

**For discussion  
on 28 June 2005**

**LEGISLATIVE COUNCIL  
PANEL ON PLANNING, LANDS AND WORKS**

**Wan Chai Development Phase II Review –**

**Harbour-front Enhancement Review -  
Wan Chai, Causeway Bay and Adjoining Areas :  
A Public Engagement Exercise**

**Purpose**

This paper briefs Members on the further progress of the public engagement exercise entitled “Harbour-front Enhancement Review – Wan Chai, Causeway Bay and Adjoining Areas”<sup>1</sup> (“HER”) conducted by the Sub-committee on Wan Chai Development Phase II Review (“WDII Review”) of the Harbour-front Enhancement Committee (“HEC”).

**Background**

2. Members of this Panel were provided with an information paper on the progress of review of WDII and Kai Tak in February 2005. The HEC Sub-committee on WDII Review further briefed Members on the HER project at the meeting of the LegCo Planning, Lands and Works Panel on 26 April 2005.

**Overview of the HER Project**

3. The HER project is designed to engage the public before the preliminary planning concepts are drawn up so that members of the community can express at an early stage their visions and aspirations for the sustainable development of the harbour-front with a view to building

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<sup>1</sup> In order to better reflect the study area of the HER project, the Task Force on HER had responded to a comment from the Eastern District Council and added “Causeway Bay” to the title of HER which became “Harbour-front Enhancement Review – Wan Chai, Causeway Bay and Adjoining Areas” in May 2005.

a consensus. Views and ideas raised by the public will form the basis for preparing the Concept Plans. Compared to the conventional practice of consulting the public after the planning concepts were produced, this is a new approach. It is hoped that with enhanced public participation at an early stage, the subsequent planning concepts can better respond to public needs and aspirations.

4. The HER project comprises the following three stages with enhanced public participation at each and every stage -

- (a) **Envisioning Stage** – The purpose is to engage the community at an early stage to solicit their visions on the types of harbour-front developments they aspire for at Wan Chai, Causeway Bay and the adjoining areas, while acknowledging the opportunities and constraints for development. A preliminary list of sustainability principles and indicators will be compiled for further discussion. These sustainability principles and indicators will form a useful basis for the development of the Concept Plans. This is expected to complete around the third quarter of 2005.
- (b) **Realization Stage** – Based on the findings of the Envisioning Stage, Concept Plans will be developed for evaluation using the agreed sustainability principles and indicators with a view to arriving at a consensus on the preliminary development proposals. This is expected to last for about four months.
- (c) **Detailed Planning Stage** – Based on the consensus arrived at in the Realization Stage, the draft Outline Zoning Plan will be prepared in accordance with the statutory requirements and procedures of the Town Planning Ordinance. This is expected to last for about three months.

### **Progress of the HER Project**

5. To achieve the objectives of the HER project, five public forums have been held since May 2005. Two community charrettes have also taken place. An opinion survey has also commenced which will end in July 2005 under the current Envisioning Stage of the project.

6. The public forums aim at collecting views and concerns of the public regarding the future harbour-front in Wan Chai, Causeway Bay and the adjoining areas. They are also intended to facilitate the development

and prioritization of the sustainability principles and indicators worked out by the collaborators<sup>2</sup>.

7. At the community charrettes, the participants are provided with the opportunities to envision the future land use and development of the harbour-front of Wan Chai, Causeway Bay and the adjoining areas, against the development constraints of the areas. Models are also provided to facilitate the public engagement process.

8. The public engagement kit (“Kit”) prepared for the Envisioning Stage is enclosed at **Annex** for reference by Members. It aims at explaining the approach and process adopted for the HER project and inviting the public to give views and ideas, without pre-defined options (which will only be formulated at the next stage i.e. the Realization Stage on the basis of public views and ideas received). At the Realization Stage, details of the various options, including the extent of reclamation, if needed, will be provided to the public for further consideration and comments. Any reclamation, if required, must fully comply with the Protection of the Harbour Ordinance and the “overriding public need test” stipulated by the Court of Final Appeal, and the extent of reclamation will be kept to the minimum.

9. The HER project and the Kit were well received by the collaborators of the HER project, the Town Planning Board and the relevant District Councils (“DCs”) in the consultation prior to the formal launching of the Envisioning Stage.

10. Public response at the public forums and community charrettes was also encouraging. The forums were well attended by DC members, the general public, professionals, academics, business groups, community groups and other stakeholders who participated actively at the discussions.

## **Major Comments Received**

11. The major comments received during the public forums and

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<sup>2</sup> To ensure an open and comprehensive public engagement process, a number of organizations, including the relevant District Councils, community groups, business groups, green groups as well as the academic and professional institutions, have been invited to act as collaborators for the HER project. Besides promoting and participating in various public participation activities, the collaborators will play an important role in formulating the sustainability principles and indicators for discussion by the public.

community charettes can be categorized broadly into two aspects, i.e. traffic concerns and harbour-front enhancement -

- (a) Regarding the traffic and transport aspect, diversified views were expressed at the public forums on the need for the Trunk Road. Academics specialized in traffic and transport planning and DC members were in support of the Trunk Road. DC members and some other participants stressed the need to minimize the extent of reclamation, if any, when constructing the road and requested the Administration to consider building it in tunnel form as far as practicable. A few participants considered that electronic road pricing ("ERP") would be sufficient to address the traffic problem without the Trunk Road, while others considered that a multi-pronged approach comprising the Trunk Road, ERP and other traffic management measures should be adopted to tackle the problem. Some considered that further developments within Central Business District should be controlled to avoid generating new transport demand in the area. Others suggested that Gloucester Road should be double-decked in place of the Trunk Road.

The Environment, Transport and Works Bureau and Transport Department responded that, to tackle the traffic congestion problem on the Connaught Road Central/Harcourt Road/Gloucester Road Corridor ("the Corridor"), the Government was indeed using a multi-pronged approach, and that an effective solution did not lie in demand/traffic management alone. The Government was implementing the following special traffic management measures: strict restrictions on loading/unloading along the Corridor; reduction of bus trips (the number of bus trips going through Central had been reduced by 15% since 1999); and modifications to road routings, changes to lane demarcations and widening of road sections in the area. All these measures aimed at maximizing the capacity of the existing roads and junctions along the Corridor. However, such traffic management measures would only provide local and limited short-term relief. The Trunk Road would be required to meet the present and long-term transport need of the northern shore of Hong Kong Island. ERP was one possible form of traffic management measures that could be considered for implementation, but the Trunk Road would be a prerequisite to provide an alternative route that would bypass the charging zone for vehicles not destined for the Central Business District. Otherwise, it would be unfair to impose charges on through traffic. Moreover, broad community support for implementation of ERP would be required. The Government was actively examining

the introduction of ERP, but the Trunk Road would be a prerequisite. ERP could complement but cannot replace the Trunk Road for relieving the traffic congestion problem.

In planning for the Trunk Road, the Government would reduce the extent of reclamation to the minimum possible. The current assessment indicates that, while the main section of the Trunk Road could be built in tunnel form, some reclamation would be required to link it to the Island Eastern Corridor and to provide slip roads such that vehicles in the Wanchai and Causeway Bay areas could make use of the Trunk Road thus relieving the pressure on the Corridor. The Government would welcome any practicable suggestions that would minimise the extent of reclamation. As regards the suggestion to double-deck Gloucester Road, the Government's view was that it would not be feasible. One problem is that there would be major disruption to traffic along the already congested Corridor during the works period.

(b) Regarding the issue of harbour-front enhancement, the public seemed to hold a more consensus view. Enhancing the existing harbour-front was the common goal and the participants generally favoured a continuous, vibrant and attractive harbour-front with improved access and maximized opportunities for public enjoyment. The following goals were generally welcomed and aspired by the participants. The public comments in these aspects are noted and will be developed as part of the principles and indicators in Stage 2 as far as practicable –

- A vibrant and attractive waterfront through the provision of more leisure, cultural and water sports facilities;
- Improved traffic and pedestrian connectivity to the waterfront, and stronger linkage between the waterfront and the hinterland;
- Preservation of natural and cultural heritage and identity; and
- Enhanced visual amenity, landscape and quality of space.

