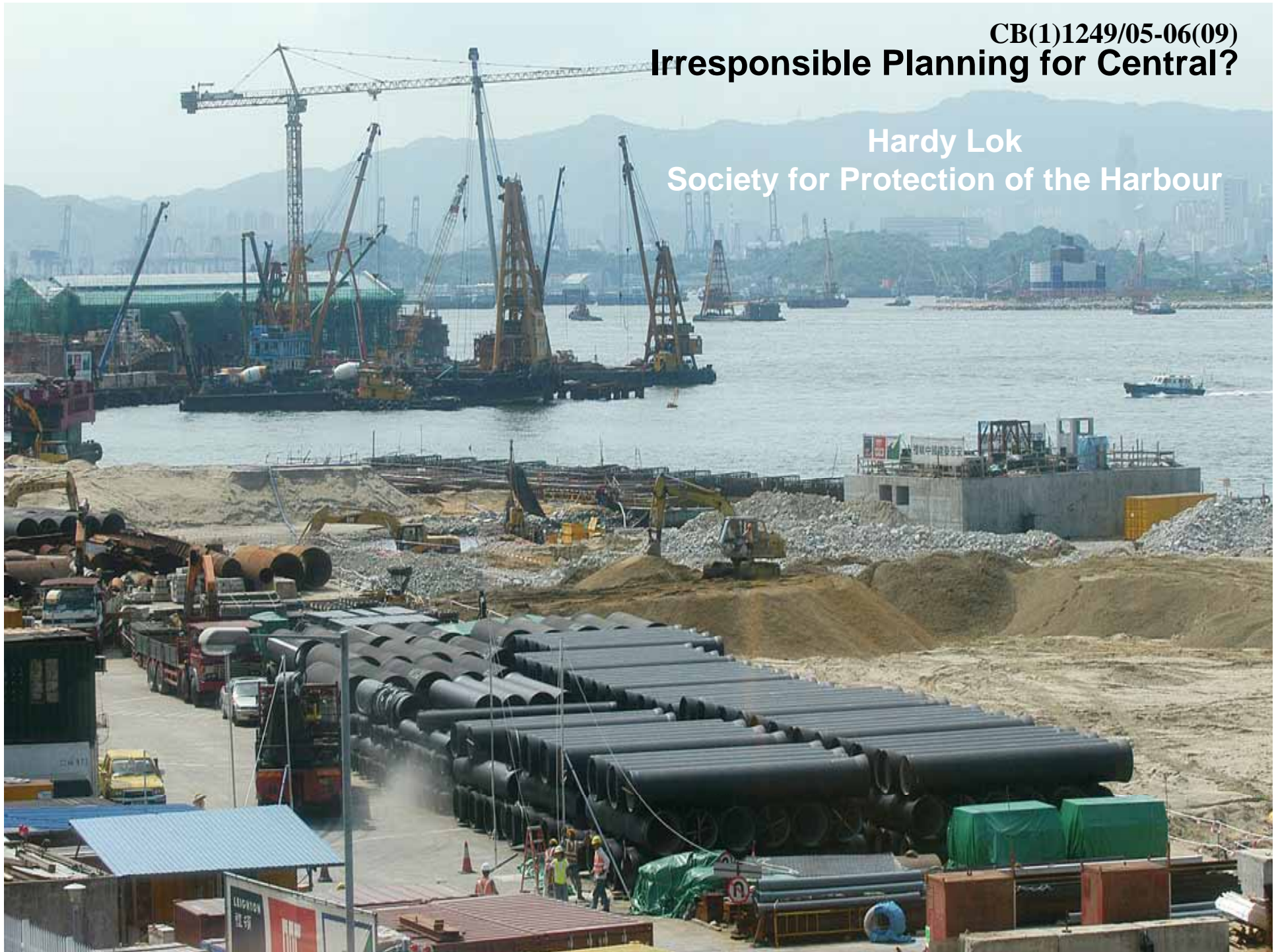


CB(1)1249/05-06(09)

Irresponsible Planning for Central?

Hardy Lok

Society for Protection of the Harbour



Irresponsible Planning for Central?



- Studies show roads capacity in Central reached by 2016.
- How much more density from new developments e.g. CGO/MB.
- What's next?
- Reclamation, ERP, rail, other measures?

Controlling Traffic Growth [what planning is about]

- Traffic growth controlled via land use and development density.
- Central OZP provides too much density, therefore generates high traffic.
- Large areas for highways and roads.
- Reclamation is being done to satisfy high-density development.



