



Building Consensus on Sustainable Planning

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Expert Panel Forum on Sustainable Transport Planning and Central - Wanchai Bypass
Harbour-front Enhancement Committee's Sub-Committee, Wanchai Development II Review
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To whom it may concern

The objective of the Expert Panel Forum is sustainable transport planning and a review of 'ways to resolve traffic congestion and the Central Wanchai Bypass'.

Traffic congestion: local traffic stacking versus through traffic.

1. With my office in Causeway Bay, meetings in Central, home in mid-levels, and membership of the Yacht club, I have used the Connaught Road-Gloucester Road-Victoria Park corridor at least twice a day by bike or car for many years. My personal observation is that the problem is NOT through traffic, but stacking of local traffic because of limitations in surrounding areas to absorb traffic. Does the CWB resolve these problems, if not, how can these be resolved in a sustainable manner?
 - Excelsior Hotel/Gas stations funnel and stacking of Causeway Bay traffic and Times Square traffic
 - The increasing traffic from/to Aberdeen and the south side.
 - The Central/Mid-levels access via Garden Road - stacking of traffic into Central in front of Bank of China.
 - The funnel between Mandarin Hotel and Jardine House and the adjacent crossing, especially stacking of traffic to the Airport Express/IFC/Four Seasons hotel area.
 - The bus terminus under the Exchange Square and stacking of busses at the back of City Hall.
 - The stacking of traffic into western part of Central and Sheung Wan - specifically around The Centre and Wing On.
 - Central tunnel entrance stacking.
 - Times Square/Jockey Club stacking on race days.



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Avoid traffic congestions versus resolving traffic congestion

2. How much additional density is planned for the Central Business District and Wanchai, including ground scraper, TAMAR Government offices, festival market, developments along the harbour-front on Fenwick, redevelopment of Lower Albert Road, HKCEC extension, etc. what is the total and what is the break-down? As all this is expected to add local traffic. Do we have the estimated amount of traffic that is added by these developments? How much additional density is estimated for other areas such as Aberdeen and the south side, and how do we plan to cope with this?
3. The primary conflict is between harbour-front enhancement and surface roads. It is a reasonable alternative to not add this density, but to limit the density in line with the road and transport capacity of an enhanced harbour-front.

Demonstrate that all alternative solutions have been exhausted

4. It is a reasonable alternative, before any new road infrastructure is built, that all traffic measures and alternative forms of transport have been implemented. Northern Line, Airport railway extension, Shatin/Central Rail, ERP, loading/unloading at night time, shorter wheel base for busses and coaches (promoted with ERP), ... etc.
5. As for ERP, there is no need to wait for an alternative vehicular corridor. ERP can help mitigate traffic congestion with the available alternatives as was proven after the Eastern Harbour Tunnel fare increase this year. Expectations of traffic jams and concern over additional costs diverted much traffic to rail resulting in low road usage for the first 10 days. We refer to Government, Transport Department and Traffic Police statistics for that week.

Design CWB to maximize harbour-front enhancement and minimize reclamation

6. As for the design of the CWB, what does the estimated 40% through traffic targeted by the CWB consist of? Is this traffic from/to beyond Rumsey and beyond Oil Street? Or includes Central Ferry Piers and North Point areas? Does this assume slip roads in Wanchai? What if there is a tunnel all the way? What if there are no slip roads in Wanchai? How can the CWB (and slip roads and connecting roads) be designed so to minimize reclamation and maximize harbour-front enhancement?



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