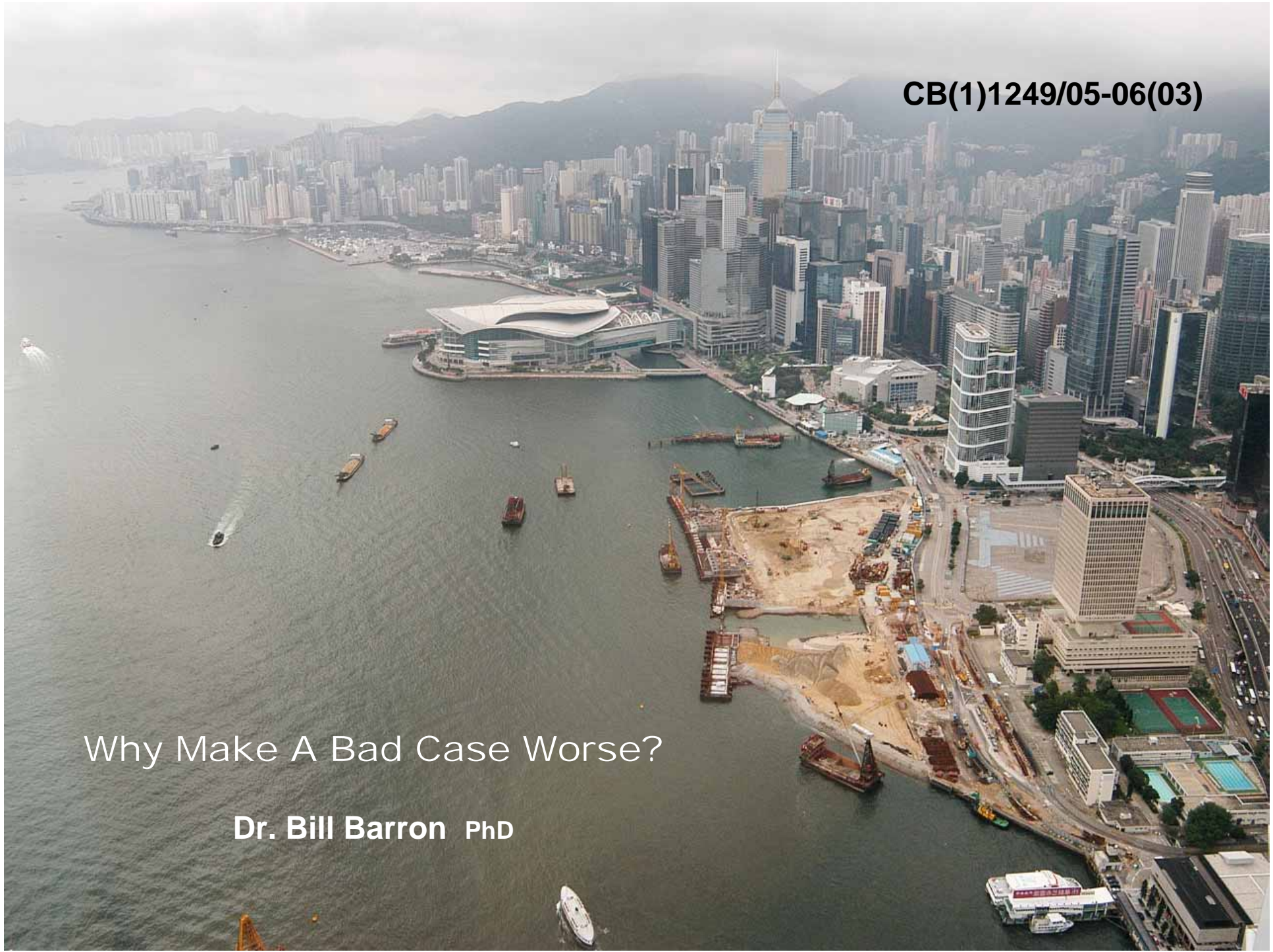


CB(1)1249/05-06(03)

Why Make A Bad Case Worse?

