

# Balancing the Need to Travel with the Need to Improve Our Quality of Life

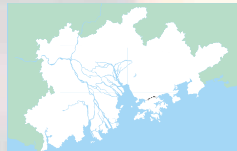
## Sustainable Transport Opportunities for the Harbourfront

*Presented by Mr Fred Brown,  
Chief Executive, The MVA Group*



# Top Down / Bottom Up

*A World City*



*World*



*China*



*Pearl River Delta*



*Hong Kong*



***HARBOUR AREA***



*Neighbourhoods*



*People*

*A Liveable City*

# The Harbour – The Image of Hong Kong



*The centre piece of Hong Kong*

- *Commerce*
- *Entertainment*
- *Tourism*
- *Transport*
- *Homes*

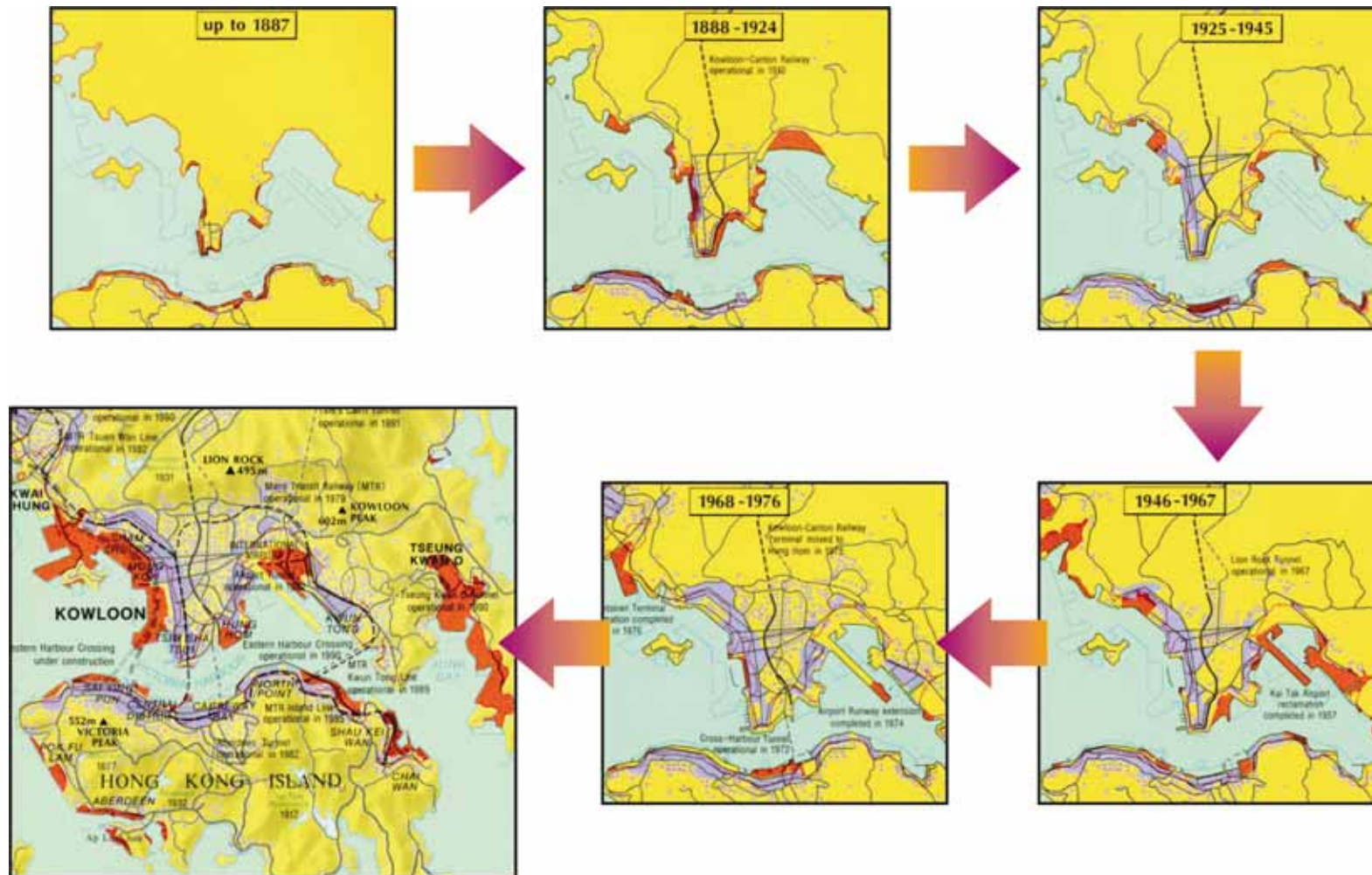


**A Super-Icon**



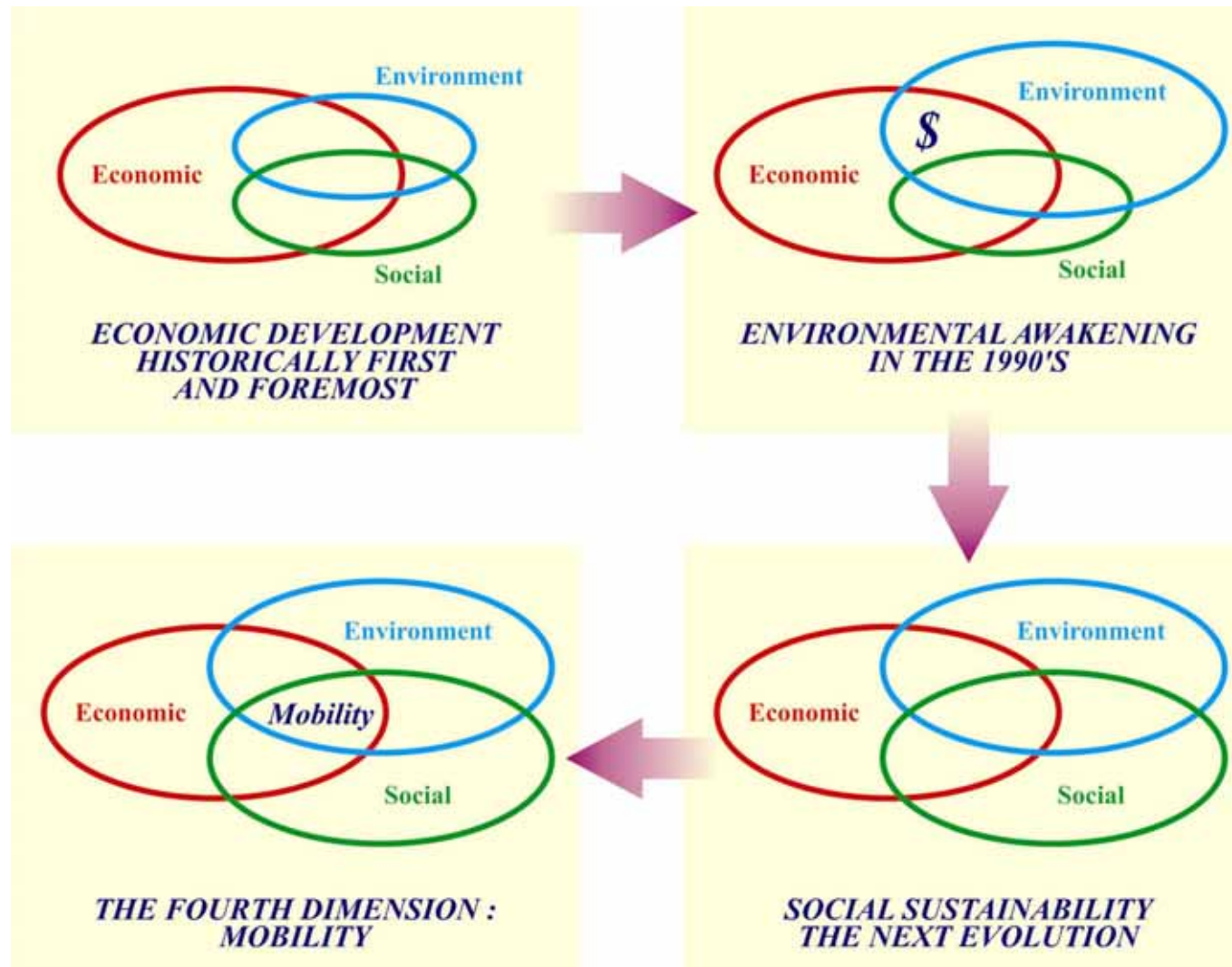
# Hong Kong Reclamation

Originally a resource to accommodate urban growth and economic development



Now seen as an asset in itself to be maintained for the community

# Sustainable Development : Evolution of Priorities



*Adjusting transport strategies to meet balanced economic, environmental and social development*

