

## TAC discusses Tate's Cairn Tunnel's toll increase application and pedestrian environment improvement

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The Transport Advisory Committee (TAC) today (February 5) discussed the toll increase application from the Tate's Cairn Tunnel Company Limited (TCTC) and pedestrian schemes to improve the pedestrian environment.

TAC Chairman Ms Teresa Cheng Yeuk-wah said the TAC, in deliberating the TCTC's application, had considered and balanced various factors including public acceptability, the company's financial position, the principle of obtaining reasonable but not excessive remuneration and traffic implications.

"We note that the Government will process the toll increase application in accordance with the established procedures," said Ms Cheng.

"Similar to other fare increase applications, the TAC will submit its recommendation on the current toll increase application to the Government for consideration by the Chief Executive-in-Council," she said.

The members were also briefed on the efforts made by the Administration to improve the pedestrian environment by developing pedestrian walkway systems in Causeway Bay and Mong Kok.

"We note the progress of the improvement projects taken forward by the Transport Department in respect of the pedestrian environment in Causeway Bay and Mong Kok. We welcome the Administration's proposal as the proposed pedestrian walkway systems could reduce pedestrian flow at ground level, thus minimising possible vehicle-pedestrian conflict and providing a safe, uninterrupted and pleasant walking environment for pedestrians," Ms Cheng said.

In Mongkok, the Administration is studying the possibility of building a pedestrian link to provide a direct connection and improve the walking environment between Mong Kok East MTR Station and the vicinity of Tai Kok Tsui through central Mong Kok in the long run. In Causeway Bay, provision of pedestrian subways linking the MTR Station with Victoria Park as well as the busy streets in the heart of Causeway Bay and its junction with Happy Valley is being considered. After completion of the current studies on the two proposals, the Administration will proceed with detailed technical feasibility studies in mid-2010.

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