## **Way Forward**

12. The views and ideas collected will be considered and analyzed. Members of the community are welcome to give further views through the opinion survey to the Sub-committee on WDII Review which will

complete in July 2005. A report of the findings in the Envisioning Stage will be compiled in the third quarter of 2005.

13. At the Realization Stage, the technical feasibility of the views and ideas collected during the Envisioning Stage will be assessed. Findings in this aspect and the Concept Plans to be developed based on the findings of the Envisioning Stage will be presented to the public with a view to deriving a consensus on the preliminary development proposals. Public engagement activities will be further arranged during the Realization Stage.

### **Advice Sought**

14. Members are invited to note the progress of the HER project.

### **Attachment**

Annex: Envisioning Stage Public Engagement Kit

**Housing, Planning and Lands Bureau  
Environment, Transport and Works Bureau  
Civil Engineering and Development Department  
Planning Department  
Transport Department  
June 2005**

優化 灣仔、銅鑼灣及鄰近地區海濱的研究  
HARBOUR FRONT ENHANCEMENT REVIEW - WAN CHAI, CAUSEWAY BAY & ADJOINING AREAS

構想階段 • ENVISIONING STAGE

公眾參與小錦囊

PUBLIC ENGAGEMENT KIT

## HARBOUR-FRONT ENHANCEMENT REVIEW - WAN CHAI, CAUSEWAY BAY & ADJOINING AREAS





#### Harbour-front Enhancement Committee (HEC)

The HEC was established in May 2004 to advise the Secretary for Housing, Planning and Lands on the planning, land uses and developments along the existing and new harbour-front of the Victoria Harbour, with a view to protecting the Harbour, improving the accessibility, utilization and vibrancy of the harbour-front areas; and safeguarding public enjoyment of the Harbour through a balanced, effective and public participation approach in line with the principle of sustainable development.

#### Harbour Planning Principles

- Preserving Victoria Harbour as a Natural, Public and Economic Asset
- Victoria Harbour as Hong Kong's Identity
- A Vibrant Harbour
- An Accessible Harbour
- Maximizing Opportunities for Public Enjoyment
- Integrated Planning for a World-class Harbour
- Sustainable Development for the Harbour
- Early and Ongoing Stakeholder Engagement

The Government has accepted the advice of the HEC that an enhanced public participation should be adopted in the course of the Wan Chai Development Phase II (WDII) Review. To achieve this, a public engagement exercise, namely the "Harbour-front Enhancement Review (HER) - Wan Chai, Causeway Bay and Adjoining Areas", has commenced under the direction of the HEC Sub-committee on WDII Review as part of the review process. Results of the HER project will provide input to the WDII Review.

#### 共建維港委員會

共建維港委員會於2004年5月成立。根據可持續發展的原則，委員會就維多利亞港現有和擬議的規劃、土地用途和發展，向房屋及規劃地政局局長提供意見，以便在保護維港之餘，使市民更容易直達海濱，令海濱更加地盡其利，更有朝氣，同時透過均衡而有效的公眾參與，確保公眾得以享用維港。

#### 海港規劃原則

- 保存維多利亞港作為香港市民的天然、公眾和經濟資產
- 維多利亞港作為香港的標誌
- 朝氣蓬勃的海港
- 交通暢達的海港
- 盡量增闊公眾可以享用的地方
- 世界級海港的綜合規劃
- 可持續發展的海港
- 及早和持續地讓社會人士參與維港工作

政府已接納共建維港委員會的建議，在灣仔發展計劃第二期的檢討過程中，加強公眾的參與。委員會就此已展開了一項名為「優化灣仔、銅鑼灣及鄰近地區海港的研究」，並由灣仔發展計劃第二期檢討小組督導。研究結果將為灣仔發展計劃第二期檢討提供參考。



This booklet is the Engagement Kit for Wan Chai, Causeway Bay and adjoining areas. 本公眾參與小冊子是為灣仔、銅鑼灣及鄰近地區編製。

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## SECTION 1: INVITATION TO PARTICIPATE 第一部份：誠邀你的參與



Group Discussions  
小組討論



Community Charettes  
社區設計坊

HEC cordially invites you to participate in the Envisioning Stage of the Harbour-front Enhancement Review (HER) – Wan Chai, Causeway Bay and Adjoining Areas (including the hinterland of Wan Chai and Eastern District) for more comprehensive planning.

**What is the Envisioning Stage?** Contrary to the conventional practice of government preparing concept plans and asking the public to comment on the concept plans, the envisioning exercise is to engage the public on identifying problems and setting visions for improvement. This Public Engagement Kit is prepared to provide information to facilitate understanding and discussion.

- Your vision, wishes, ideas, concepts and proposed sustainability principles and indicators expressed in the Envisioning Stage will guide the preparation of the Concept Plan and Master Plan by the Government. You are encouraged to give your views in forums, charrettes, questionnaires, and in letters/fax/emails.
- You will be invited again at the Realization Stage to evaluate the Concept Plan and Master Plan against the sustainability principles and indicators.
- Consensus built will form the foundation for the preparation of the draft Outline Zoning Plan (OZP) and draft Recommended Outline Development Plan (RODP) by the Government.

委員會誠邀你參與「優化灣仔、銅鑼灣及鄰近地區海濱的研究」的構想階段（研究範圍包括灣仔及東區腹地）以達致更全面的規劃。

**甚麼是構想階段？**以往的規劃過程，公眾的參與一般是在政府擬備概念圖之後，但今次的規劃讓市民能夠在構想階段就參與共同探討問題，並提出理想，作為概念規劃圖的依據。為方便市民理解及討論，委員會特編製本公眾參與小錦囊提供基本背景資料。

- 你可從多種途徑給予意見，包括參加論壇、設計坊、答問卷，和用書寫形式在構想階段內你提出的理想、期望與可持續發展原則及指標，將成為政府擬備概念規劃圖及總綱圖的依據。
- 我們在建立共識階段，將再邀請你按可持續發展的原則及指標，共同評估概念規劃圖及總綱圖。
- 已建立的共識將作為分區計劃大綱草圖及建議發展大綱草圖的藍本。

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### 1 ENVISIONING STAGE 構想階段

Public to give visions, wishes, concepts  
公眾提出理想、期望、概念

3 months  
三個月

**NOW** 本階段

### 2 REALIZATION STAGE 建立共識階段

Public to evaluate concept plan and master plan to arrive at consensus  
與公眾評估概念大綱圖及總綱圖，同時建立共識