# Pollution in Hong Kong

## Asia's World City



with a Third World Environment

# Extending Consultation to Participation, Implementation and Travel Choice

A better educated and more affluent public want more involvement and can bring new insights and ideas



Participation in the process to enable the public to take on greater civic responsibilities and make better choices

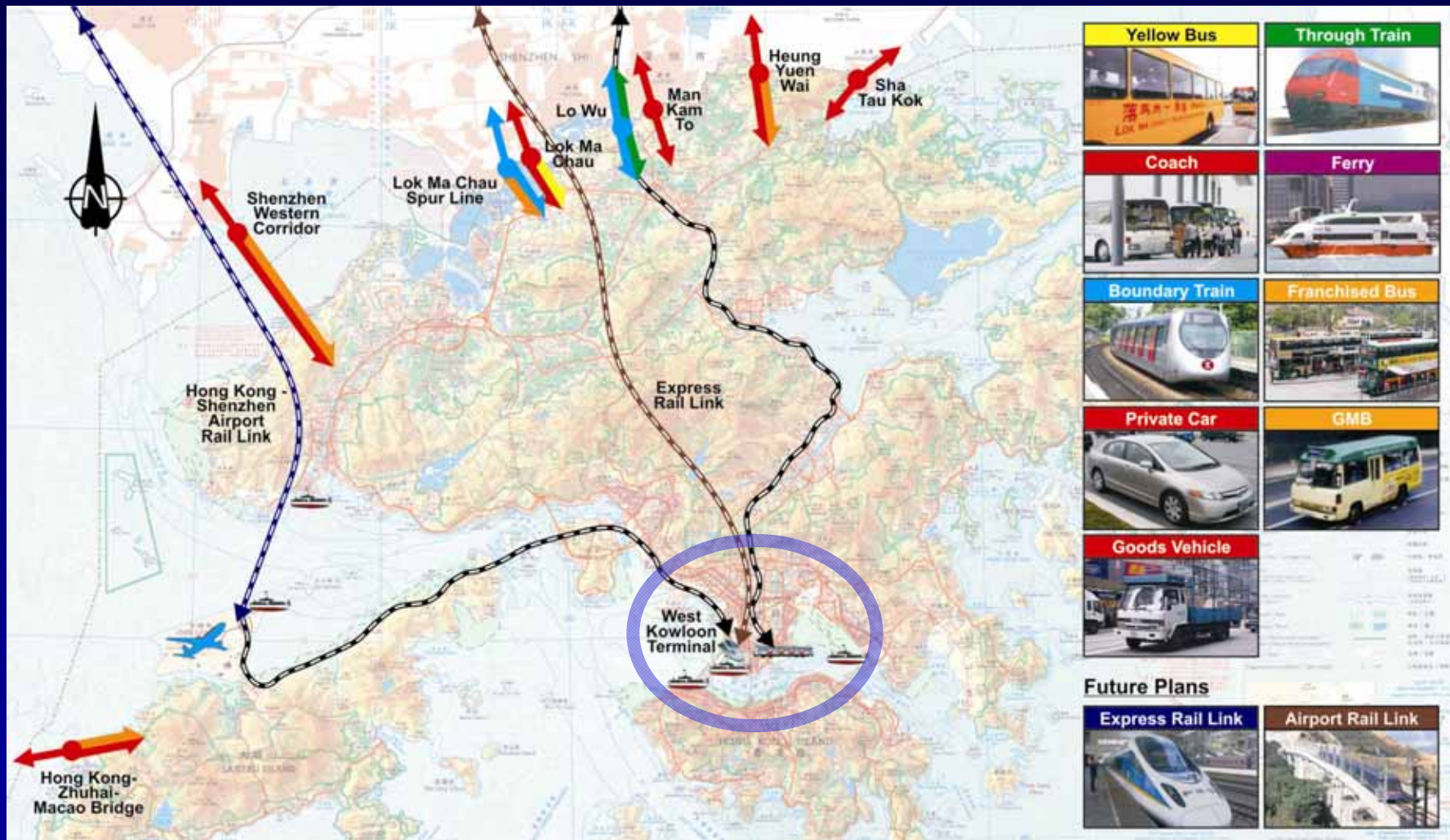
## Policy Directions

- **Priority to rail and public transport**
- **Balanced infrastructure development**
- **Managing road use including vehicle ownership restraint**
- **Promoting environmentally friendly modes**
- **Promoting walking and pedestrian facilities**

*The challenge is to turn policy statements into coordinated plans and implement them*

