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DesigningHongKong 香港······

City of two extremes

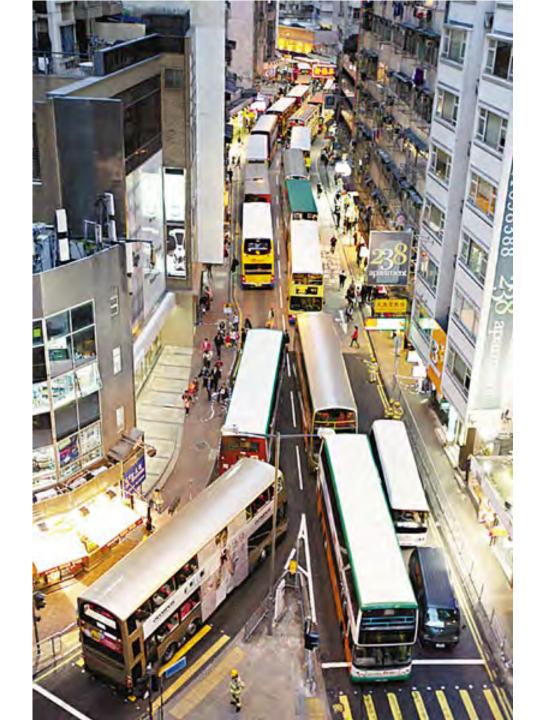
Where are we heading?