4 months  
四個月

**NEXT STAGE** 下一階段

### 3 DETAILED PLANNING STAGE 詳細規劃階段

Ensure draft OZP and draft RODP reflect consensus  
確保分區大綱草圖及建議發展大綱草圖反映已建立的共識

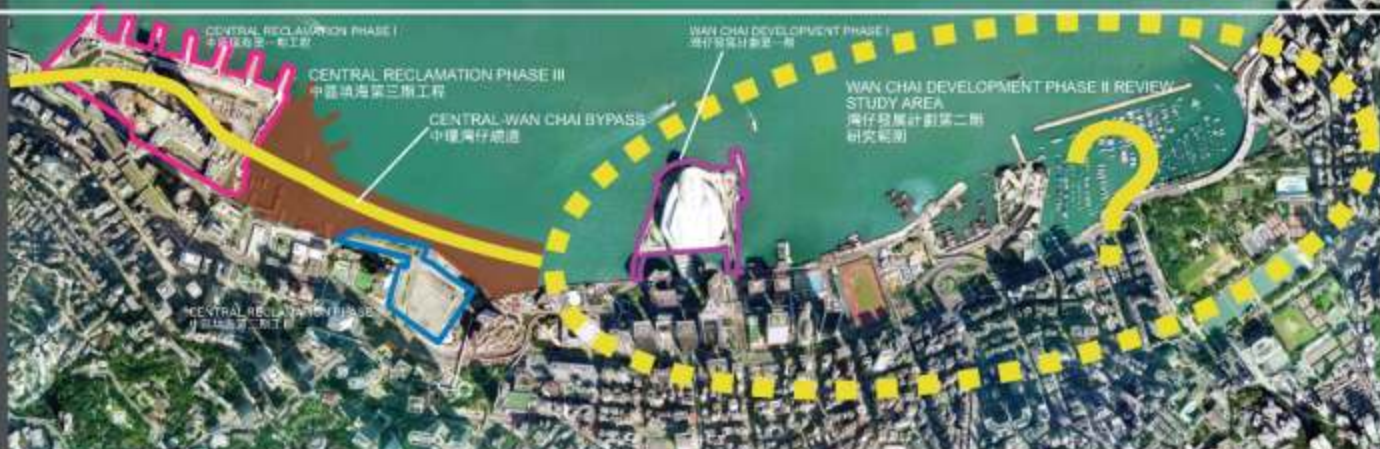
3 months  
三個月

**FINAL STAGE** 最後階段

4



# GOVERNMENT'S MISSION 政府的職責



## Government's mission along Hong Kong Island north shore

- improve public access to harbour and use of harbour-front by the public
- Complete the missing strategic road link and alleviate traffic congestion

### Government is committed to the following

- Comply with Protection of Harbour Ordinance and Court of Final Appeal judgment and keep reclamation to the minimum, if any
- Any reclaimed land will be put to public use and no land will be reclaimed for the purpose of land sale

The Government is committed to protecting and preserving Victoria Harbour as our special public asset and natural heritage. It also acknowledges the need to return our harbour to the people – to give both citizens and visitors the unfettered access they need to enjoy its beauty to the full.

There is also a need to complete the long-planned strategic road link along the north shore of Hong Kong Island. At present, the link between the Rumsey Street Flyover (RSF) at the west and the Island East Corridor (IEC) at the east is missing. The purpose of the Central – Wan Chai Bypass (CWB) is to fill the gap.

The CWB will connect the RSF to the IEC through the Island Eastern Corridor Link (IEL). It will enable traffic to flow smoothly between the western and eastern parts of Hong Kong along the north shore without unnecessarily adding pressure to traffic in the Central Business District. It will alleviate congestion on the existing Connaught Road Central/Harcourt Road/Gloucester Road Corridor. There is a compelling and present need for this trunk road comprising the CWB and the IEL, taking into account all known planning parameters, including projected economic growth, population growth, employment places and road traffic demand. The trunk road will reduce the current driving time of 15 minutes between Rumsey Street and Causeway Bay to 5 minutes; if the trunk road were not ready by 2011/2012, the driving time would deteriorate to 45 minutes.

The Government has examined various traffic management measures to relieve traffic congestion and maximize the capacity of existing roads and junctions along the Corridor. Some of the measures have been implemented, e.g. fiscal measures to contain the number of vehicles, promotion of the use of public transport, reduction of bus trips in the area, and restricting loading/unloading activities. While some others are being further examined, e.g. Electronic Road Pricing (the implementation of which requires the presence of the trunk road to serve as an alternative route, and public acceptability), they can only complement the trunk road in relieving traffic congestion but cannot replace it. (details at <http://www.etwb.gov.hk>)

The building of the trunk road, will offer opportunities for transforming the existing Wan Chai harbour-front into an attractive and vibrant harbour-front promenade and for improving its accessibility.

Any possible reclamation at Wan Chai North will depend on the alignment, design and location of the trunk road and the extent of reclamation will be kept to the minimum. No land will be reclaimed for the purpose of land sale. Any land reclaimed in connection with the trunk road will be put to public use.

In reviewing WOI, the Government will strictly adhere to the requirements of the Protection of the Harbour Ordinance (PHO) and the judgment of the Court of Final Appeal (CFA). It is only when the Government is satisfied that reclamation is necessary and that there are no other reasonable alternatives to the reclamation option that the Government will allow minimum reclamation subject to the CFA's "overriding public need" test being met.

## 政府對港島北岸規劃的職責

- 改善通往海傍的通道，使公眾得以享用海港
- 完成餘下的策略性連接道路計劃並改善交通擠塞情況

### 政府有以下的承諾

- 遵守保護海港條例及終審法院的裁決，即使有需要填海，也盡量減少其面積
- 任何填取的土地，只會作公眾用途，政府不會為了賣地而填取土地

政府對保護及保留海港作為市民的公共與天然資產，亦充分認同令市民及旅客得以直達海傍，享用海港的需要。

政府也有需要完成連接港島北岸東西兩邊規劃已久的策略性連接道路。目前，港島西林士街天橋與港島東的東區走廊之間的連接道路尚待完成，中環灣仔繞道為該策略性連接道路。

中環灣仔繞道將經由東區走廊連接接連林士街天橋至東區走廊，繞道地直接貫通港島北岸東西走向的交通，減少對中環商業區的交通壓力，並改善干諾道中／夏綠道／荷士打道的交通擠塞情況。在考慮所有已知的規劃參數，包括預測經濟增長、人口增長、就業機會及道路交通需求後，該段包括中環灣仔繞道及東區走廊連接路的主幹道具有當前迫切的需要，若未能於2011/2012年前落成，由林士街前往銅鑼灣的行程時間，將因交通情況惡化由目前的15分鐘增至45分鐘。主幹道若及時完成，行程時間則縮短至5分鐘。

政府已就改善交通擠塞以及增加道路與路口交通容量的不同交通管理措施進行檢討。目前部份措施已經實行，例如控制汽車數量、鼓勵市民使用公共交通工具、減少有關地區的巴士路線，以及限制上落客貨等。至於其他尚在檢討的措施，例如電子道路收費（其推行必需有中環灣仔繞道作為替代路線，以及為公眾所接受），只可作興建主幹道的輔助措施，而並非解決交通擠塞的替代方案。（詳情請參閱<http://www.etwb.gov.hk>）

主幹道的興建預期能提供機會，將現在的中環灣仔海傍改造成具吸引力和朝氣的海濱長廊，並同時改善通往海濱的安排。

灣仔北的任何填海可能將取決於主幹道的走向、設計及位置，而填海範圍將盡量縮小。任何填海所得的土地將不會用作賣地用途，因興建主幹道進行的填海用地將作公眾用途。

在檢討灣仔發展計劃第二期的過程中，政府將嚴格遵守保護海港條例及終審法院的要求，只有在填海的必要被確立而沒有其他合理解決方法的情況下，政府才允許進行最小的填海以滿足終審法院裁決所指的殘留性公眾需要。



## Existing 現況



The draft Wan Chai North OZP was gazetted on 19.4.2002 proposing reclamation of about 26 hectares.  
灣仔北分區計劃大綱草圖於2002年4月19日刊憲建議填海約26公頃。

2002

### How to approach Overriding Public Need

Reclamation can only be permitted if there is an **overriding public need**. Public's views are important in establishing if there are **present and compelling needs** or whether there are **reasonable alternatives** to meet the needs without reclamation. HEC approaches this question by stimulating the public to give their views on what are the real problems and how to tackle them through the envisioning stage. The public is encouraged to offer their views and suggestions. (details at [http://www.harbourfront.org.hk/eng/content\\_page/doc/Paper\\_2-2004a.pdf](http://www.harbourfront.org.hk/eng/content_page/doc/Paper_2-2004a.pdf))

### 如何考慮凌駕性公眾需要

填海工程只能在證明有凌駕性的公眾需要時才可進行。在確立填海是否為當前迫切的需要，或在不需填海的情況下是否存在其他合理的解決方法。公眾的意見至為關鍵。在考慮這個問題時，委員會採取的做法是在構思階段，引發公眾提出對問題的理解和解決方法，並鼓勵公眾提供意見及意見。

(詳情請瀏覽[http://www.harbourfront.org.hk/tc/content\\_page/doc/Paper\\_2-2004a.pdf](http://www.harbourfront.org.hk/tc/content_page/doc/Paper_2-2004a.pdf))

2005

### Court of Final Appeal (CFA) Judgment

The CFA handed down its judgment on 9 January 2004 in respect of the judicial review on the Draft Wan Chai North OZP (S/H25/1).