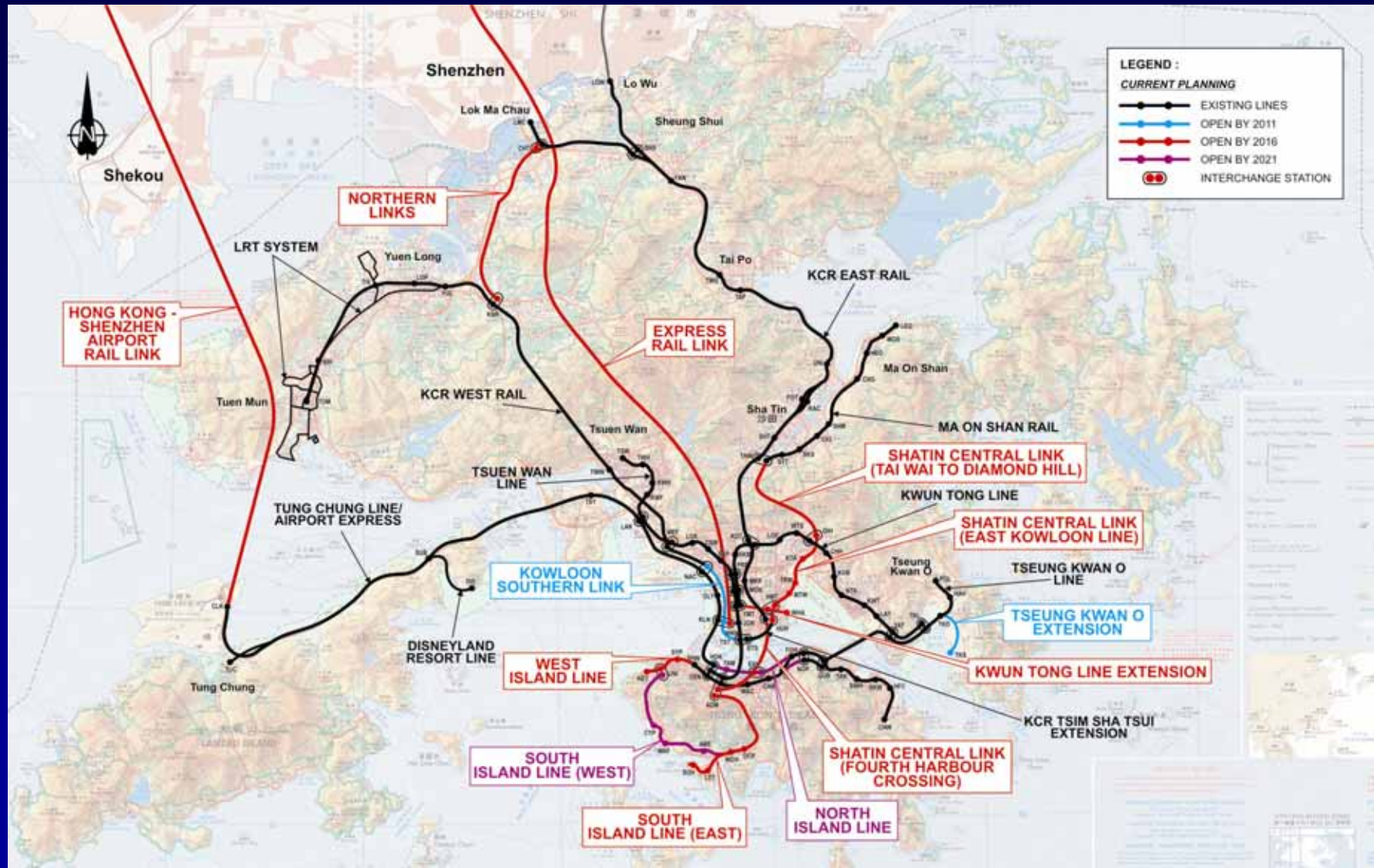


# Boundary Crossings and Modes



*Destination for International and Cross-boundary Travel*

# Future Railway Network

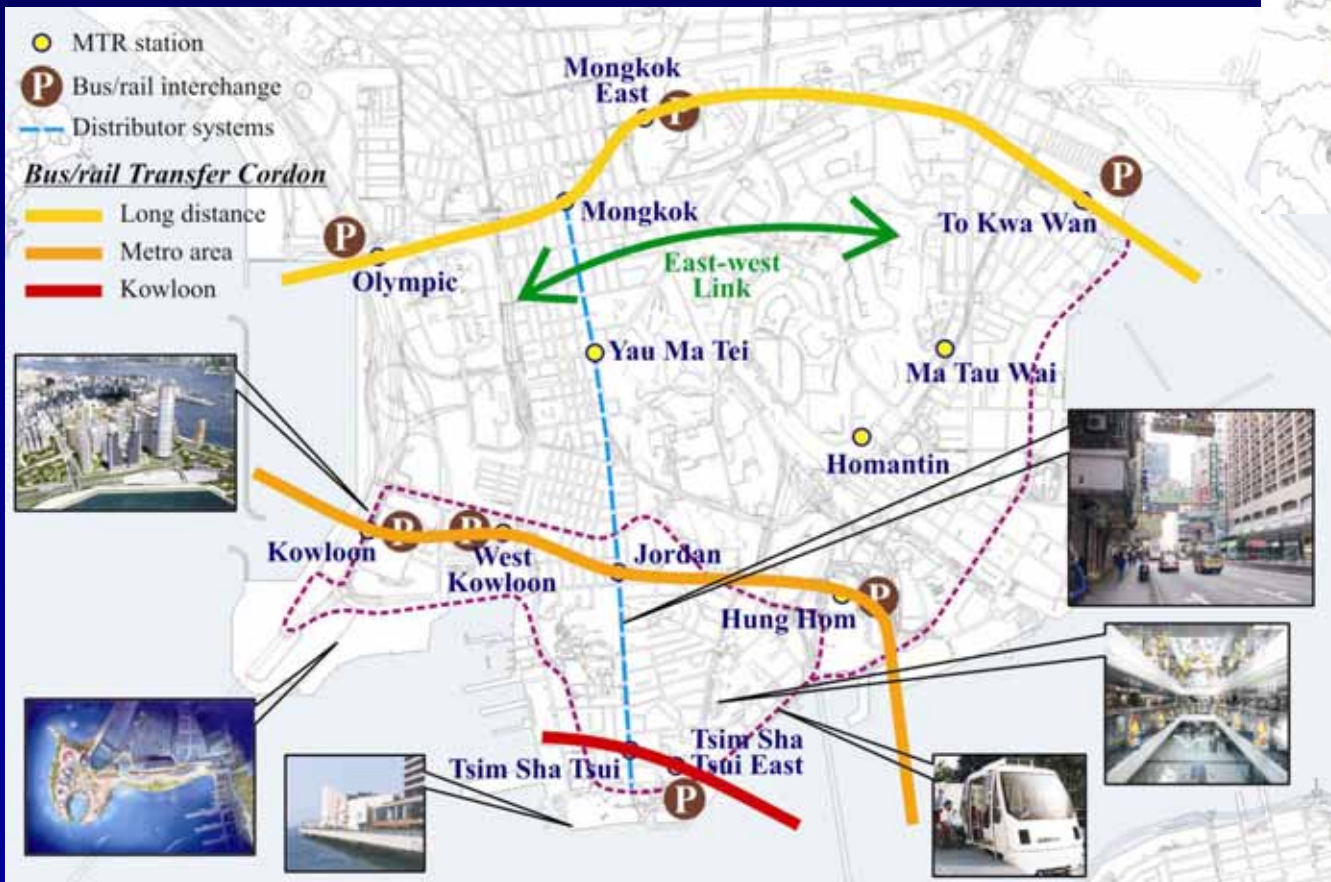
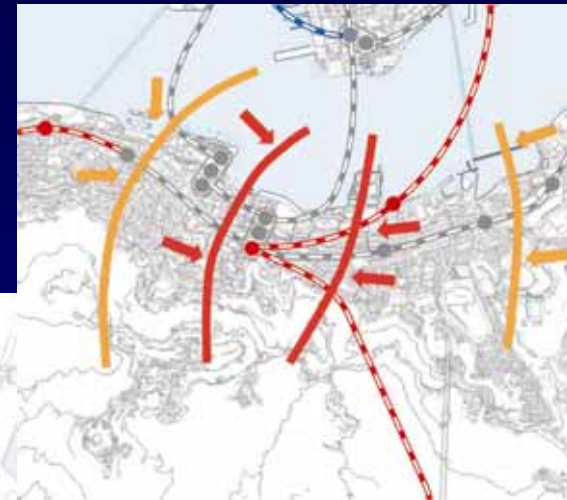


*By 2021 Rail Network Coverage will Approach International Levels  
Providing the Opportunity for Sustainable Transport Initiatives*



# Bus Network Optimisation

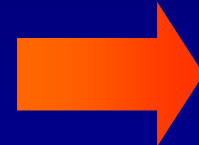
- World Class Bus System
- Environmentally Advanced Vehicles
- Lack of Integration with Rail



- Greater Priority?
- Reorientation as Railways Expand?
- Maintain Choice?

# Role of Our Streets

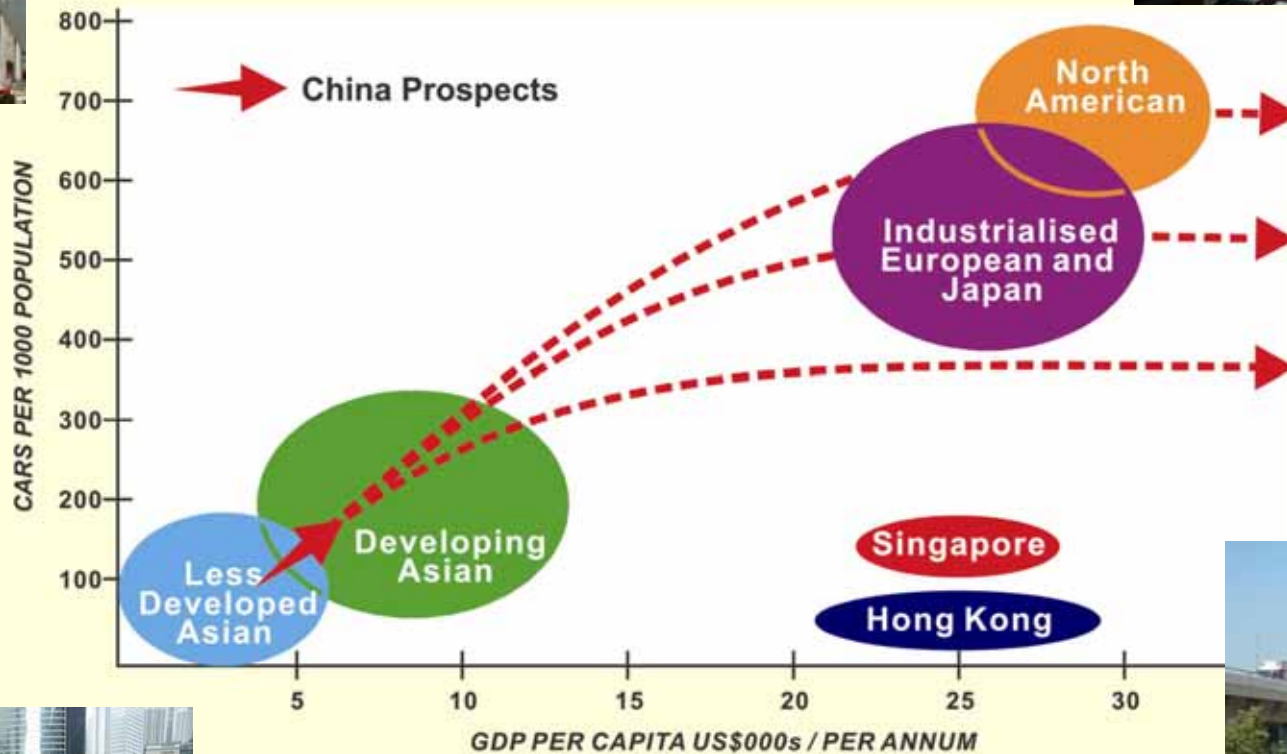
Streets were once for people and public transport but now are often seen as movement space for vehicles with poor environments