Dr. Bill Barron PhD

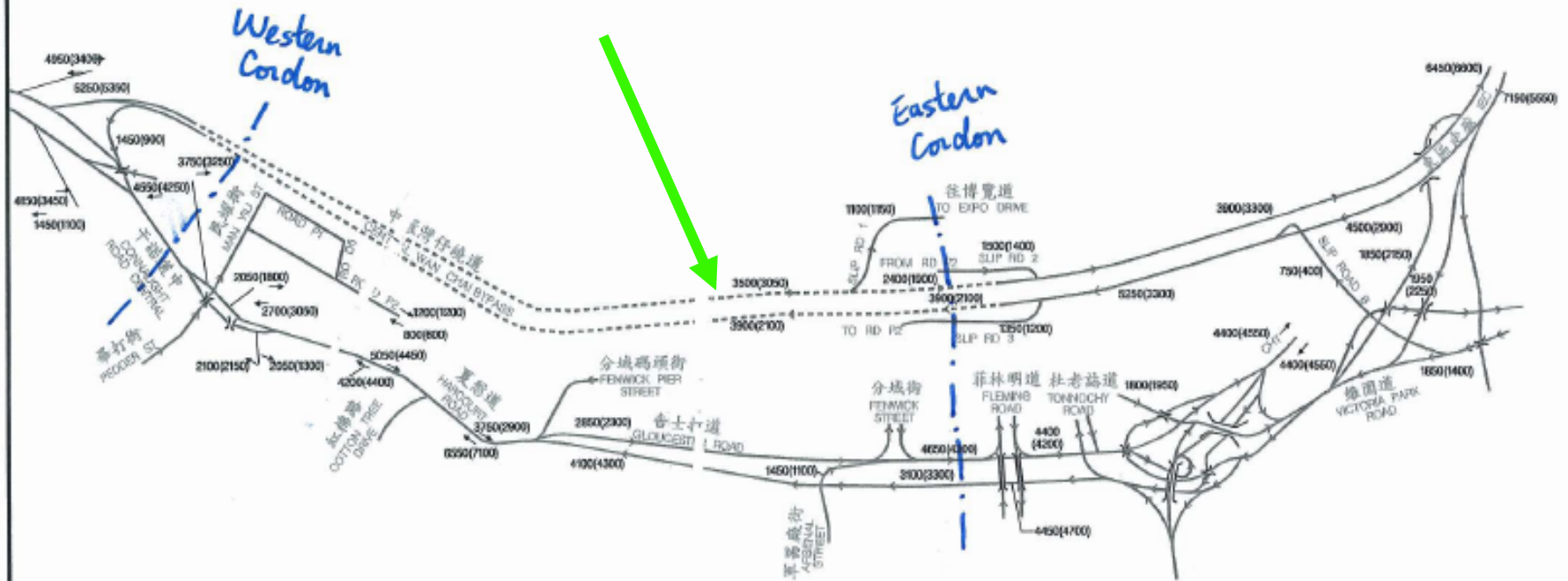


Central OZP is much more than Tamar and LegCo

- 4 m sq ft of new non-government floor area
- 25,000 non-government jobs
- 4,000 CPUs/hr (am/pm)



CWB will have 3,300-7,400 vehicles per unit/hr peak E/W (am/pm)



圖例
LEGEND

6550 上午繁忙時段的交通流量 (PCU/小時)
 AM PEAK HOUR TRAFFIC FLOWS (PCU/HR)

(7150) 下午繁忙時段的交通流量 (PCU/小時)
 PM PEAK HOUR TRAFFIC FLOWS (PCU/HR)

圖一
 Figure 1

2016 交通預測(方案A)
 2016 TRAFFIC FORECAST (SCENARIO A)



Misleading Claims by Government

- “Central waterfront plans will add only **3%** to traffic”.
- “This is acceptable congestion-wise and air quality-wise”.



Much Higher Estimates

- **Peak Period** (am and pm) road traffic will go up by an average of **12%**.
- This means giving up much (and possibly all) of spare surface road capacity created by the CWB.



