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WANCHAI NORTH OZP S/H25/5

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From:

To:

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[REDACTED]
tpbpd <tpbpd@pland.gov.hk>

WANCHAI NORTH OZP S/H25/5

Dear TPB Members,

A matter of great concern to the community that is not mentioned in the paper is the issue of future ownership and the management model for the project.

Will this follow the same pattern as the existing HKCEC? If so will there be an open tender or will the entire operation be allocated to New World?

If the development is to be sold how could the management, and costs, be integrated with that of HKCEC?

Again I would recommend that members study carefully the unrealistic view points chosen.

And strong objections to plans to give priority to vehicles. The Wanchai Bypass was touted as the solution to congestion in both Central and Wanchai district. The waterfront is difficult to access because a very wide series of roads lies between it and the hinterland. The congestion still exists and now this plan would bring in further traffic. This is not just an issue of cars, exhibitions rely on vast numbers or heavy duty vehicles that have to arrive and depart around the same time.

But there is no plan to eliminate vehicles via direct access to the development via the bypass. Instead of pedestrianizing the area to provide a pleasant at grade access to the waterfront, all that is proposed is more footbridges.

How come traffic can be reduced in other cities but not in ours, despite the many additional MTR lines?

Members should read this report on how Tokyo has managed to prioritize the people, despite being a city with a population three times that of HK.

How Tokyo Became an Anti-Car Paradise

<https://heatmap.news/economy/tokyo-anti-car-pedestrian-paradise>

"The world's biggest, most functional city might also be the most pedestrian-friendly. That's not a coincidence. It is utterly calm, in a way that is actually rather strange. There is simply no traffic noise. No hooting, no engine

*noise, not even much of the noise of cars accelerating on tarmac. Because there are so few of them. Most of the time you can walk in the middle of the street, so rare is the traffic. **There are not even cars parked at the side of the road.**"*

Read on

Every week we hear about the creation of new hubs but never anything about taking the necessary steps to make the city more attractive to live in. Opportunities with new developments are squandered because the only objective is to maximize GFA and revenue.

Mary Mulvihill