# Car Ownership and Traffic Growth

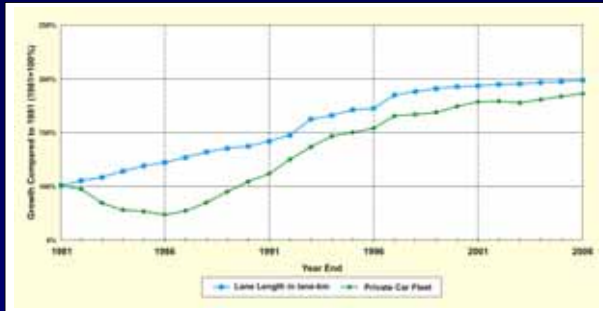
In the 1980s Hong Kong had the foresight to restrain vehicle ownership



Hong Kong must continue to contain traffic levels for economic, social and environmental reasons - HOW

# Containing Traffic Growth

*Objectives – congestion, environment, economic*

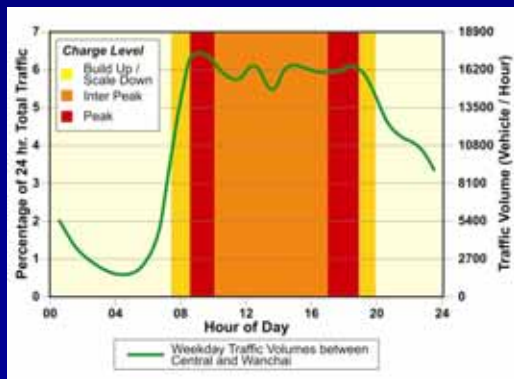


Ownership Restraint  
Successful since early 1980s fundamental policy



Network Management  
Reallocation of roadspace to more efficient users and for planning and environmental purposes

Changing Behaviour - Voluntary car pooling / staggered flows, limited impact in Hong Kong



Changing Behaviour – Pricing  
Congestion charging / Eco charging

*Complex issues requiring full public participation and consensus*

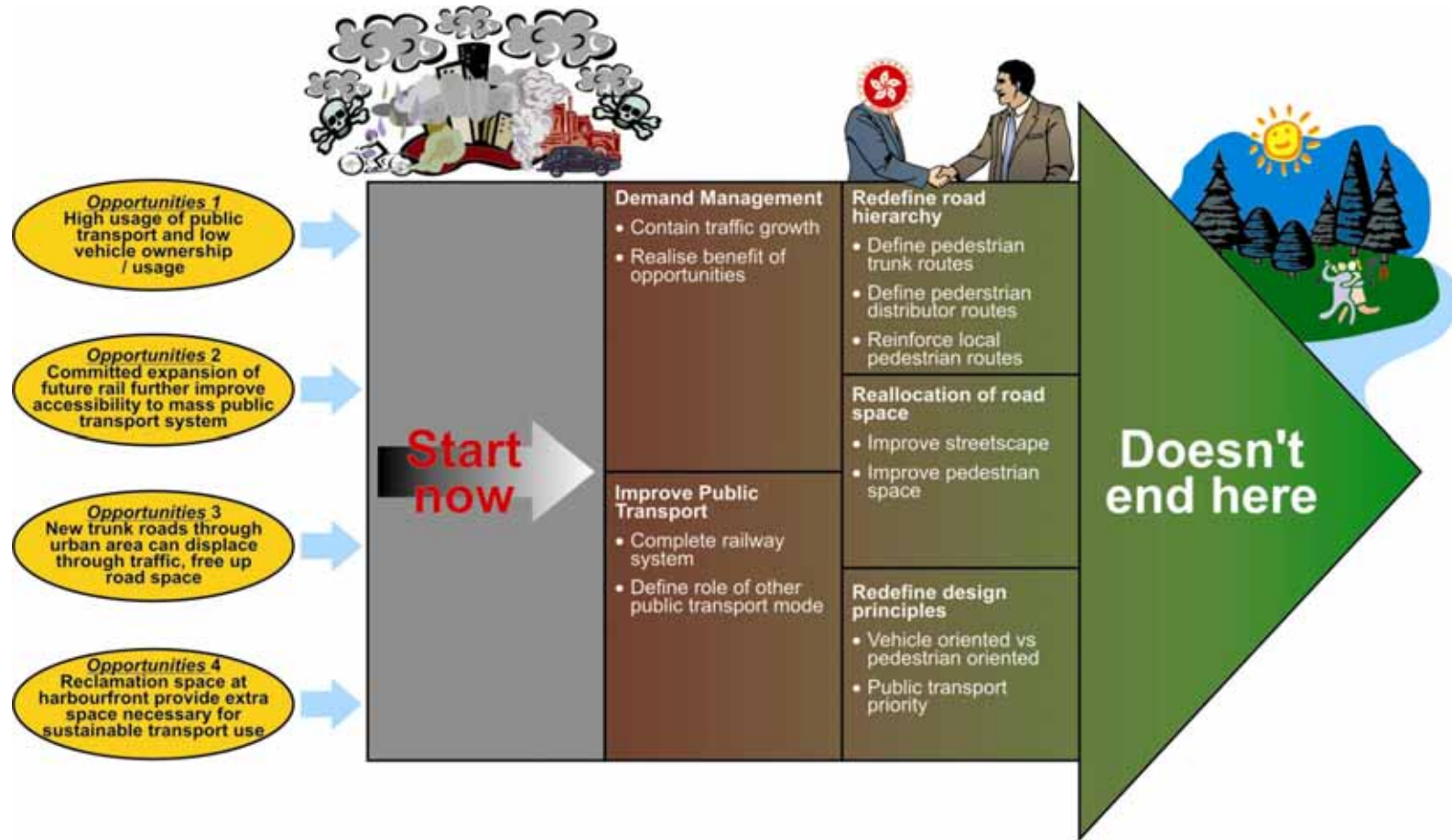


Reduced traffic by 15-25%



# ~~Road~~ Map to Sustainable Transport

## Rail



*Bringing the components together to form a strategy which meets the community needs*

## Overarching Objectives

- **Promote the harbour, waterfronts and immediate hinterland as the centrepiece of Hong Kong.**
- **Facilitate residents and visitors to access, move around in and participate in social and economic activities in a vibrant, safe, secure and healthy environment.**
- **Develop the opportunities and roles of citizens and travellers in contributing to sustainable development through travel choice.**

# Transportation Objectives

- **Provide a multi-modal inclusive transport system to meet the needs of all travellers.**
- **Create a comprehensive people-oriented travel environment to maximise opportunities for walking, social interaction and mobility.**
- **Promote the use of environmentally friendly mass carriers, especially railways and modern road-based public transport.**
- **Respect and capitalise on essential transport infrastructure provision.**
- **Contain road traffic growth to prevent traffic congestion and help resolve street level air quality and noise problems**

