Efficient Multi-modal Integration is Key in Realizing Next Generation Public Transport System: The Case of Hong Kong Special Administrative Region of China

Simon K W NG

Head of Transport and Sustainability Research
Civic Exchange

Presentation at 7th UNCRD EST Forum, Bali, Indonesia | 23 April 2013
Plenary Session 3: Full Integration of Transport Mode/Issues Concerning Multi-modal Integration in Public Transport in Asia

Note: As a UN rule Hong Kong should be read as Hong Kong Special Administrative Region of China.
Public transport in Hong Kong

- 4.9 million public transport journeys each day
- Almost 90% of daily trips on public transport
- Efficient system full of choice
- Bus and urban rail (MTR) are the main modes
  - 1981: bus (46%); rail (15%)
  - 1996: bus (35%); rail (33%)
  - 2011: bus (32%); rail (40%)
- Para-transit: public light bus and taxi
- Accord priority to railway is a government transport policy since 1999
Different forms of integration

- Public transport interchange
- Bus-rail
- Minibus-rail
- Taxi-rail
- Bus-bus
- Park-and-ride
- 2,225 parking space
Different forms of integration

- Information and fare collection
  - Octopus
  - Hong Kong eTransport
    - Multi-modal public transport route search system
Different forms of integration

- Transport and land use
Different forms of integration

- Universal access
Modal integration and sustainability
New directions for transport integration

- Cycling
Walking
Streets as public space
End of presentation

kwsng@civic-exchange.org