2014

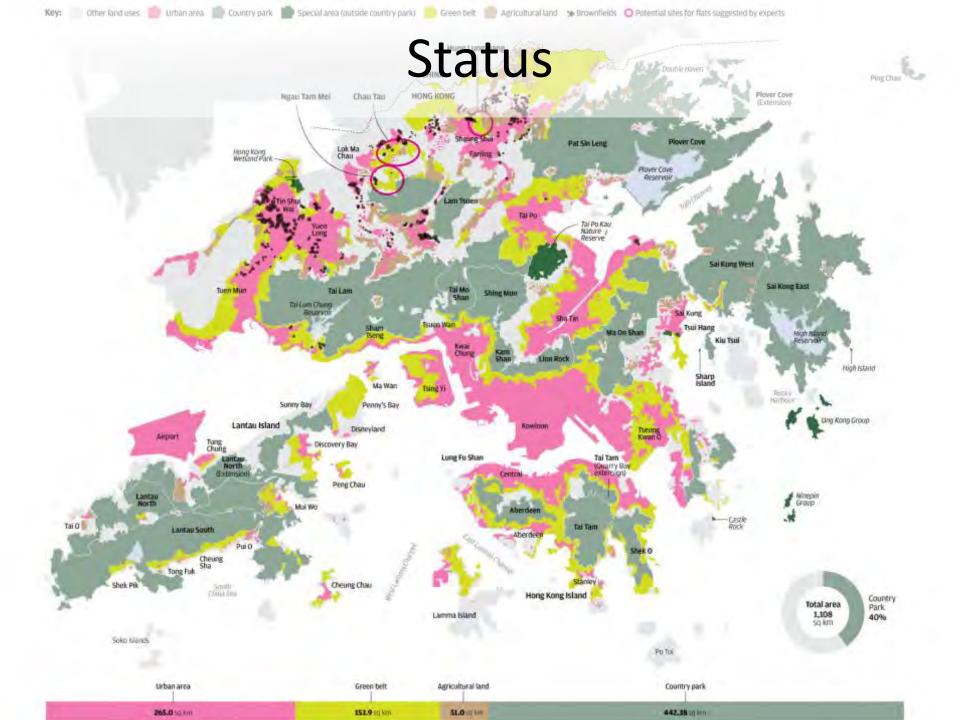




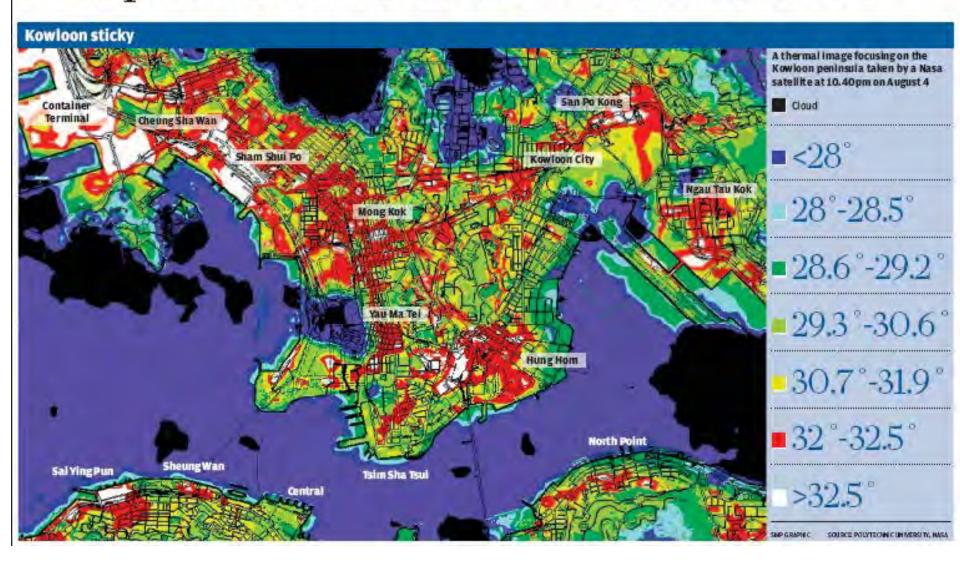




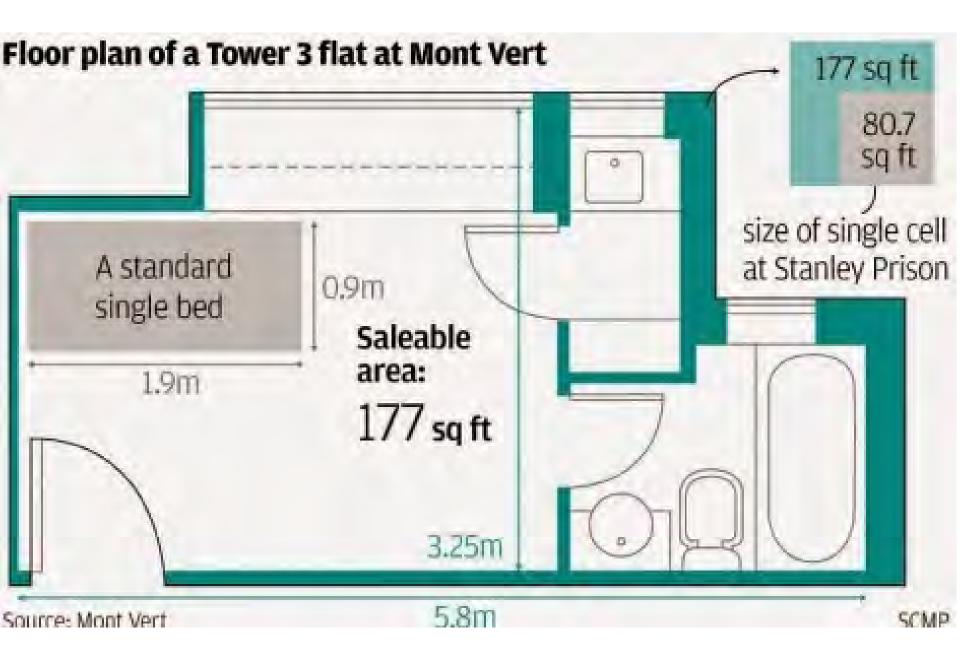




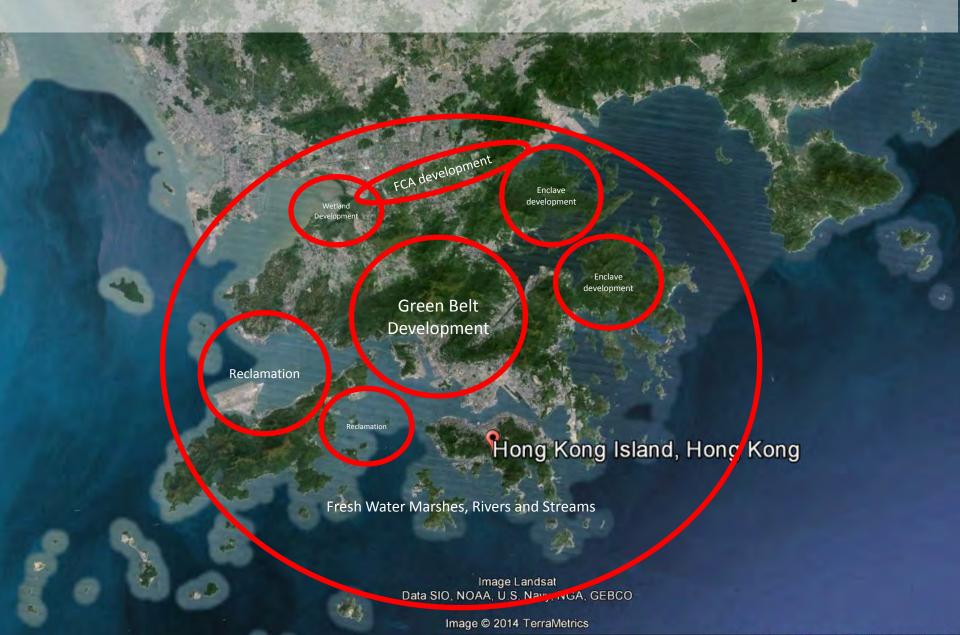
10.40pm. 32°C. The future's red hot for HK