Peak Time vs. Off-Peak Traffic



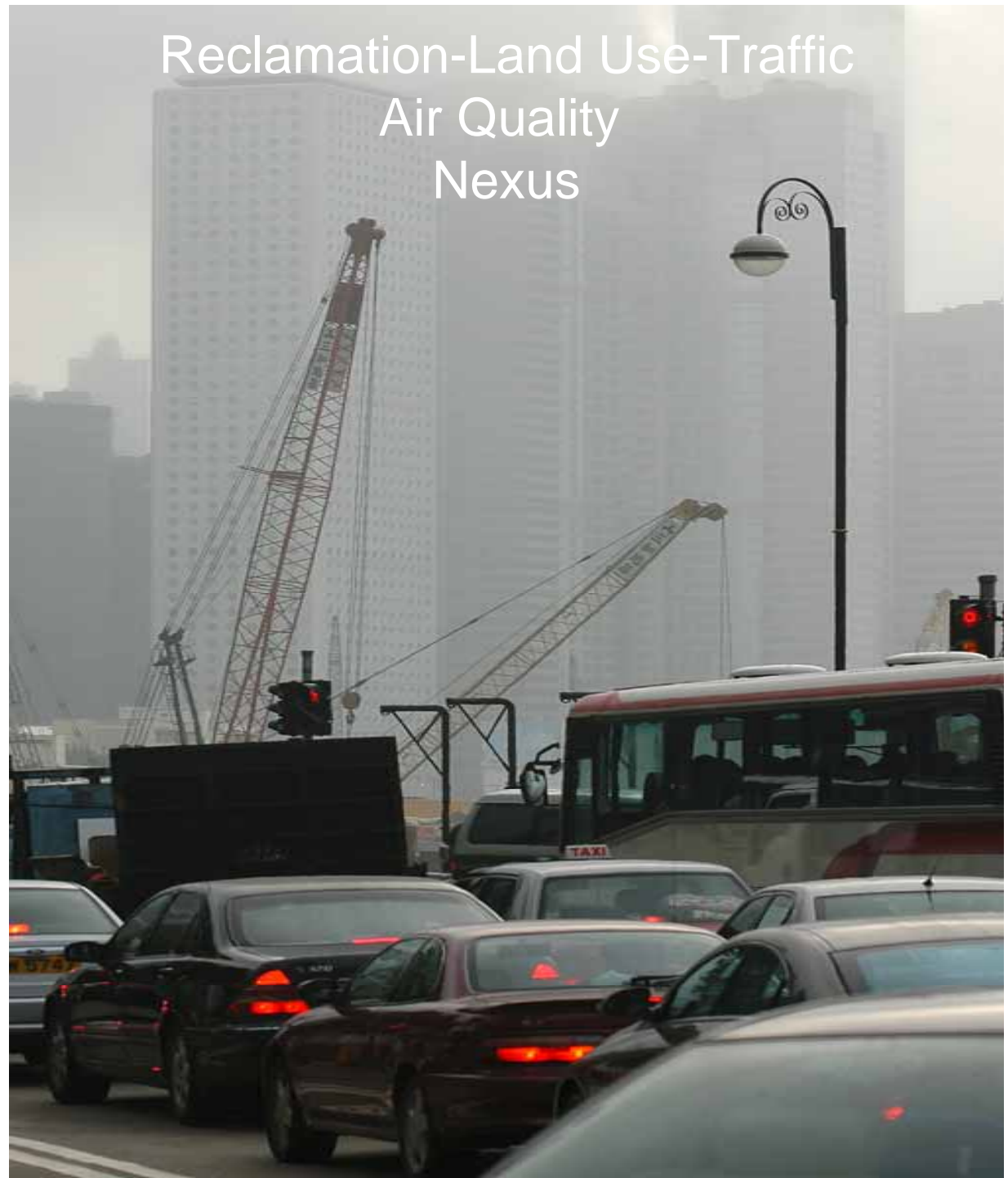
- Offices generate peak time traffic.
- Other uses e.g. leisure, cultural etc generates off-peak traffic.
- Denser office developments result in more peak time traffic.
- Thus, controlling land use mix is vital.

**CRIII is not CWB
but land
development.**

**Larger plots and higher
densities generate more
revenue.**

**But also generates
more traffic
and congestion.**

**Environmental conditions
will worsen.**



Why not expedite rail?

- North Island Line already planned.
- Should be done as part of CR3 and WD2.
- Estimated capital cost HK\$7-9 billion.
- More expensive if done after CR3 and WD2 completed and cause more disruptions.
- Create large number of construction jobs.
- Benefit more people than giving priority to highways.
- Rail has lower external costs than roads.

Way Forward



- Analyse Tamar as part of COZP.
- Call for review of COZP to achieve sustainability.
- Review to consider land use, traffic and environment together.
- Consider NIL as part of review.
- Fulfil Harbour Vision-Harbour Principles objectives.