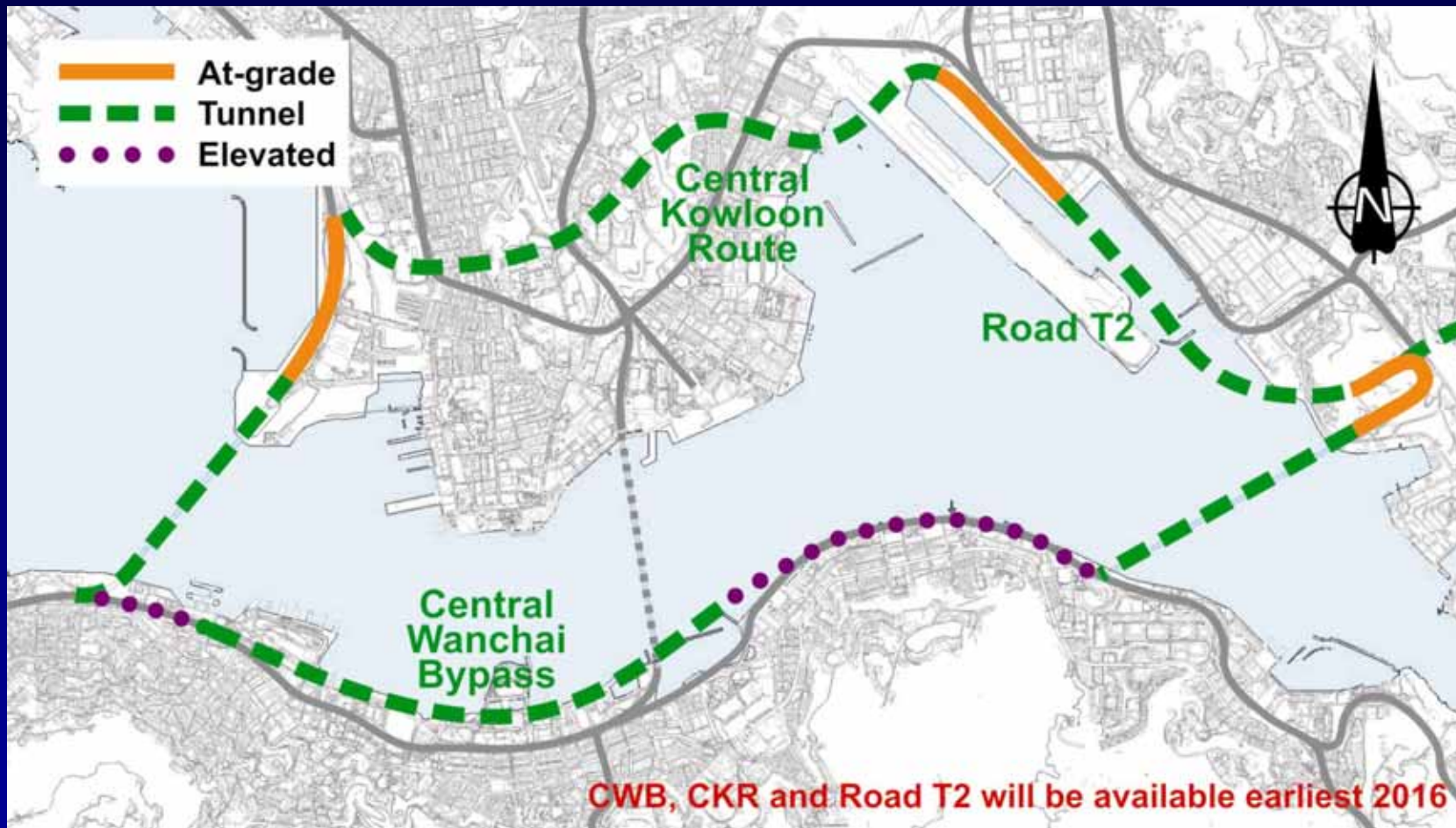
# Central and Wanchai : Opportunities



*Transport to support new development concepts*

Source :  
Designing Hong Kong

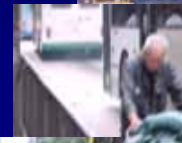
# Future Harbour Area Road Network



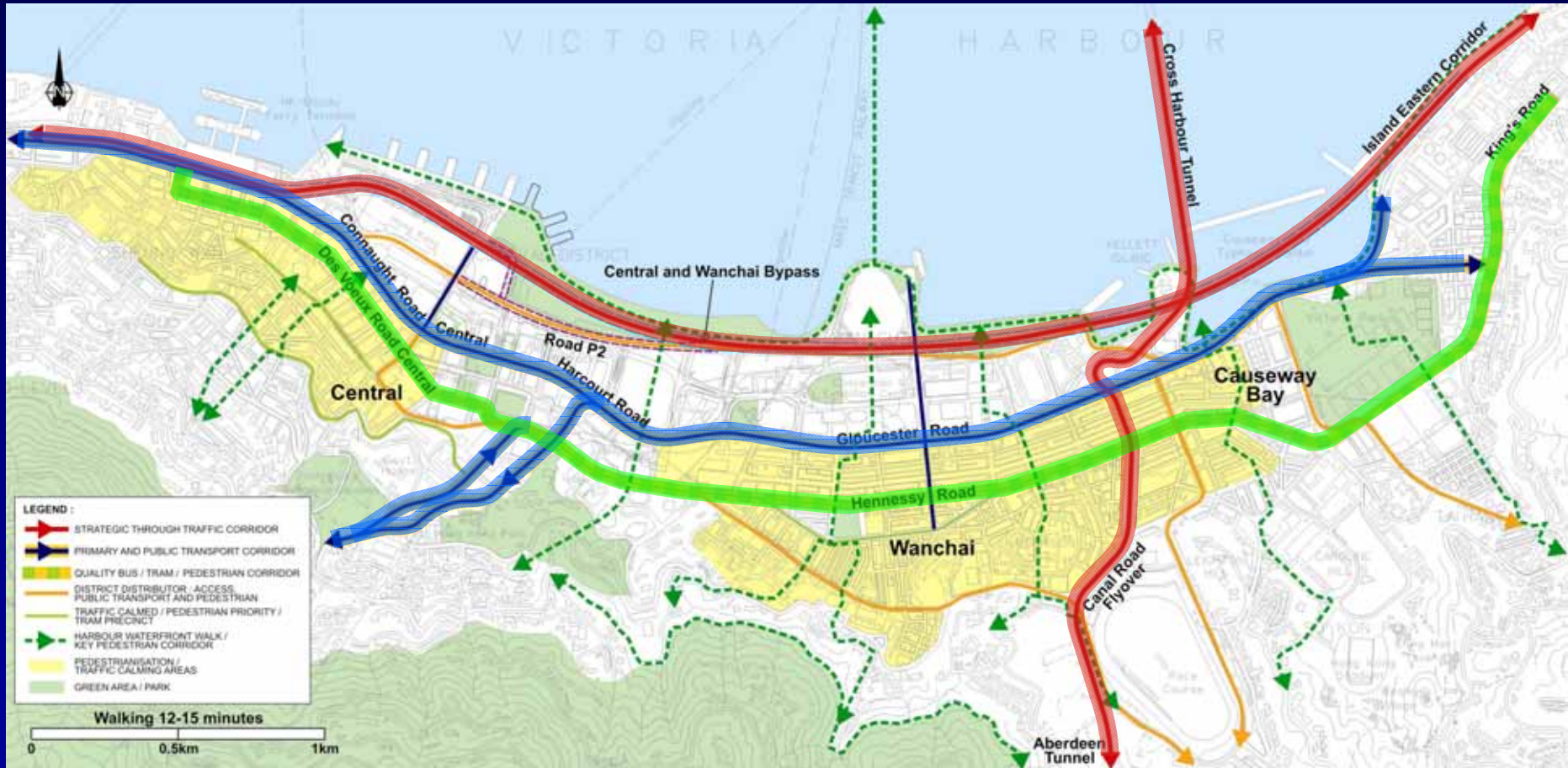
*A largely underground strategic network provides opportunities to reorientate surface road hierarchies to favour pedestrians and public transport – not just to permit traffic growth*