Future losses of biodiversity



更多車?

More cars?



更多行人路?

More space?





灣區"便捷通關"示意圖 Cross-boundary Transport System

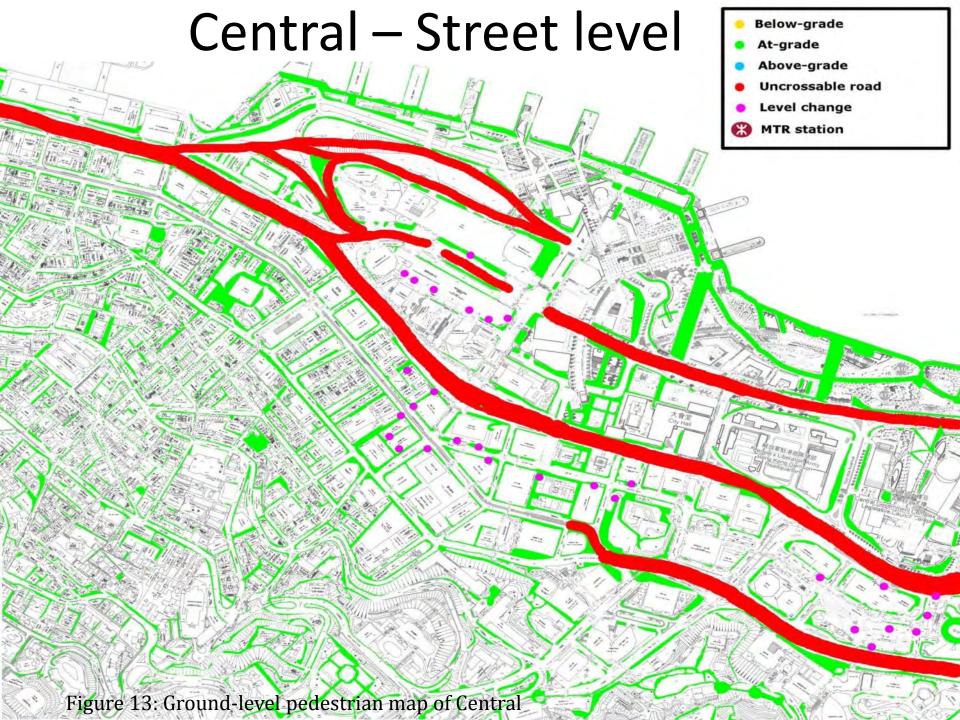
Road Crossing	Average daily traffic 2008	Daily capacity
Lok Ma Chau	27,883	32,000
Man Kam To	5,823	10,000
Sha Tau Kok	2,402	2,500
Shenzhen Bay Port	5,899	60,000
HK Zhuhai Macau Bridge	0	84,000
TOTAL	42,007	188,500