Peak Period Traffic



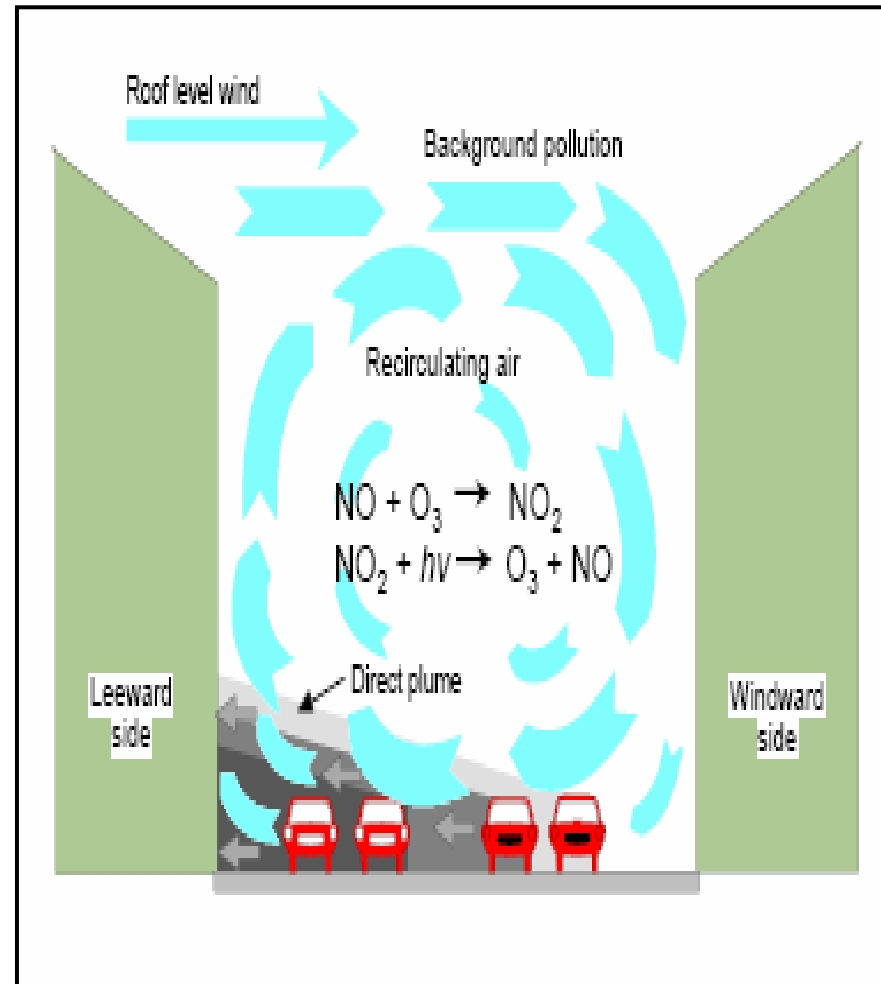
- PEAK PERIOD traffic speeds in parts of Central and Wanchai is only about 7km/hr.
- This is not much over a fast walking pace.

What this really means - Traffic (I)

1. **Offset CWB**: A 12% increase in peak surface vehicle flow offsets benefits of CWB.
2. **Worse congestion**: Congestion already bad, could easily worsen.
3. **Future traffic**: With CGO/MB redevelopment, traffic will worsen - where will new roads go?
4. **Worse air**: With more traffic, *average* vehicle speed falls and emissions/km go up for ALL vehicles on the road. The pollution impact is much greater than from added vehicles alone.

What this really means - Air (II)

- Buildings on/near Tamar will create a **Street Canyon** effect.
- This will block winds from diluting vehicle emissions.
- Allows build-up of much higher pollution concentrations.



The Congestion-Air Nexus

What if traffic from new developments slow peak travel from 7 to 6 km/hour?

This means **140%** rise in pollutant concentrations during the peak ($1.20 \times 2.0 = 2.4$)

- Emissions increase by 20% for each kilometer traveled (from all vehicles).
- Much higher peak period Street Canyon Effect of pollutants build up (doubling concentration).