# Central and Wanchai Example

*Integrated  
Transport Plan*

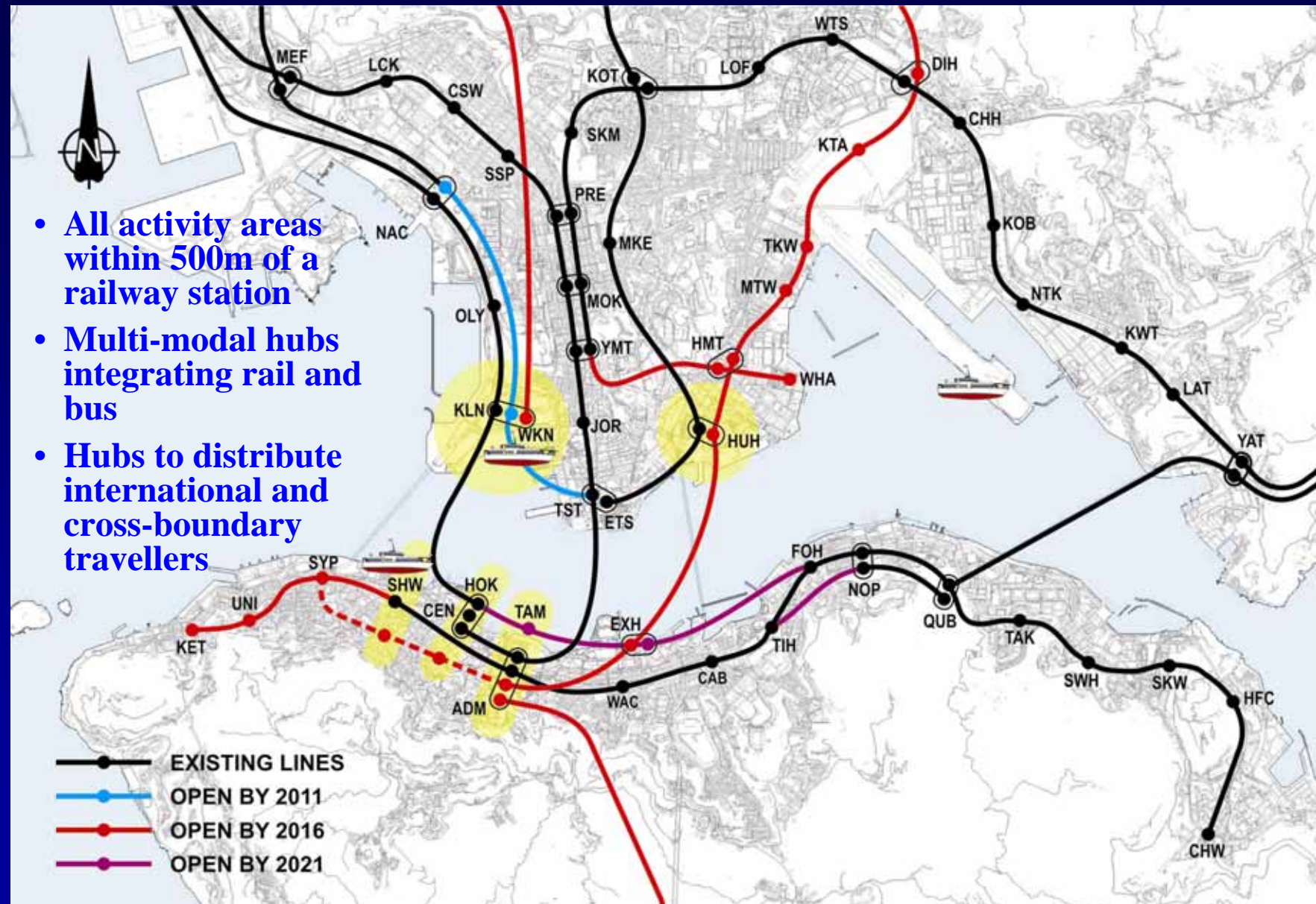


# Reordering the Road Network Hierarchy



# Future Railway Network in Harbourfront Area

- All activity areas within 500m of a railway station
- Multi-modal hubs integrating rail and bus
- Hubs to distribute international and cross-boundary travellers





# Environmentally Friendly Transport : Intermediate Capacity Systems

*Wireless Tram*



*Modern and environmentally friendly modes for intermediate capacity quality (high priority) corridors*



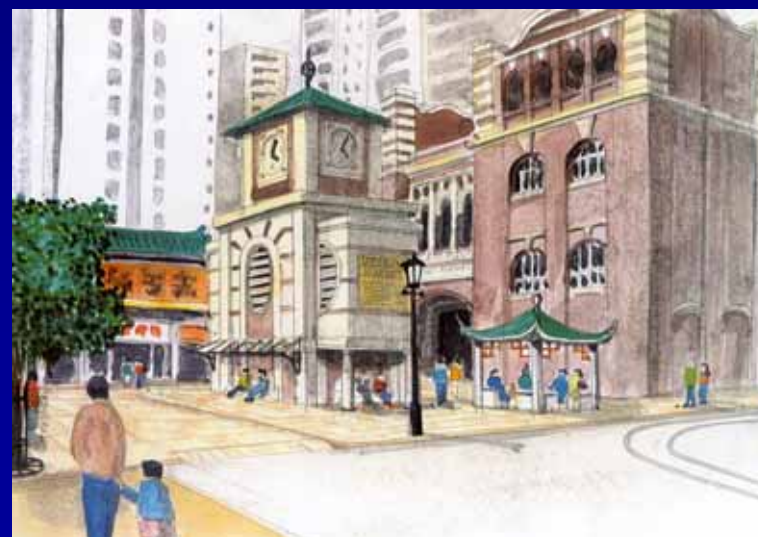
*Bus Rapid Transit*



*Automatic People Movers*

# Making the Most of the Tramway

*An icon and a public transport system*



- Des Voeux Road Central Precinct
- Antique Tramway on the Reclamation

# Pedestrian Space

- **Strategic**



- **Local**



- **Active**



- **Passive / Recreational**



Should planned and implemented as seriously as rail and road networks

- Free
- Environmentally friendly
- Energy efficient
- Socially cohesive
- Space efficient

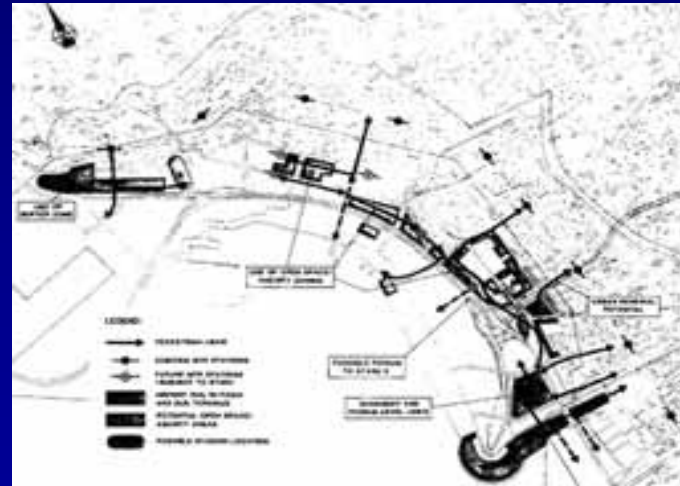
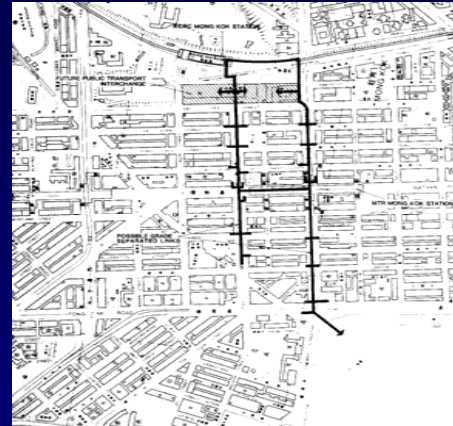
The most sustainable mode