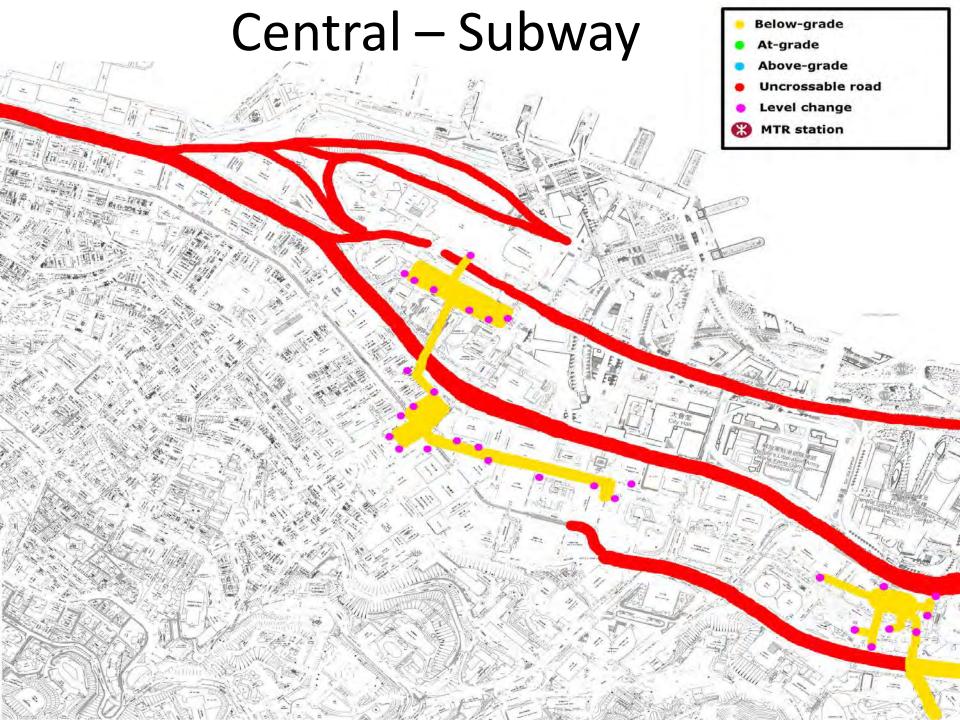
- HK private car fleet: only 433,202 (2011)
- No land for Park-and-Ride facilities at border
- Voluntary parking at rail stations
- Road pricing needed to incentivize drivers to stay away from congested districts.