According to the CFA judgment, the presumption against reclamation specified in the Protection of the Harbour Ordinance can only be rebutted by establishing an **overriding public need** for reclamation. This need (i.e., the economic, environmental and social needs of the community) must be a **compelling and present need** with **no reasonable alternative** to reclamation (all circumstances including the economic, environmental and social implications should be considered). A compelling and present need goes far beyond something which is "nice to have", desirable, preferable or beneficial. But on the other hand, it would be going much too far to describe it as something in the nature of the last resort, or something which the public cannot do without.

### 終審法院裁決

終審法院於2004年1月9日就有關灣仔北分區計劃大綱草圖 (S/H25/1) 的司法覆核作出裁決。

根據終審法院的裁決，只能在證明填海工程有凌駕性的公眾需要時，才可以推翻《保護海港條例》內訂明不准許填海的推定。這需要（即社群的經濟、環境和社會需要）必須是當前迫切的，同時又沒有另一合理的解決方法（所有情況包括對經濟、環境和社會的影響都應該一併考慮）。所謂當前迫切的需要，是遠遠超乎那些“人們樂於擁有的”、應有的、可取的或有益的事物。但另一方面，把這個需要描述為具有“非到最後才會需要”這樣性質的事物，或描述為公眾不可缺少的事物，就未免太言過其實了。

2004



# WHERE ARE WE NOW? 現況如何?

## Appreciation of the Broad Study Area

- The green backdrop and the waterfront are the two most important environmental features in Wan Chai, Causeway Bay and adjoining areas
- Victoria Park is an important city lung in Causeway Bay
- History of reclamation and consequent developments have produced different urban forms:
  - Area between Queen's Road East and Hennessy Road: more compact and local activities, human scale, higher accessibility, more north-south linkages
  - Area between Johnston Road and Gloucester Road/Victoria Park Road: more emphasis on east-west linkages with land uses serving a wider district
  - Area north of Gloucester Road: bigger land lots and few north-south linkages, land uses of territorial significance, poor on-street pedestrian environment and little street activities
- Wan Chai, Causeway Bay and adjoining areas are full of social and economic capital/resources:
  - rich in history and culture
  - heritage buildings, intensive street activities and active citizenry
  - world-class offices and conference venues at the waterfront to cater for the local, regional and international commercial needs
  - diversified local activities with rich cultural flavour, offering interesting consumer experience
- Wan Chai, Causeway Bay and adjoining areas are bisected by major east-west thoroughfares attracting a lot of through traffic. Gloucester Road in particular, forming a physical barrier for reaching the harbour-front and causing serious noise and air pollution
- Development constraints along the harbour-front of Wan Chai, Causeway Bay and adjoining areas are listed in the following pages



## 研究範圍的理解

- 灣仔、銅鑼灣及鄰近地區兩項最重要的環境特點是翠綠山景及海濱
- 繪圖是銅鑼灣區內重要的市景
- 填海及相關發展逐步形成截然不同的城市空間形態:
  - 皇后大道東與軒尼詩道之間的舊區: 繁盛的街頭活動, 人性化的空間布局、方便到達、連接道路以南北走向為主
  - 莊士敦道與告士打道/維多利亞道之間: 較多東西走向的連接道路。土地用途同時服務區外需要
  - 告士打道以北的地區: 被分割成較大的地段、南北走向的連接道路較少。土地用途具備全港的重要性, 街上行人環境較差、缺少街頭活動
- 灣仔、銅鑼灣及鄰近地區具有豐富的社會經濟資本/資源:
  - 豐富的歷史文化
  - 歷史建築、密集的街頭活動, 以及活躍的社羣
  - 海傍的世界級辦公樓羣及會議設施滿足商界不同規模的需要
  - 多樣的街頭活動充滿本地文化特色、提供有趣的消費體驗
- 灣仔、銅鑼灣及鄰近地區被東西走向的道路貫穿, 因而提高跨區的交通流量, 特別是告士打道, 這對內陸地區通往海濱構成障礙, 同時亦帶來嚴重的噪音與空氣污染
- 下頁各圖詳列灣仔、銅鑼灣及鄰近地區海濱的發展限制

History of reclamation for Wan Chai, Causeway Bay and adjoining areas  
灣仔、銅鑼灣及鄰近地區填海史







North-South public linkages between hinterland and accessible promenade  
由南至北連繫腹地及海濱長廊的行人通道

North-South public linkages between hinterland and inaccessible promenade  
由南至北不能直達海濱長廊的行人通道

Accessible waterfront  
連接的海濱

Inaccessible waterfront  
不連接的海濱

## Existing status of the harbour-front 海濱的現況



1. Previous heliport  
前直昇機場



2. Lung King Street - Wan Chai Sewage Screening Plant, Reef Arcade: private land, inaccessible  
龍景街-灣仔污水處理廠、海濱廣場:私人土地, 不能直達海濱



3. Mass Transit Ventilation Building - inaccessible, cutting off promenade  
地鐵通風裝置-不能直達海濱並分隔沒有長廊



4. Pillar in Commemoration of the Return of Hong Kong to China - tourist attraction  
香港回歸祖國紀念碑-旅遊景點



5. Golden Bauhinia Square - tourist attraction  
金紫荊廣場-旅遊景點



6. A continuous walk on harbour-front  
連續的海濱行人路



7. Wan Chai Ferry Pier - footbridge connecting from Harbour Centre to Ferry Pier, continuous promenade to the west  
灣仔渡輪碼頭-行人天橋連接海港中心至渡輪碼頭, 海濱長廊向西伸延



8. Cooling water pumping station - cutting off promenade, inaccessible, footbridge connecting Tonnochy Road  
片德水抽水站-寧靜或有異動, 不能直達海濱, 行人天橋連接內徑至軒尼詩道



9. Previous Cargo Handling area - inaccessible, surrounded by tall fence  
前貨物裝卸區-有圍欄圍合, 不能直達海濱



10. Royal Hong Kong Yacht Club - heritage building, private club, inaccessible to public  
香港船艇會-歷史建築, 屬私人會所, 不容許公眾進入



11. Police Officers' Club - poor water quality due to embayment  
警員俱樂部-內灣引致水質惡化



12. Noon Day Gun - tourist attraction, underground connection to Causeway Bay  
午炮-旅遊景點, 地鐵地下行人通道連接銅鑼灣貿貿中心



13. Narrow promenade 1.2m in width  
銅鑼灣海濱寬約1.2米



14. Gloucester Road - footbridge linking promenade with Wan Chai/Causeway Bay - undesirable activities e.g. homeless space under the footbridge  
當士打道-行人天橋存在不適宜用途, 例如無家可歸者佔用



15. Victoria Park Road - continuous promenade 5.5m in width, undesirable activities e.g. squatters  
維多利亞道-連續的海濱長廊寬約5.5米, 存在不適宜用途, 例如無家可歸者



16. Causeway Bay Fire Station  
銅鑼灣消防局



17. A King boatyard - water pollution due to embayment, vacant site, inaccessible, surrounded by walls  
啟記船塢-內灣引致水質惡化, 空置地盤以圍欄圍合, 不能直達海濱



18. Fire Boat berthing area - dead end, inaccessible  
滅火輪停泊處-構成不能直達海濱的障礙



19. Watson Road Rest Green: Food & Environmental Hygiene Department storage and car park site - inaccessible  
酷似綠地休憩處, 食物環境衛生署倉庫及停車場, 不能直達海濱



20. Watson Road - occupied by packaging activities and trucks for newspaper distribution  
旺角道-被包裝活動及報章貨車佔有, 構成不能直達海濱的障礙



21. Sand Depot - inaccessible, cutting off the promenade  
沙倉-構成不能直達海濱的障礙, 並與海濱長廊分隔



22. Oil Street - no railing/no barrier, insecure  
油街-海濱無柵杆欄杆設施, 危險程度高





## WHERE DO WE WANT TO GO FROM HERE? 我們理想的海濱是怎樣的?



15



From previous sections, do you agree that our harbour-front needs a lot of improvement? Do you share the following visions?

