs.

33. We consider it possible to implement a comprehensive cycle track network in NDAs to connect different land parcels, and link up with TIHs, waterfront promenades and green space at the same time. While this network can enhance connectivity and convenience, it will enable citizens to easily access and enjoy the waterfront and green assets within the area. To adopt a systematic approach in classifying cycle tracks, the TTSS recommends introducing a cycle track hierarchy with two levels, i.e. "arterial cycle tracks" and "local cycle tracks". The former refers to the primary sections of a cycle track network that provides direct and efficient routes to facilitate intra-district cycling, particularly connecting TIHs, railway stations, bicycle parking locations and other major commuting destinations. The latter extends deep into various development areas within the district, encouraging citizens to commute by bicycle in their daily lives, with a design similar to the existing cycle tracks.

34. Another crucial factor in promoting the use of bicycles and supporting the use of EMDs is the availability of sufficient bicycle parking spaces and other

[4] These measures include footpath widening, provision of more pedestrian crossings, construction of pedestrian crossing build-outs, provision of covers for walkways, construction of hillside escalator links and elevator systems, setting up of wayfinding signage, decluttering of non-essential traffic signs and railings, provision of raised crossings, levelling of run-ins/outs, and extension of flashing green time at signalised crossings for the elderly.

supporting facilities. We recommend incorporating bicycle parking spaces as ancillary facilities within land uses, and ensure the provision of sufficient bicycle parking spaces based on the requirements of suitable land parcels.

35. In urban areas, high population density, heavy traffic and frequent roadside activities (e.g. picking up/setting down of passengers, and loading/unloading of goods) make it challenging and unsafe to provide bicycle lanes on busy streets. Out of consideration for road safety and the local environment, the Government does not encourage members of the public to use bicycles as a mode of transport on existing roads in urban areas. With the aim of promoting "Walk in HK" and creating a pedestrian-friendly environment, we will accord priority to considering optimising the environment for pedestrians in suitable space in urban areas to encourage walking.

Recommendation 8: Creating More Sustainable Neighbourhoods by Integrating Better Transport and Land Use Planning

36. We consider it feasible to integrate better transport and land use planning in NDAs by introducing the concept of a 15-minute neighbourhood. In these neighbourhoods, priority should be given to active mobility and green transport, enabling residents to easily access their daily necessities in the vicinity through active and green transport options, thereby enhancing liveability. During the process of planning 15-minute neighbourhoods, the TD will offer advice to Government departments in respect of transport-related matters to promote active mobility, allowing citizens to reach different locations within the neighbourhood through healthy transport modes such as walking and cycling. This will not only improve the accessibility and convenience of destinations but also reduce the need for short-distance travel by vehicles, thus promoting sustainable development.

37. To create a more favourable environment for active and green transport, we initially recommend introducing various types of green road designs at designated locations in NDAs, giving priority to the needs of pedestrians, bicycles, EMDs and green transport. In line with the principle of integrating transport and land use planning, the Government will adopt different types of green road designs, including pedestrian priority streets and green transport corridors. The TTSS will investigate the details of these different types of new road designs at the next stage.

Recommendation 9: Cultivating a Culture of Green and Active Transport

38. In addition to enhancing transport policies and improving infrastructure, promotion and education programmes are essential to encouraging people to adopt

green and active transport modes and cultivating a culture of travelling safely in Hong Kong. On road safety, the Government has been committing itself to organising various promotion activities, including carnivals, promotional events, lectures, publications, education programmes through Road Safety Towns and Road Safety Buses, as well as promotional videos and social media. On top of these, we recommend further promoting public education to raise citizens' awareness of green and active transport modes, and equip them with the knowledge of road safety as well as understanding of the rules of using bicycles and EMDs. Meanwhile, we also recommend organising more promotional campaigns, aiming to encourage the public to walk and cycle more, while providing information on cycling facilities and routes more effectively to improve their overall cycling experience.

Advice Sought and Next Steps

39. NDAs, being newly developed land, offer more space and opportunities for implementing various transport strategy recommendations. This makes it easier to apply the above initial recommendations in NDAs. As regards those areas other than NDAs, we will consider whether it would be appropriate to delve into the various transport strategy recommendations having regard to their nature and spatial requirements, as well as the geographical locations and space constraints of the areas concerned.

40. We are currently making the necessary preparations for taking forward the initial strategy recommendations under the TTSS to pave the way for their smooth implementation in the future. For those strategy recommendations that require the reservation of land or road space, including TIHs, smart motorways, roadside units for V2X and arterial cycle tracks, we will continue to collaborate with relevant bureaux/departments in working out the detailed implementation arrangements.

41. Members are invited to provide views on the above initial recommendations so that we can further enhance relevant transport strategy recommendations. Our next target is to roll out pilot schemes progressively starting from next year, with a view to promulgating a long-term strategy blueprint in 2025.

Transport and Logistics Bureau
Transport Department
December 2023

Annex 1

Proposed Layout of New Generation Transport Interchange Hubs