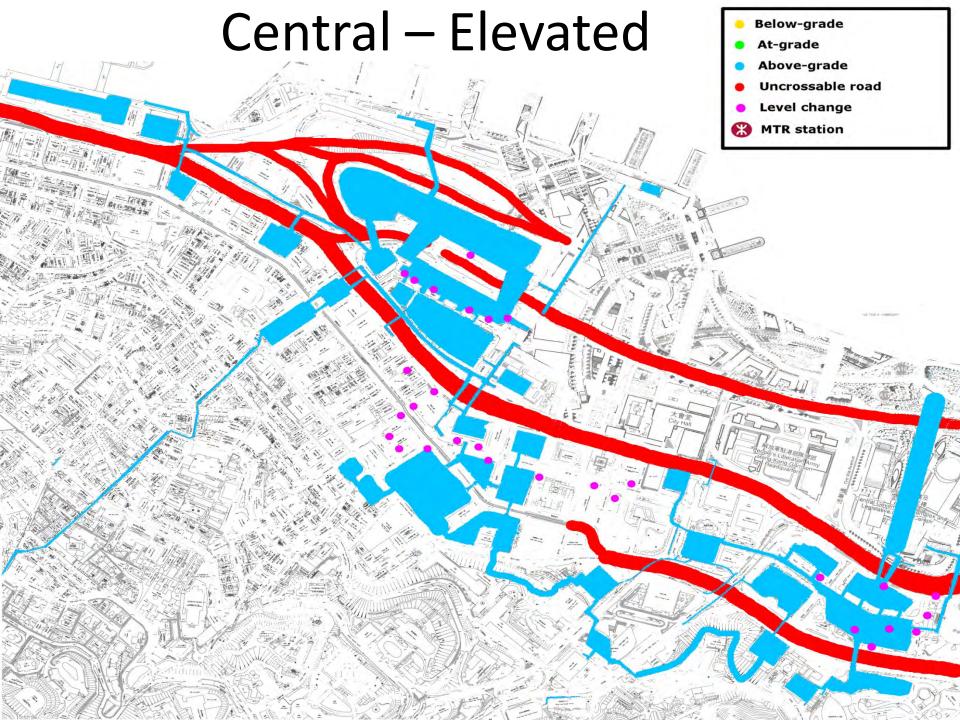




Central

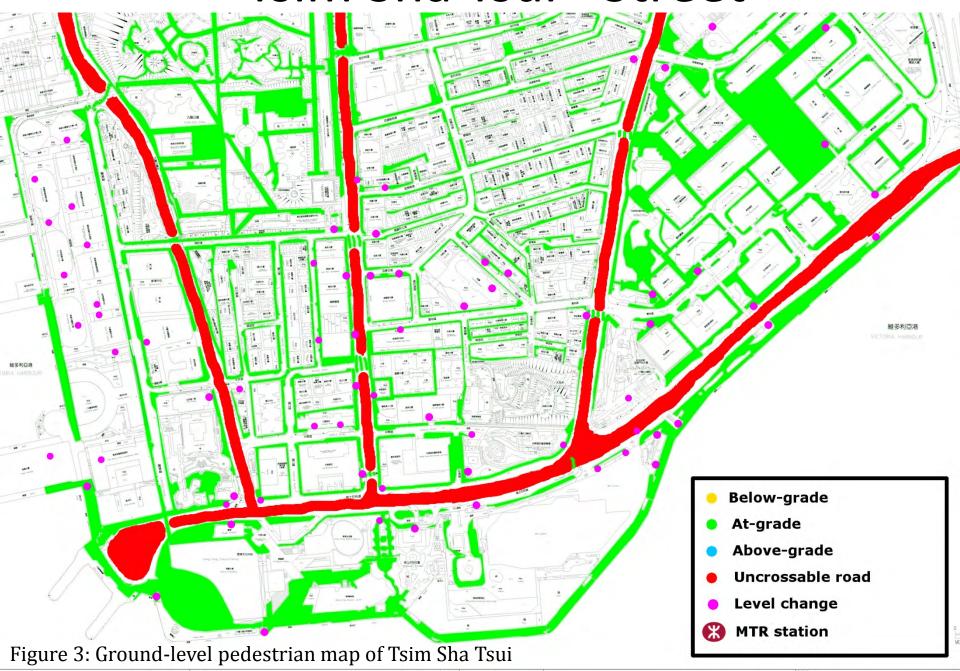




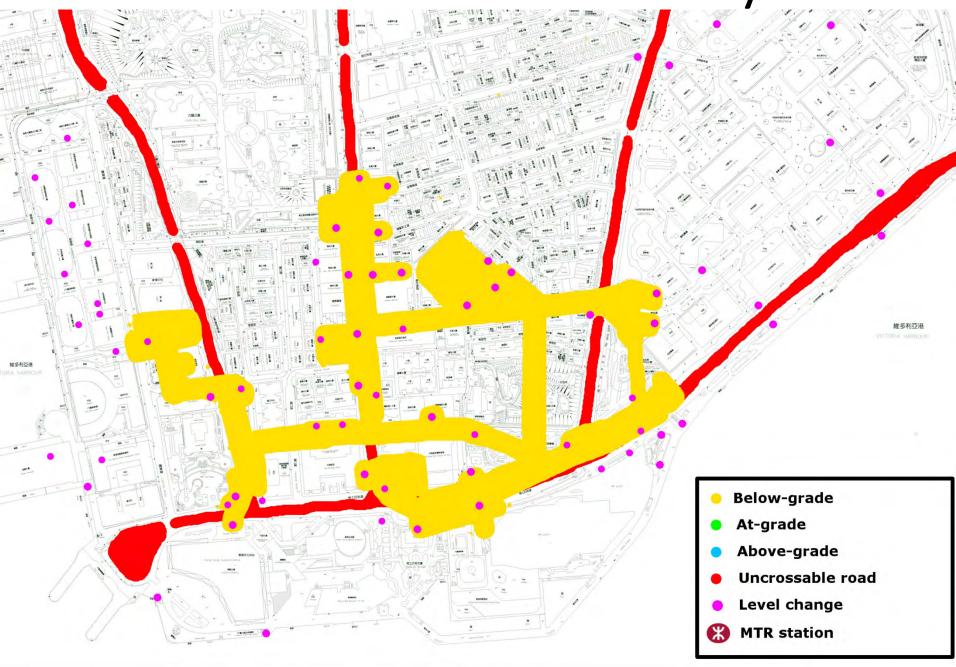


Tsim Sha Tsui

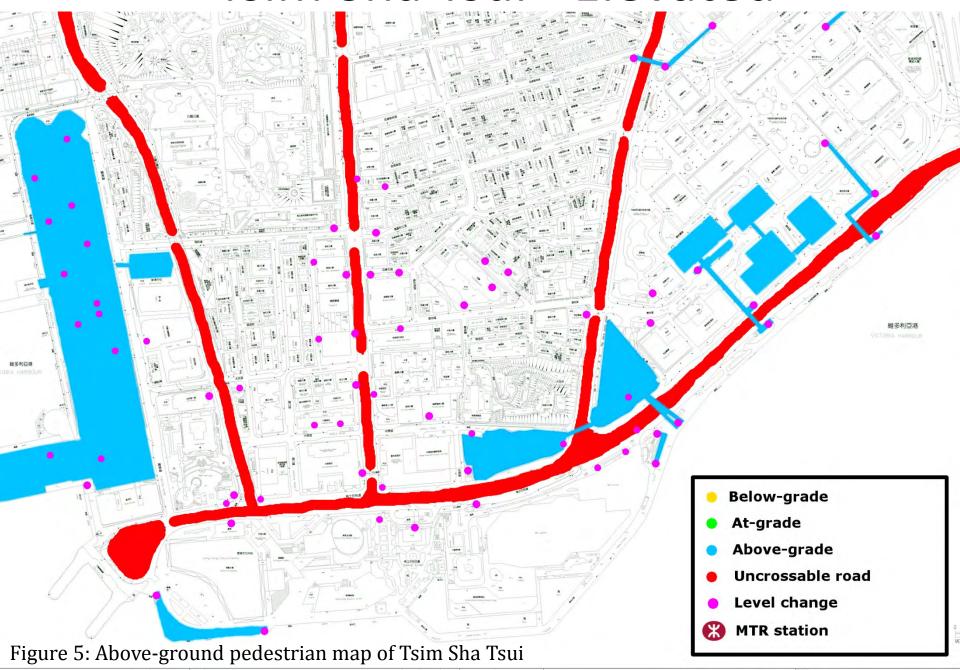