基於上述的種種問題，你是否同意我們的海傍地區極須改善？你是否同意以下的理想？

**1 Vibrant and attractive harbour-front**  
創造具朝氣和活力的海濱

**2 Make the harbour-front accessible and continuous**  
營造方便到達及連貫的海濱

**3 Improve traffic conditions**  
改善交通情況

**4 Other visions**  
其他理想

Section 2 is a wish list containing a wide range of wishes, ideas and concepts. It is by no means exhaustive. You are most welcome to comment on the list and to give your own wishes and ideas, bearing in mind that there may be conflicts/trade-offs given the different wishes and ideas.

第二部份涵蓋了不同種類的期望、意見和概念，歡迎你提出你的期望和意見，當然不同期望與意見相互之間可能存在矛盾及需要取捨的情況。

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# HOW CAN WE GET THERE? 我們怎樣能夠「願望成真」?

With your assistance, we will identify critical problems and areas for improvement in the harbour-front areas. Different people may have different visions and wishes. Instead of building consensus on individual wishes, it is more important to take a holistic approach and establish some guiding principles – sustainability principles – and for each principle, some measurable sustainability indicators. Such principles and indicators are the yardstick for measuring how well the concept plan and master plan meet the visions of the public.

Building on the Harbour Planning Principles, and through working with the collaborators, we have derived the following principles specifically for the harbour-front of Wan Chai, Causeway Bay and adjoining areas. A preliminary set of principles and indicators is attached in section 3 for public discussion. People can suggest deletions or additions.

Among the Harbour Planning Principles, three concerning the process [Integrated Planning for a World-class Harbour, Sustainable Development for the Harbour, Early and Ongoing Stakeholder Engagement] form the overall objectives for this study.

在你的協助下，我們將會找到海濱地區的關鍵問題及改善地方。市民或會有不同且相互矛盾的理想與期望，我們不應為個別期望建立共識，更重要的是以全面的角度，確立指導性原則—可持續發展原則—以及每一項原則下可量度的指標。可持續發展原則及指標是用來量度概念規劃圖及總綱圖如何滿足公眾理想。

基於海港規劃原則，我們與合作伙伴共同擬備了專為灣仔、銅鑼灣及鄰近地區海旁發展的規劃原則。這套初步的可持續發展原則與指標，收錄在第三部份以方便公眾討論，公眾可提出增刪。

委員會海港規劃原則中三項有關規劃過程的原則—「世界級海港的綜合規劃」、「可持續發展的海港」，以及「及早和持續地讓社會人士參與維港工作」，將成為這研究的總體目標。

## 1 Vibrant and attractive waterfront 創造有朝氣和吸引力的海濱



## 2 Maximize opportunities for public enjoyment 充份提高公眾享用的機會



## 3 Accessible harbour-front for all ages, social groups and disabilities 方便所有年齡、社群和傷殘人士到達



## 4 Preserve natural and cultural heritage and identity 保存自然及文化遺產和本土特色



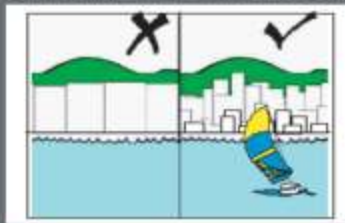
## 5 Enhance visual amenity, landscape and quality of space 優化景觀、綠化和提高開地的質素



## 6 Enhance social interaction 促進社群交往



## 7 Ensure land/marine use and design compatibility between the waterfront and the adjoining areas 確保海濱用地和水上活動的性質和設計均能與相連地區配合



## 8 Minimize energy consumption and optimize the use of existing infrastructure 盡量減少能源消耗並善用現有基建



## 9 Improve traffic conditions and pedestrian connectivity 改善交通情況及行人連接網絡



The future plan for the harbour-front should follow these principles to achieve an Excellent Design.

未來海濱的規劃應遵從各項原則以達致卓越的城市設計。



Any other sustainability principles you would like to add?

你還有沒有其他可持續發展原則與指標要補充?

## SECTION 2: WHERE DO WE WANT TO GO FROM HERE? 第二部分：我們理想的海濱是怎樣的？

### 1 Vibrant and attractive harbour-front 創造一個充滿朝氣及活力的海濱

A living and vibrant harbour-front providing maximum opportunities for public enjoyment  
一個充滿朝氣及活力的海濱讓市民享用

#### WISHES

• What is your vision of a lively and vibrant harbour-front? Is it the width of the harbour, the water quality or the facilities/activities?

• On facilities/activities, should alfresco dining, shopping, artwork, street performance, marine activities, water sports, local heritage or a harbour-front promenade, or a little of everything be provided?

• Do we require round-the-clock facilities/activities?

• How wide should a waterfront promenade be?

• Is a sandy beach required? If so, where? For what purpose?

• Should attractions be for tourists as well as locals?

• Should they be affordable or expensive or both?

• How can we improve the environment and preserve the unique cultural characteristics of the Causeway Bay Typhoon Shelter?

• Is it desirable to retain the cargo handling basin for marina and watersports?

• How about the Tin Hau Temple, Yacht Club, Noon Day Gun and other existing facilities/icons?

• Is it desirable to retain a curving shoreline similar to that in existence due to an ex-cargo handling basin and the typhoon shelter?

• Should iconic designs/structures be created to enhance identity?

• Should visibility be retained between the harbour, hinterland, and ridgeline?

• In case buildings are to be erected along the harbour-front to support the facilities/activities, how should the buildings be placed, in a cluster or spaced out? Should they all be low-rise and not exceed a certain height? How high should they be, 1 storey, or not higher than 3 storeys?

#### 期望

• 怎樣才能達到你理想中那充滿活力和動感的海濱？是否取決於海港的闊度、水質，或是海濱的設施或活動？

• 在設施／活動方面，應否提供露天茶座、購物、藝術裝置、街頭表演、海上活動、水上運動、地區文化或海濱長廊，又或是一籃子的活動？

• 我們是否需要晝夜皆宜的設施／活動？

• 海濱長廊的闊度應是多少？

• 是否需要一個沙灘？如需要的话，應在那裡設置？設置沙灘的目的是甚麼？

• 旅遊景點應否同以旅客及市民為服務目標？

• 這些景點應是一般市民能負擔，或是收費高昂的，又或是包含兩者？

• 我們可以怎樣改善銅鑼灣避風塘的環境及保留其文化特色？

• 保留貨物裝卸區港灣作為遊艇停泊港及水上活動場所是否適當？

• 天后廟、香港遊艇會、午砲及其他現有設施又如何處理？

• 保留類似前貨物裝卸區及避風塘的弧形岸線是否適當？

• 應否創造標誌性的設計／建築物以加強識別性？

• 海港、腹地與山脊線之間應否保留一定的視覺通透性？

• 如果因提供設施／活動而需要在海傍興建建築物，有關的建築物應如何佈局，以建築群形式或分散佈置？所有建築物須為低層及不可超越某高度限制？高度限制是一層，或不能超過三層？

#### CHOICES TO MAKE 抉擇

• Your vision of a lively and vibrant harbour-front is required.  
請提出你對一個朝氣和活力海濱的期望。

• In case some reclamation is required for provision of such facilities, would you support such provision?  
如果因提供這些設施而有需要適量填海，你會接受嗎？

• Any comment on the facilities/activities to be provided, their form, mode of operation?  
你對這些設施／活動形式，運作模式等有甚麼意見？





## 2 Make the harbour-front accessible and continuous

營造方便到達及連貫的海濱

### a Good accessibility to the harbour-front

方便到達的海濱

#### WISHES

• There are a number of footbridges connecting the harbour-front. If more connections were needed, where should they be?

• Accessibility for locals or from other districts as well?

• Should public transport facilities like bus stops/terminus or railway station be provided for at the harbour-front or at the fringe with pedestrian connections to the harbour-front?