# Past Walking Strategies

## Tsim Sha Tsui



## NW-Kowloon Scheme

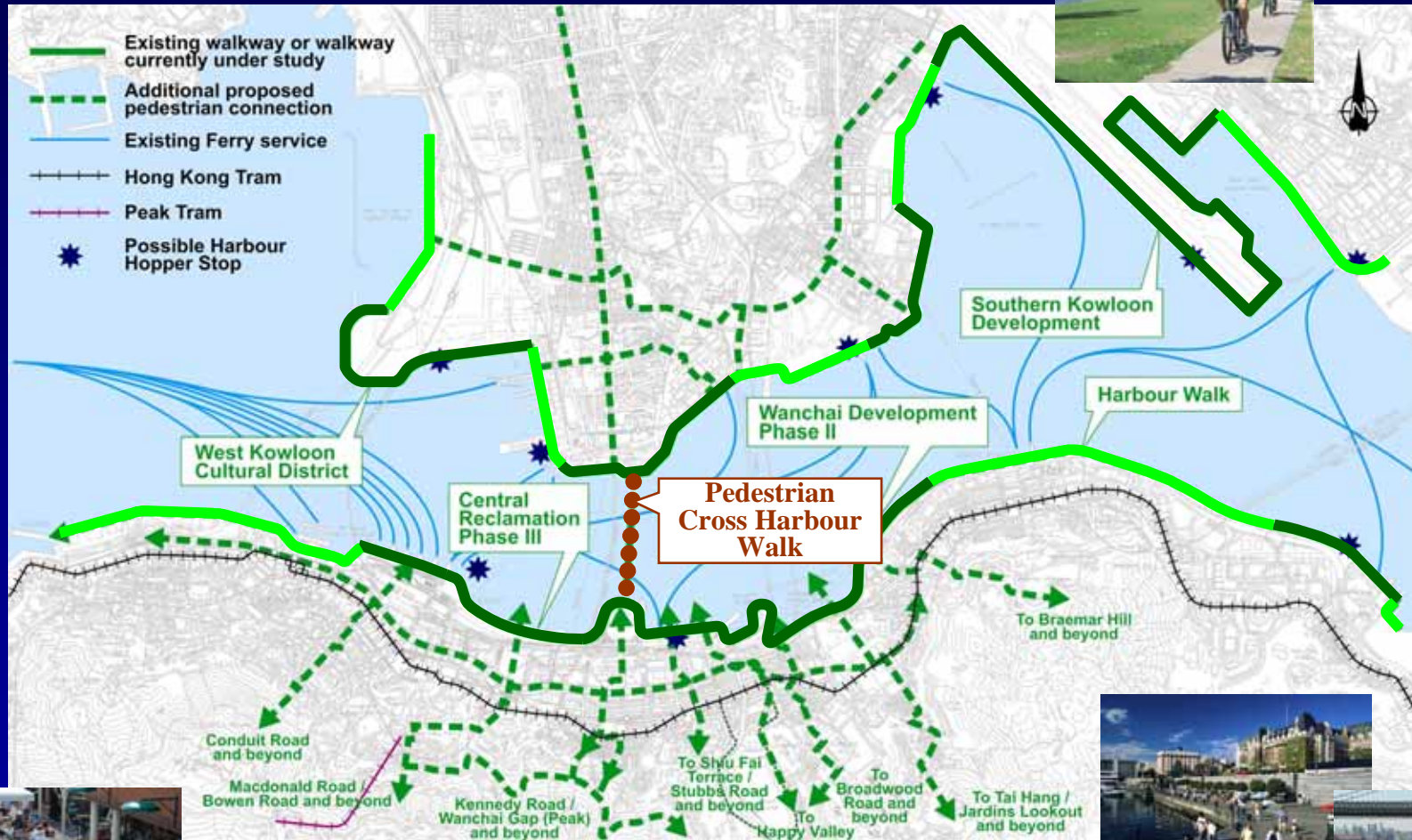


## West Kowloon Reclamation

## Central Mid-levels Scheme

*Strategic plans have been implemented piecemeal losing community and network connectivity*

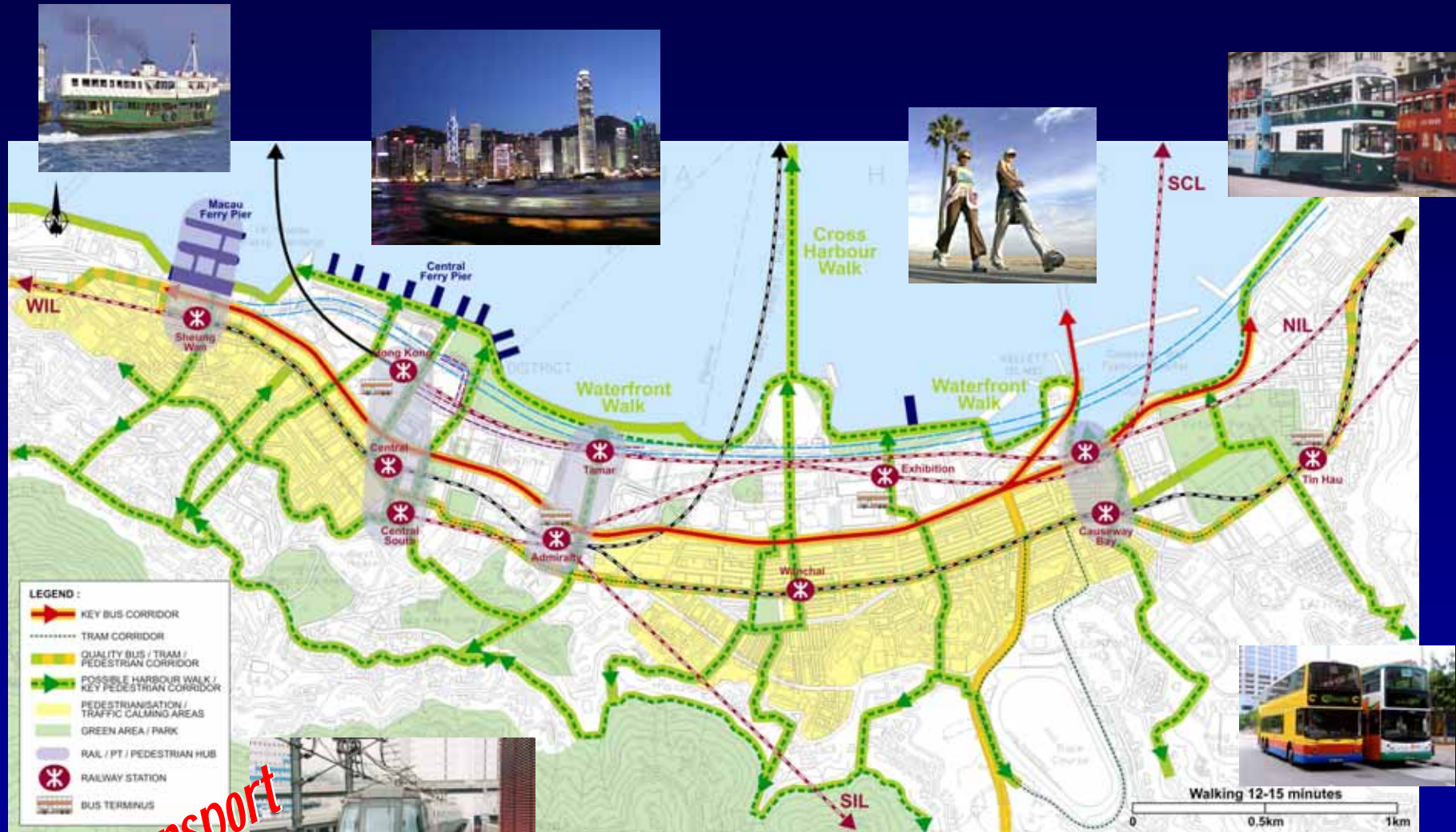
# Grasping Opportunities Ahead : Harbour Walk and Cross Harbour Walk