Tsim Sha Tsui - Street



Tsim Sha Tsui - Subway



Tsim Sha Tsui - Elevated



Tsuen Wan

Tsuen Wan – Street level



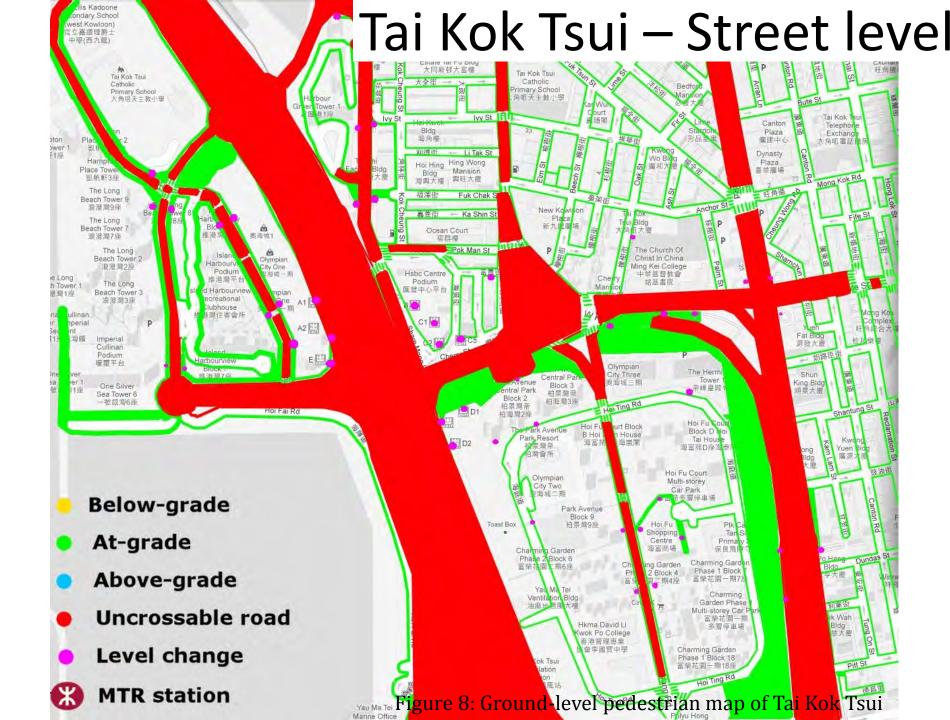
Tsuen Wan – Subway

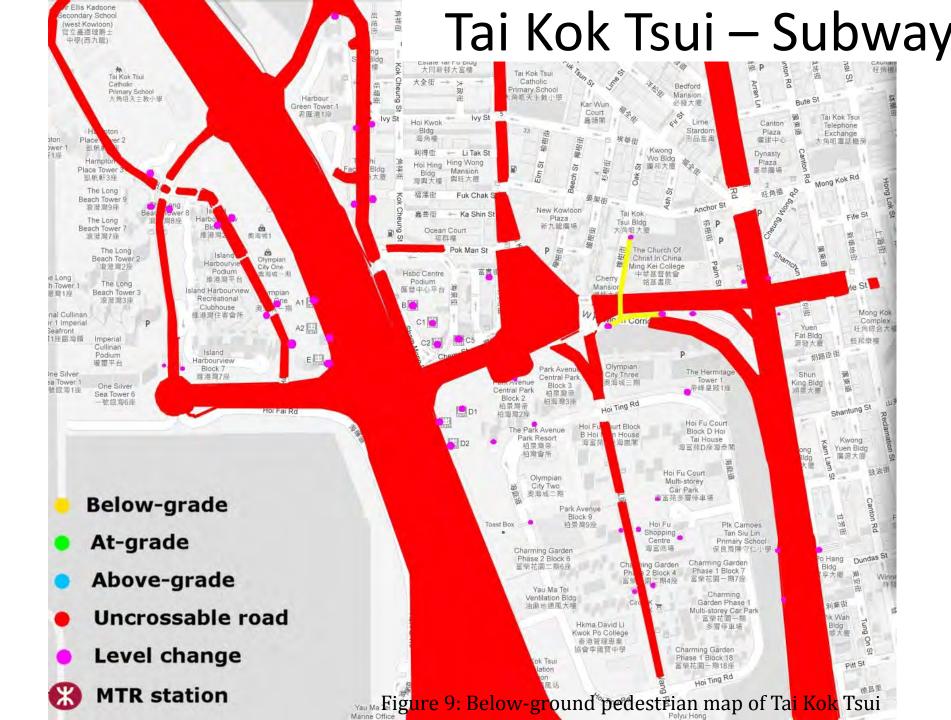


