



Dear All,

Regarding the result for the RPS in Central, we received 13 response out of 600 members (about 2.2%). 5 out of 13 are CEng MCIHT, 5 out of 13 are MCIHT, 1 student and 1 graduate member. We also got 1 non-member.

11 out of 13 are supported the scheme and 2 out of 13 have reservation on the scheme.

The view from the questionnaire:

- Elaborate more explicitly the tangible benefit of society (especially for 90% of public transport user who are the silent majority)
- Use of revenue to support public transport service
- The trunk roads should not be covered in this scheme (i.e. Lung Wo Road/Connaught Road Central)
- Please consider reducing the proposed charge road for ERP Pilot scheme such as Man Kwong Street, Man Cheung Street, Lung Wo Road and Man Yiu Street...etc.
- Should be implemented as soon as possible
- To promote the Park and Walk concept, it is suggested to consider parking fee incentive for those carpark users.
- The ingress routing to City Hall Carpark should be studied how to avoid entering the Charging Zone at Connaught Road Central.
- The feasible ingress routing for those vehicles from Queensway Road WB to the new commercial building carpark should be considered.
- Through traffic on Connaught Road can be considered to allow using the far side lanes (WB and EB) before approaching the cordon points.
- Escape routing for traffic on Queensway Road WB to Connaught Road WB to select the passing route if Point 4 is considered feasible.
- The servicing traffic (taxi and goods vehicle) to and from the Central ferry pier should be separately considered how to avoid from the charging zone. It is suggested to adjust the cord