

Tamar: Last Chance to Get Things Right on Road Traffic



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- Government wants to add nearly 10 million sq ft of GFA to Tamar and adjacent areas (9.2 + HKCEC expansion).
- This mean MOVING roughly 10,000 - 14,000 jobs INTO THE AREA that could (and should) be elsewhere.
- This added employment in the area is will add thousands of additional vehicles to already congested peak traffic demand in Central.
- Original rationale for Central reclamation was the Central-Wanchai Bypass to solve congestion but the proposed 'solution' is being used in a way that will add to local **SURFACE** road traffic!.

- Government acknowledges roads saturation by **2016**.
- Government also promises no more reclamation of Victoria Harbour.
- *Defies common sense to purposely* move into this small area thousands of jobs and consequent transport demand.



- Tomorrow's traffic will be much worse and there will be **NO** solution:
 - short of radically restricting most road vehicles
or
 - breaking the pledge on no new harbour reclamation.

What happens in 2016?

- Does government have a plan to reduce road traffic demand in the area? For example by:
 - heavily subsidizing new MTRC lines?
 - By imposing prohibitive fees or banning outright cars & taxis?
 - Or maybe freezing all post 2016 development in the area?



LANDS POLICY :

- straining *Transport Planning* to breaking point
- undermining *Environmental Objectives*
- and *Principles of Urban Planning*

Where is JOINED-UP GOVERNMENT?



It is well-established that there exists a **TIPPING POINT** between heavy traffic which flows (albeit slowly) and **GRIDLOCK** (where even emergency vehicles cannot penetrate).

Going from one to the other may **involve only a small increase** (e.g. less than 5%) in traffic volume

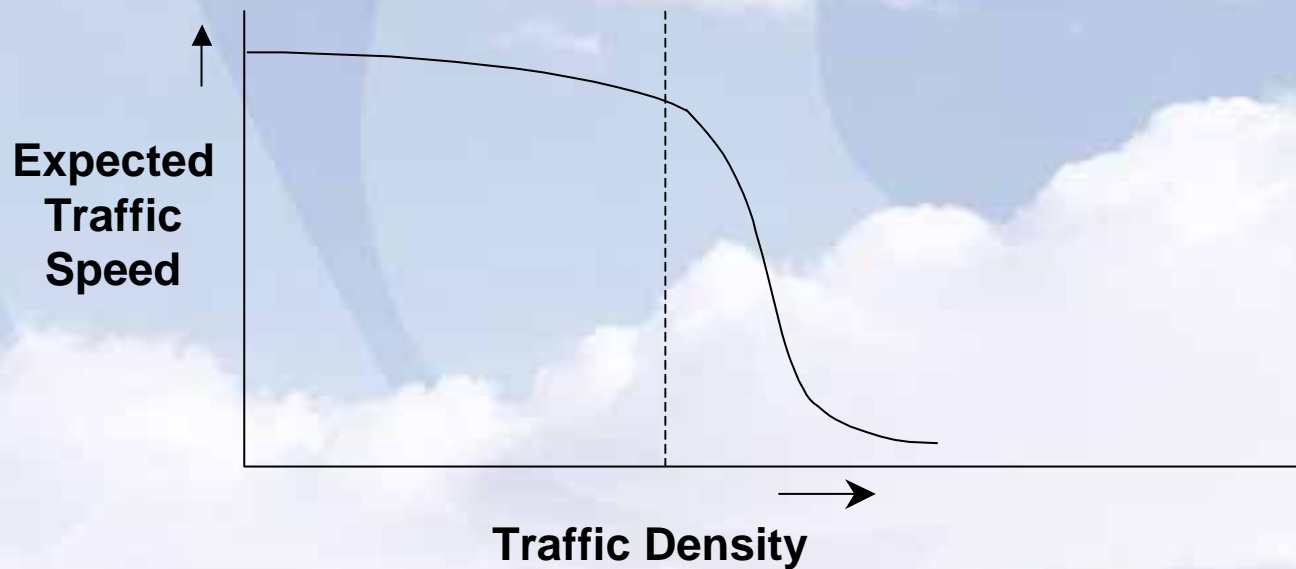


What is Gridlock?

Total breakdown of a transport system

typically road networks

Non linear behaviour



Several major roads around Tamar will be approaching saturation (i.e. vol/cap near 1.0) by 2016.

Yet government seems strangely casual about increasing the already heavy traffic and risking passing the Gridlock Tipping Point.

For several decades government has added more and more traffic Lanes near Tamar. Yet, congestion remains.

Congestion has worsened, air pollution and noise are unhealthy and people have virtually been banned from much of ground level.

Please, let us not be fooled yet again by Government assurances that the next fix will finally solve the problem.

Is government **LANDS POLICY** so completely dominated by the goal of maximizing revenue that other impacts simply fail to be considered?

If it is, should this **GREED** go unchallenged?



So long as government feels it can increase density wherever its short term revenues are highest, there will be no solution to worsening traffic congestion or relief to a poor quality of life near the Central Waterfront.

Stand up for COMMON SENSE

Stop destructive Unsustainable Development
in and around Tamar

Asia's World City Deserves Better