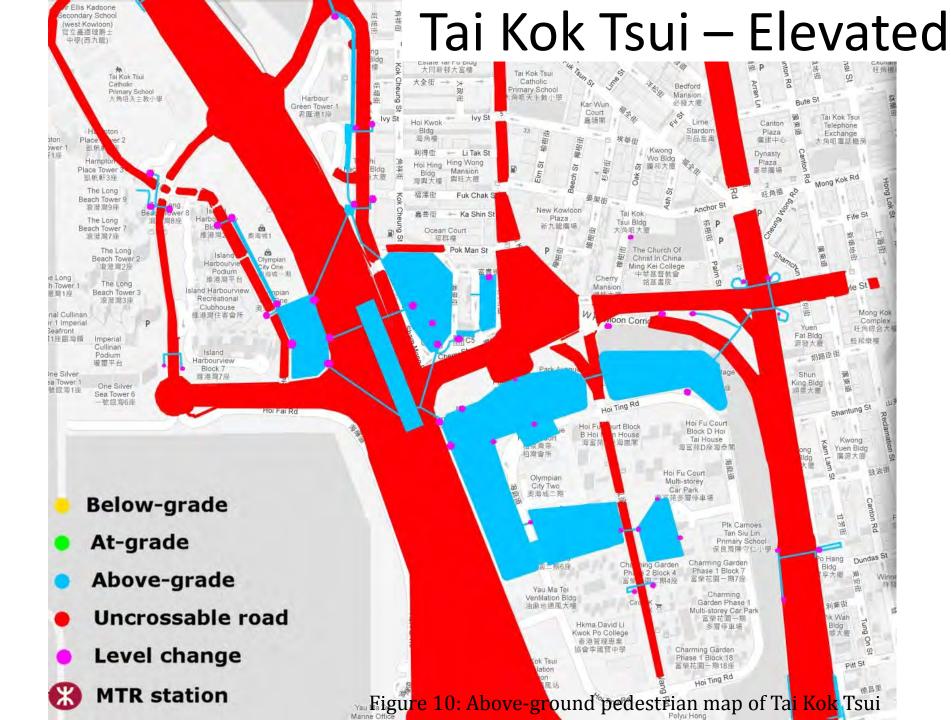
Tsuen Wan – Elevated



Tai Kok Tsui













Obstructions: Railing cabinets





























www.missinglinks.hk

Video