*Comprehensive, continuous,  
comprehensible and connected*



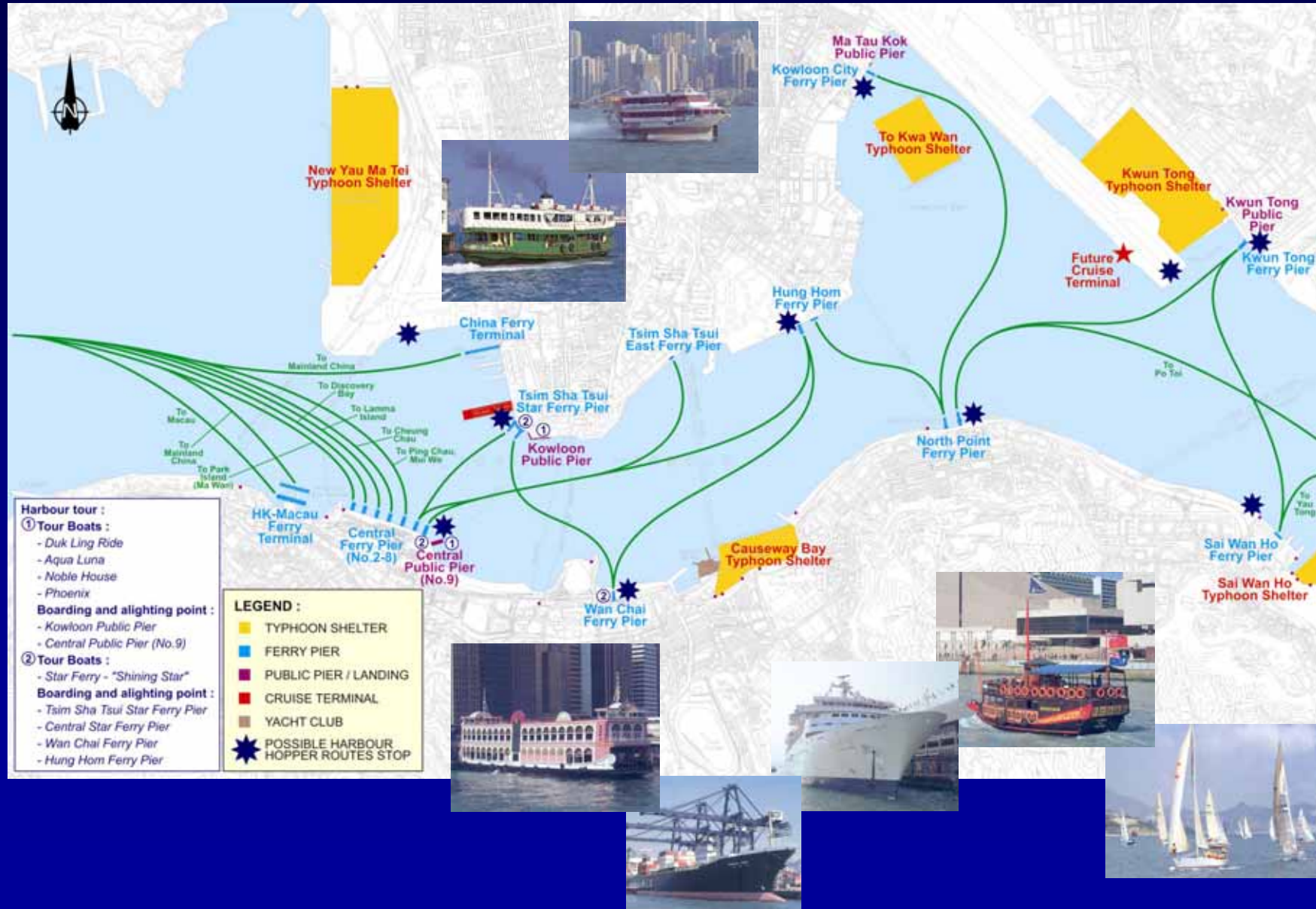
# Pedestrian and Public Transport Network Plan



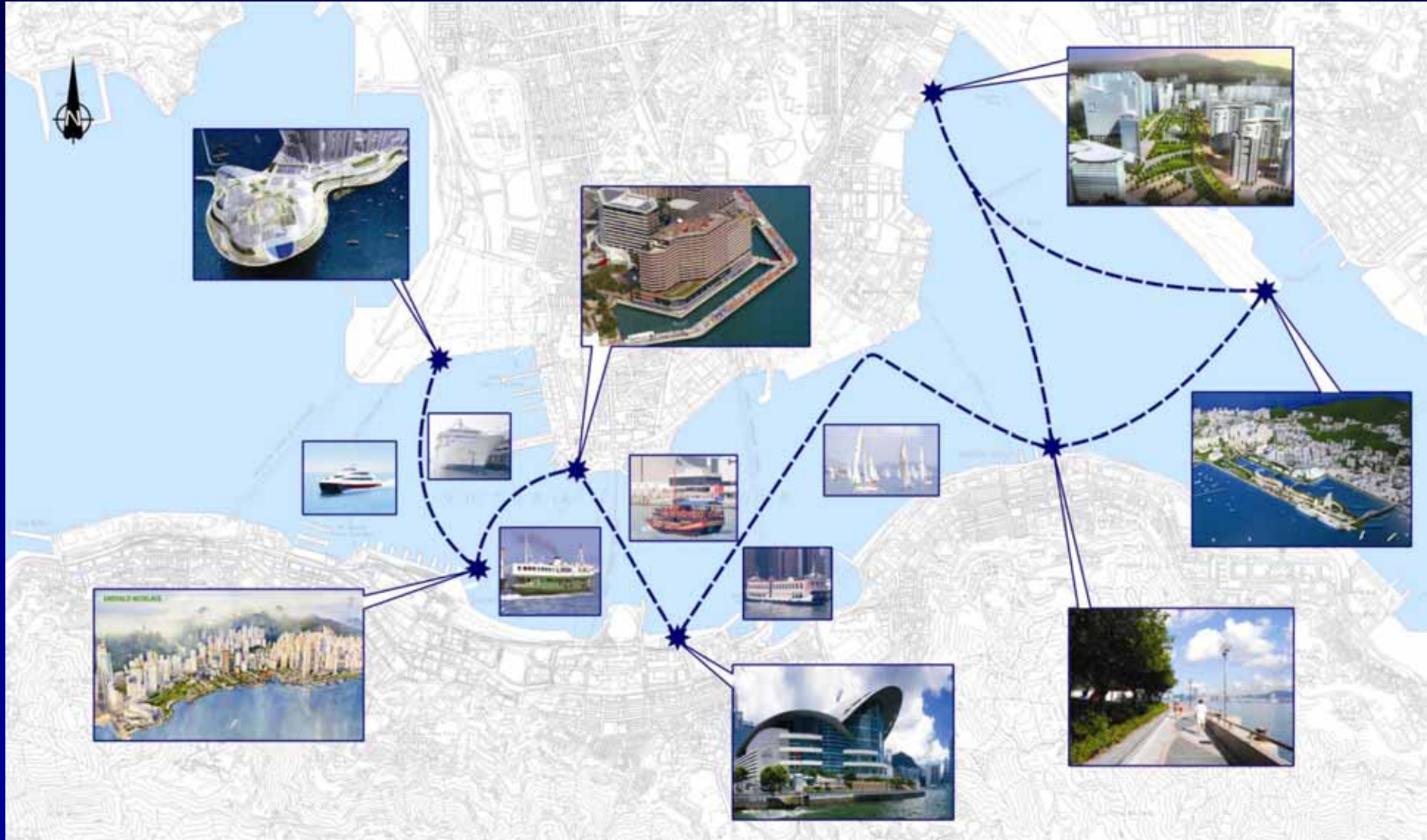
**E-Transport System**

*Creating a public transport and pedestrian city*

# Harbour Facilities and Opportunities



# Harbour Hopper Days





# Future Possibilities for Daily Travel



Changing Daily Routines

Reducing Environmental / Carbon Footprints

## Striking the Right Balance

What are the priorities for the harbour area and harbourfront

- Comprehensive pedestrian networks and people dominated environments?
- Continuous harbour waterfront walk and cross harbour walk?
- Expanding the railway network further and giving greater priority to buses?
- Introducing new modes?
- More coordination or more choice?
- With CWB and CKR to rethink the allocation of roadspace?
- To contain traffic growth or build more roads? ...

*Public participation in direction and implementation, including making better travel choices to create a more liveable city*

# Asia's World City in 2020

*"Driving into Central is costly but I am happy to use my car only when I really need it. With the new hillside escalators and the Harbourwalk now available, I am spending 20 minutes less on three available days a week walking between Home and Office."* From a local HK resident

*"In the good old days Central was jammed with buses and cars where people can hardly breathe. With the new railway, vehicle bypass, and road pricing now implemented, Central has become a much better place to live and work and I am not late for meetings anymore"* From a businessman



*"20 years ago when I was working and living in Hong Kong Island the waterfront was not accessible. Now I can accompany my wife and I using the public leisure bikes along the harbourfront from Victoria Bay, take a ferry across the harbour to Kai Tak pick up bikes and ride to Tai Park, leave the bikes and take the MTR to the HK Science Museum, has done an amazing job!"* From a local resident

**Asia's Hong Kong Traveller Friendly City**

*"It used to take hours for a delivery to Wanchai and areas where traffic congestion was really bad, there are now regulations in force such as charging and vehicle restrictions. I actually find it more efficient."* From a truck driver



*"I have been in Hong Kong four days and have visited all the sites by walking, tram, ferry, railway and public transport. It is the most traveller friendly city I know, you don't need to use taxis or hotel cars."* From a Tourist

*"Hong Kong is the greatest city in the world."* From a New Yorker