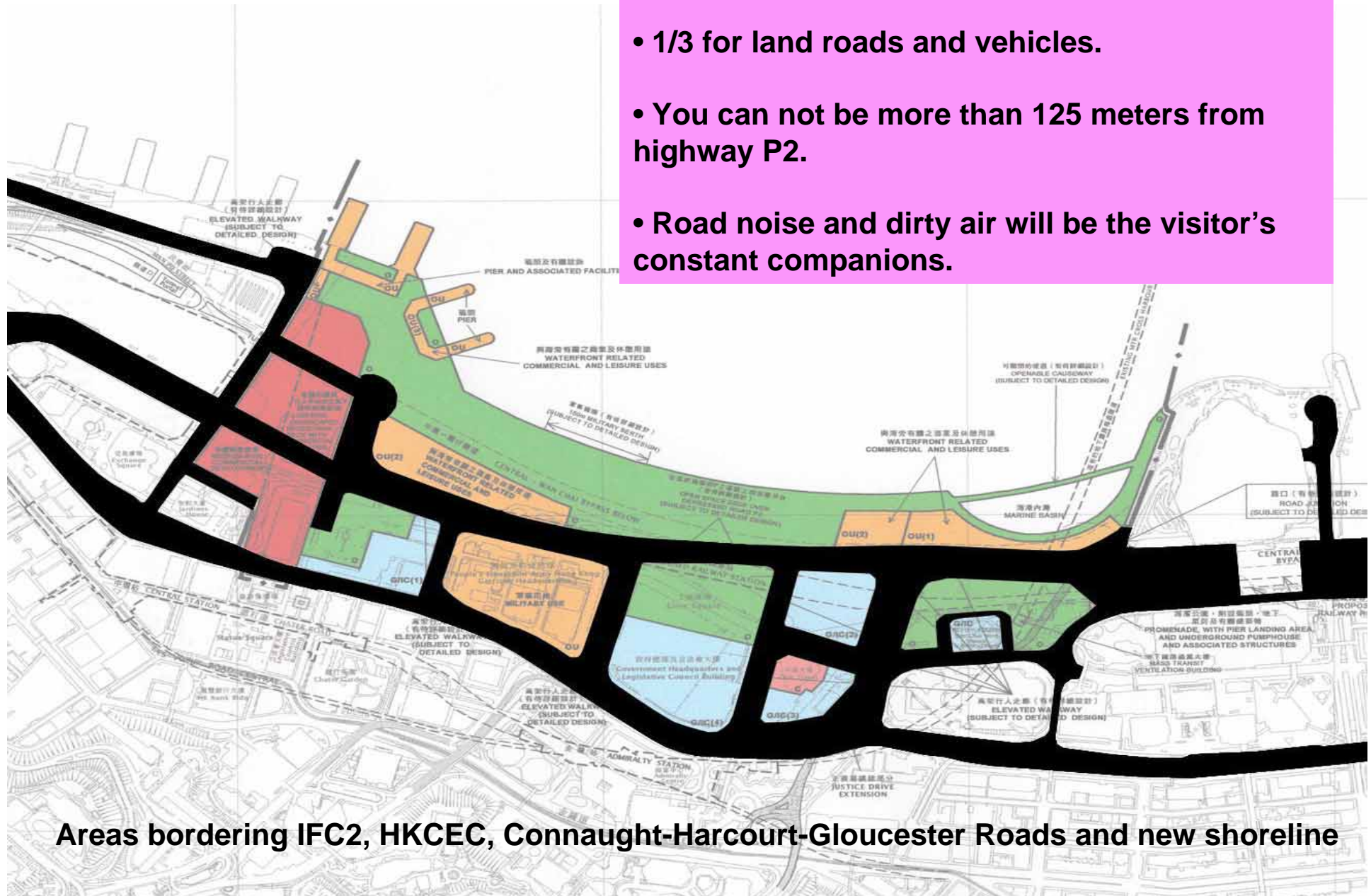
Central Roadside Air Quality

- At Central Roadside even HK's very weak **1 HOUR** AQO for NO₂ of 300 mg/m³ was exceeded **14 times** in 2004.
- The **24 Hour** NO₂ AQO of 150 mg/m³ was violated **1 in every 6 days** in 2004.

NB: 2005 air pollution was not as bad as 2004 due to extraordinarily heavy rainfall, not government efforts.