• How about provisions for tourists, should coach drop-off facilities be provided at the harbour-front?

• How should pedestrian connections to the hinterland area be provided for? At-grade, by elevated footbridge or by subway? Should different crossing forms be considered for existing roads, e.g. Gloucester Road and Victoria Park Road and for any new road to be built along the harbour-front e.g. the trunk road?

• Should the harbour-front be connected to Victoria Park? Is a landscape deck across Victoria Park Road without affecting the existing Island Eastern Corridor desirable?

• There are views that the connections should be wide enough to create en-route attractions. If so, what are the attractions required?

• Is it desirable to create nodal points of interest inland along the walkways to the harbour-front?

#### 期望

• 目前已有行人天橋連接至海濱。如需要提供更多行人連接通道，應在甚麼位置興建？

• 關注區內人士通往海濱的安排，或是同樣要注視區外人士的安排？

• 應否在海濱提供公共交通設施，如巴士站或火車站，或在外圍提供該類設施，經由行人道連接至海濱？

• 至於旅遊設施方面，應否在海濱提供旅遊車落客處？

• 通往腹地的行人連接通道應以何種形式提供？地面通道、高架行人天橋或行人隧道？應否在現有道路如告士打道及維園道，以及海傍新建道路如主幹道提供不同形式的過路設施？

• 應否連接海濱至維多利亞公園？若以跨越維園道的景觀平台作為連接通道，而同時對東區走廊不構成任何影響，有關的連接通道是否適當？

• 有意見認為連接通道上應提供吸引點。如果你同意的話，應該提供甚麼吸引點？

• 沿通往海濱的行人連接通道內陸部份創造具吸引力的節點是否適當？

#### CHOICES TO MAKE 抉擇

• Your views on the alignments of the connections are required.  
請你提出行人連接通道路線的意見。

• A key consideration for provision of public transport facilities. A choice of walking or other transport modes is required and your input is important.  
提供公共交通設施的重要考慮。  
以步行或其他交通方式需要取捨，請表達你的意見。

• Your views on the routes and the connection forms are required.  
請提出你對行人連接通道路徑及方式的意見？

• How would you approach this issue? What are your key decision criteria?  
你會如何考慮這個問題？你是按甚麼標準作出你的決定？

• Do you agree? If so, what are the attractions?  
你是否同意？如果你同意，應提供甚麼吸引點？

### b Forming a continuous harbour-front linking Central, Wan Chai and Eastern

構建一條連貫中西、灣仔及東區的海濱

#### WISHES

• The waterfront promenade at Central Ferry Piers will be linked up with the planned waterfront promenade in Central Reclamation III area. Should this promenade be made to connect with the harbour-front area in Wan Chai via the Golden Bauhinia Square and then to Causeway Bay Typhoon Shelter area? In case some reclamation is required for forming such a connection, would it be acceptable? What should be the minimum width of the connection?

• How could the promenade be continued under the existing Island Eastern Corridor? Would a boardwalk under the Island Eastern Corridor be acceptable?

#### 期望

• 中區碼頭的海濱長廊將會與中區填海第三期的海濱長廊連接。這條海濱長廊應否經由金紫荊廣場沿灣仔海濱連接至銅鑼灣避風塘？因提供這一段海濱長廊而需要填海是否可以接受？這一段海濱長廊最少應有多闊？

• 如海濱長廊沿東區走廊行走，有甚麼興建方式？在行車天橋下提供木板走道是否可以接受？

#### CHOICES TO MAKE 抉擇

• Do you accept such type of reclamation?  
你接受為此原因而填海嗎？

• Do you have any other suggestions?  
你有沒有其他建議？





### 3 Improve traffic conditions 改善交通情況

#### a Traffic management measures for resolving traffic congestion between Central and Causeway Bay 交通管理措施，以解決中環及銅鑼灣交通擠塞問題

##### WISHES

- Increase utilization of Western Harbour Crossing by unitary tunnel pricing?
- More hillside escalators from Central to Mid-Levels?
- Extension of MTR to Western District?
- Reduce bus trip into Central?
- Imposing loading/unloading restrictions in Central?
- Fiscal measures?
- Electronic Road Pricing (ERP)?
- Ensure future land uses along waterfront will have minimum impact on existing infrastructure?

##### 期望

- 以單一隧道收費提高西區海底隧道的使用量?
- 興建更多中區至半山的行人電梯?
- 地鐵港島線西延至西區?
- 減少行經中區的巴士線路?
- 在中區施行更多上落貨管制?
- 財政措施?
- 電子道路收費?
- 確保將來的土地用途對現有基礎建設造成最小的影響?

##### CHOICES TO MAKE 抉擇

- Will these measures be effective in resolving the traffic congestion problem along the Connaught Road/Gloucester Road corridor?  
這些措施能否有效解決干諾道及告士打道的交通擠塞問題?
- Government has indicated that all these measures have been studied and some implemented, but they are considered inadequate to solve the traffic congestion problem and Central Wan Chai Bypass is considered necessary (Details at <http://www.etwb.gov.hk>)  
政府指出所有措施已被研究，部份已經實行，但並不足夠解決交通擠塞問題，中環灣仔繞道是必須興建。(詳情請瀏覽<http://www.etwb.gov.hk>)
- What other sustainable transport measures would you suggest?  
請你提出其他可持續發展的交通措施的建議。

##### WISHES

- For the tunnel, there could be sections of very deep tunnel below seabed with no slip road connections to the existing roads (Fig 4) or shallow tunnel below ground but above existing seabed with adequate slip road connections.
- For sections of shallow tunnel with levels of armour protection lower than the low-tide water level, and where there are no planned facilities above or on the seaward side and no requirement for pedestrian and vehicular access, there are ideas that the final form above the tunnel might be earth-filling for public amenities or simply water as a continuum of the harbour although the depth of water does not support navigation requirement.
- For the flyover, there could be a flyover close to the existing Island Eastern Corridor or outward along the existing breakwater. (Fig 5)

##### 期望

- 若以隧道形式興建，可以有低於海床但不能提供支路連接現有道路網的路段(圖四)，或建於海床上並能提供經由支路連接現有道路網的路段。
- 建於海床上的隧道，若它的保護石層低於退潮水位，而石層上又無規劃的設施，或行人與車輛通道，最終可在隧道上進行填土作公共設施用途，或保留水體作為海港的一部份，雖然這不足以航行船隻。
- 若以天橋形式興建，有意見認為可將天橋靠近現有東區走廊或沿現有避風塘的防波堤興建。(圖五)

##### CHOICES TO MAKE 抉擇

- How would you rank the deep tunnel and the shallow tunnel? Should effective relief of the congested road corridor be a prime consideration on this issue?  
你對兩種隧道興建形式的優次選擇是甚麼?在這個問題上，能有效紓緩擠塞路段是否是一個重要考慮?
- What is your view, keeping the harbour area or slightly compromising it for public amenities on the reclaimed land?  
對於保持海港不變或因提供公共設施而進行填海，你有甚麼意見?
- How would you rank the two ideas on flyover? Visual and other environmental considerations and effect on existing typhoon shelter community need to be considered.  
你對兩個意見有甚麼優次選擇?視覺及其他環境因素，以及對現有避風塘的影響均須考慮。
- Do you have any other issues or ideas?  
你有其他問題或意見嗎?

#### b Building the trunk road to complete the missing link of the strategic road network along the north shore of the Hong Kong Island? 興建港島北區幹性道路網絡下的主幹道?

##### WISHES

- The trunk road will link Rumsey Street Flyover and connect to the Island Eastern Corridor via the Island Eastern Corridor Link.
- The part of the trunk road in Central Reclamation Phase III area will be built underground.
- Continuation of the trunk road to the east can take the form of:  
(i) a tunnel (Fig 1)  
(ii) a flyover (Fig 2)  
(iii) a ground-level road (Fig 3) although the last section will have to be elevated for connecting to the Island Eastern Corridor.

##### 期望

- 主幹道將連接林士街天橋並經由東區走廊連接路接駁東區走廊。
- 主幹道位於中區填海第三期內的部分將以隧道形式興建。
- 主幹道東延部分可以下列形式興建：  
(i) 隧道 (圖一)  
(ii) 天橋 (圖二)  
(iii) 地面道路 (圖三)  
儘管最後一段須為高架道路以連接東區走廊。

##### CHOICES TO MAKE 抉擇

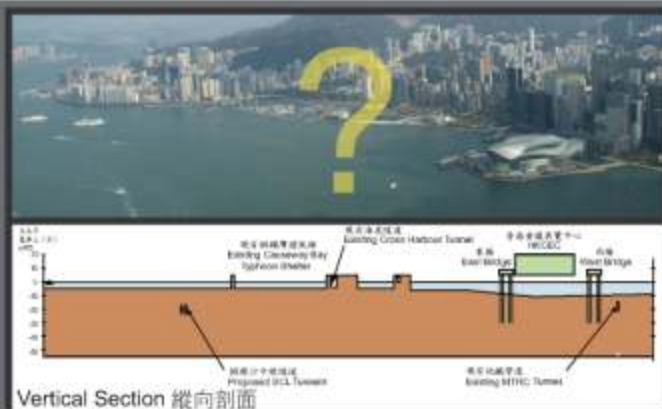
- Your views are required in particular on the following:  
請表達你的想法，特別就以下提出你的意見。
- What should be the form of the trunk road? Should it be built mainly as a tunnel, a flyover or a ground-level road?  
主幹道的形式應以隧道、天橋，或地面道路為主?

##### WISHES

- Are there local transport problems that require improvement e.g. replanning of existing surface roads, slip-road connections, bus stops/terminus, introduction of water taxis, etc?

##### 期望

- 有沒有地區交通問題需要改善?例如現有地面道路、連接路、巴士站/總站的重新規劃，引入水上的士等?



Do you have any suggestions on the form of the missing link? The following drawings show some concepts for consideration only.  
你對該下主幹道興建形式有甚麼建議? 以下圖則, 顯示一些建議, 只作參考之用。

Fig 1  
圖一

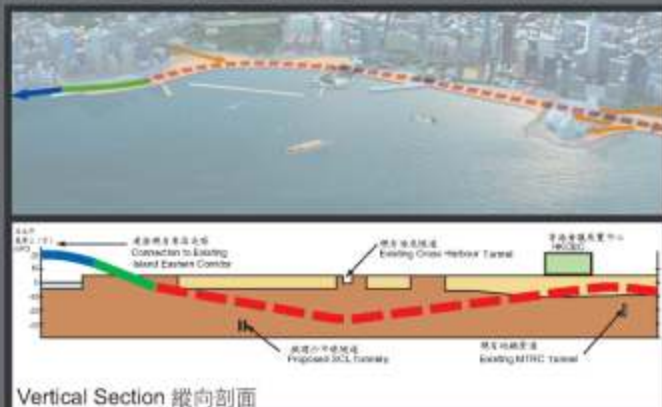


Fig 2  
圖二

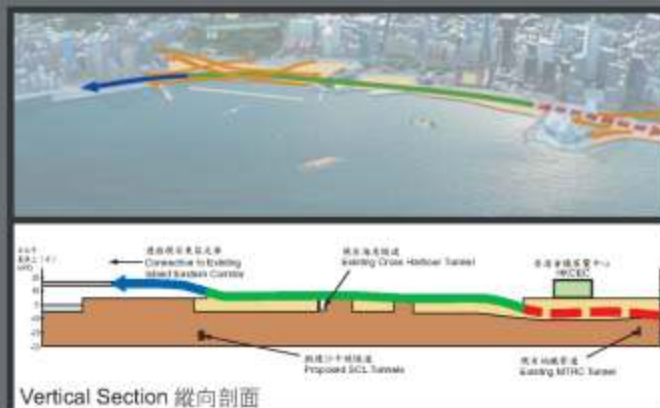
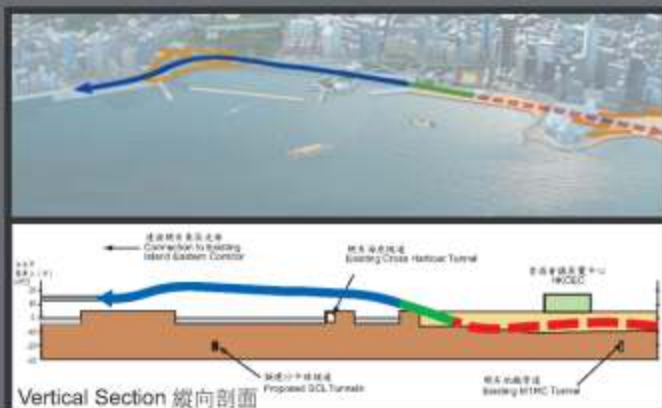


Fig 3  
圖三



Fig 4  
圖四

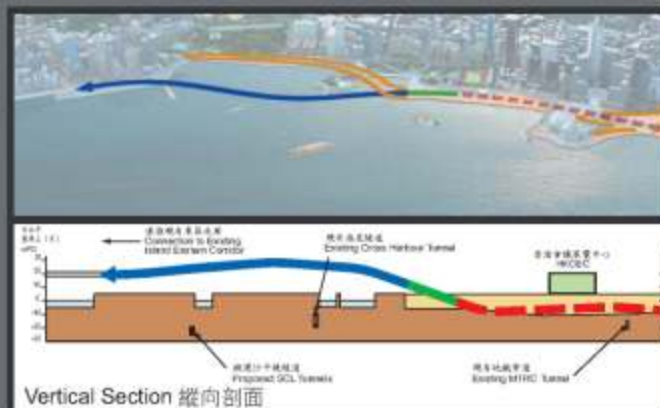
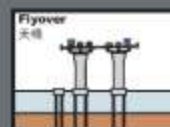


Fig 5  
圖五

Illustrative cross-sections for the tunnel, flyover and ground-level road arrangements are shown below for reference only.  
以下為示意橫切面圖, 顯示隧道, 天橋及地面道路的安排, 只作參考之用。





## 4 Other wishes 其他期望

### WISHES

• Should we provide a heliport at the waterfront for both government and commercial uses?

• Is it desirable to expand Hong Kong Convention and Exhibition Centre at the waterfront area?

• Should we have more ferry piers?

• Should we provide a public marina and a dragon boat training venue?

### 期望

• 我們應否在海濱提供一個直升機場作政府及商業用途？

• 香港會議及展覽中心在海濱地區進行擴建是否適當？

• 我們應否興建更多渡輪碼頭？

• 我們應否提供一個公眾遊艇停泊處及龍舟訓練場地？

### CHOICES TO MAKE 抉擇

• Is noise impact a concern to you?  
你認為噪音影響是否需要考慮？

• Will the visual and traffic impact be acceptable to you?  
你能夠接受視覺及交通影響嗎？

• What if piers require reclamation?  
但若果興建渡輪碼頭需要填海又如何？

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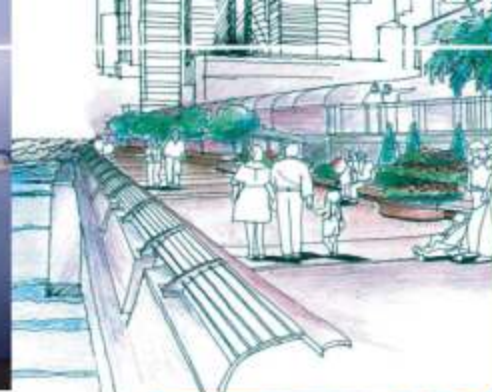
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What other wishes do you have?