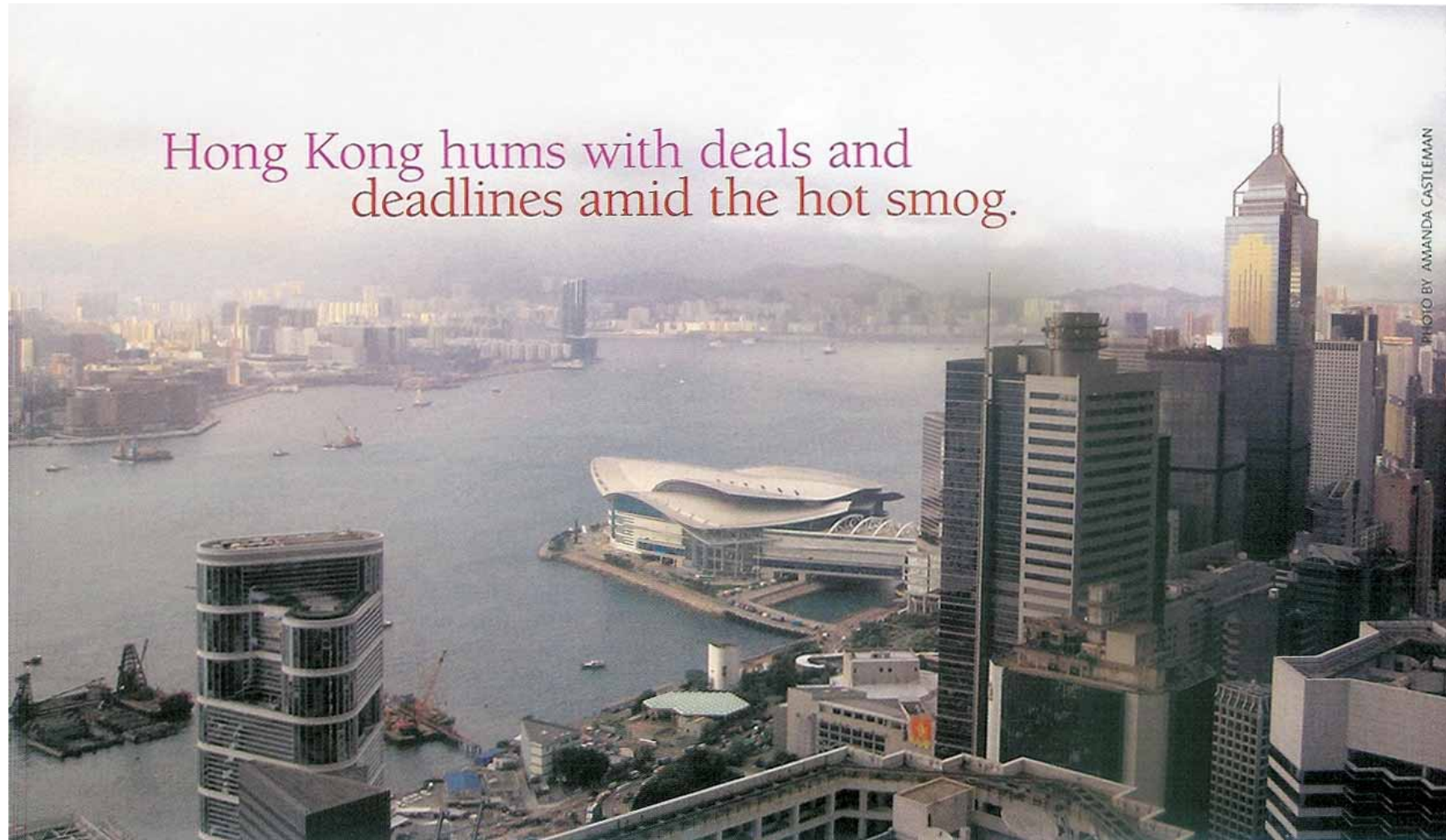
Paving Central Waterfront?

- 1/3 for land roads and vehicles.
- You can not be more than 125 meters from highway P2.
- Road noise and dirty air will be the visitor's constant companions.



Areas bordering IFC2, HKCEC, Connaught-Harcourt-Gloucester Roads and new shoreline

Don't think no one noticed



[US travel magazine 4/06]