你還有沒有其他期望？

## SECTION 3: SUSTAINABILITY PRINCIPLES & INDICATORS 第三部份：可持續發展原則及指標

- |   |   |  |
|---|---|--|
| <b>1</b> Vibrant and attractive harbour-front<br>創造有朝氣和吸引力的海濱 | <b>2</b> Maximize opportunities for public enjoyment<br>充份提高公眾享用的機會 | <b>3</b> Accessible harbour-front for all ages, social groups and disabilities<br>方便所有年齡、社群和傷健人士到達 |
|---|---|--|

### SOCIAL INDICATORS 社會指標

- |   |   |   |
|---|---|---|
| <ul style="list-style-type: none"> <li>• Pedestrian mobility</li> <li>• Accessible to all, regardless of age, social group and disability condition</li> <li>• Free access for all</li> <li>• Diversity in activities for different times and age groups</li> <li>• 便捷的行人活動</li> <li>• 適合不同年齡、社群及傷健人士的設施</li> <li>• 免費使用的海濱</li> <li>• 多元化的活動，配合不同時間及不同年齡人士的需要</li> </ul> | <ul style="list-style-type: none"> <li>• Free entry for all</li> <li>• Diversity in activities for different times</li> <li>• 免費使用的海濱</li> <li>• 多元化的活動，配合不同時間及不同年齡人士的需要</li> </ul> | <ul style="list-style-type: none"> <li>• Accessible to all, regardless of age, social group and disability condition</li> <li>• Free to allow accessibility for all</li> <li>• 適合不同年齡、社群及傷健人士的設施</li> <li>• 所有人士可以免費使用海濱</li> </ul> |
|---|---|---|

### ECONOMIC INDICATORS 經濟指標

- |  |  |  |
|--|--|--|
| <ul style="list-style-type: none"> <li>• Provision of business opportunities (for both day and night time)</li> <li>• Facilitate wide range of economic activity*</li> <li>• 提供多元化的商機 (日間及夜間)</li> <li>• 有利不同類型的經濟活動*</li> </ul> | <ul style="list-style-type: none"> <li>• Provision of business opportunities (for day and night time)*</li> <li>• 提供多元化的商機 (日間及夜間)*</li> </ul> |  |
|--|--|--|

### ENVIRONMENTAL INDICATORS 環境指標

- |   |   |  |
|---|---|--|
| <ul style="list-style-type: none"> <li>• Safe and convenient access</li> <li>• Sensitive building height profile</li> <li>• Provision of open space and other community facilities</li> <li>• Create activity nodes/landmarks – identity icon</li> <li>• Infrastructure that will facilitate both water and land activities*</li> <li>• Support commercial marine traffic requirements*</li> <li>• Enhance air circulation</li> <li>• Enhance water quality*</li> <li>• Minimize noise pollution*</li> <li>• Minimize vehicular emission</li> <li>• 安全及便捷的海濱</li> <li>• 靈敏的建築高度</li> <li>• 提供充足的戶外空間及社區設施</li> <li>• 創造活動節點/地標 – 形象標誌</li> <li>• 提供可促進水陸活動的基礎設施*</li> <li>• 支援商業往來海上交通需要*</li> <li>• 改善空氣流通</li> <li>• 改善水質*</li> <li>• 減低噪音污染*</li> <li>• 減低車輛排放物</li> </ul> | <ul style="list-style-type: none"> <li>• Enhance openness</li> <li>• Provision of landscaped area with trees</li> <li>• Minimize land for infrastructure and utilities*</li> <li>• Remove incompatible uses*</li> <li>• Enhance air circulation</li> <li>• Enhance water quality</li> <li>• 開揚景觀</li> <li>• 提供有綠樹的綠化地方</li> <li>• 減少建築及公用設施佔用的土地*</li> <li>• 消除不相容及不協調的用途*</li> <li>• 改善空氣流通</li> <li>• 改善水質</li> </ul> | <ul style="list-style-type: none"> <li>• Linkage to public transport facilities</li> <li>• Linkage to old inner districts</li> <li>• Extent of a continuous promenade</li> <li>• Provision of cycle tracks and walking trails</li> <li>• Visual access to waterfront*</li> <li>• 與公共交通設施連接</li> <li>• 與舊區連接</li> <li>• 海濱的連續性</li> <li>• 提供單車徑及步行徑*</li> <li>• 保護望向海濱的視野無阻*</li> </ul> |
|---|---|--|

- |  |   |   |
|--|---|---|
| <b>4</b> Preserve natural and cultural heritage and identity<br>保存自然及文化遺產和本土特色 | <b>5</b> Enhance visual amenity, landscape and quality of space<br>優化景觀和綠化提高用地的質素 | <b>6</b> Enhance social interaction<br>促進社群交往 |
|--|---|---|

### SOCIAL INDICATORS 社會指標

- |   |  |  |
|---|--|--|
| <ul style="list-style-type: none"> <li>• Provision for cultural and social activities along waterfront</li> <li>• Provision of local activities to enhance social attachment to the harbour</li> <li>• Enhancing the heritage value of the harbour*</li> <li>• 沿海濱提供文化及康樂活動</li> <li>• 為加強社會對港灣的歸屬感提供地區性活動</li> <li>• 提高港灣的人文價值*</li> </ul> | <ul style="list-style-type: none"> <li>• Open space suitable for all ages, social groups, and disability conditions</li> <li>• Provision of a secure and safe environment</li> <li>• 為不同年齡、社群及傷健人士提供休憩空間</li> <li>• 提供安全的環境</li> </ul> | <ul style="list-style-type: none"> <li>• Open to the public</li> <li>• Free for the enjoyment of all, regardless of age, social group, and disability conditions</li> <li>• 開放予公眾</li> <li>• 不同年齡、社群及傷健人士可以免費及自由地使用海濱</li> </ul> |
|---|--|--|

### ECONOMIC INDICATORS 經濟指標

- |   |   |  |
|---|---|--|
| <ul style="list-style-type: none"> <li>• Provision of the economic activities with cultural value*</li> <li>• 提供具有文化價值的經濟活動*</li> </ul> | <ul style="list-style-type: none"> <li>• Provision of opportunities for small business</li> <li>• 提供小商戶的商機</li> </ul> | <ul style="list-style-type: none"> <li>• Extension of the economic activities from the hinterland including the old inner districts to the promenade</li> <li>• 將經濟活動 (包括舊區) 的經濟活動至海濱</li> </ul> |
|---|---|--|

### ENVIRONMENTAL INDICATORS 環境指標

- |   |  |  |
|---|--|--|
| <ul style="list-style-type: none"> <li>• Visibility</li> <li>• Preservation of the ridgeline</li> <li>• Design elements that enhance harbour image</li> <li>• Minimize reclamation</li> <li>• Minimize risk of future reclamation by not allowing large scale/developments with significant traffic impact*</li> <li>• Compatible land-use with the natural environment*</li> <li>• Enhance water quality</li> <li>• 視野無阻</li> <li>• 保存山脊線</li> <li>• 利用設計元素提高海濱形象</li> <li>• 最小填海範圍</li> <li>• 防止產生大量交通的大型發展以減低未來填海的問題*</li> <li>• 土地使用與自然環境配合*</li> <li>• 改善水質</li> </ul> | <ul style="list-style-type: none"> <li>• Flexible use of space</li> <li>• Provision of facilities to cater for a diversity of user groups</li> <li>• Enhance openness</li> <li>• Provision of landscaped areas with trees</li> <li>• Segregation of pedestrian and vehicular traffic for good air quality</li> <li>• 靈活使用的空間</li> <li>• 為不同類型使用者提供設施</li> <li>• 開揚景觀</li> <li>• 提供有綠樹的綠化地方</li> <li>• 人車分隔以提高空氣質素</li> </ul> | <ul style="list-style-type: none"> <li>• Provision of facilities to cater for a diversity of user groups</li> <li>• Provision of facilities for year-round activities</li> <li>• Provision of community facilities</li> <li>• Provision of open-air venues</li> <li>• Provision of themed promenade</li> <li>• 為不同類型使用者提供設施</li> <li>• 提供適合全年活動的設施</li> <li>• 提供社區設施</li> <li>• 提供戶外活動場地</li> <li>• 提供設有主題的海濱</li> </ul> |
|---|--|--|

The preliminary set of principles and indicators were devised by the collaborators at the meeting held on 23 January 2005.

初稿主要來自2005年1月23日舉行的合作伙會。

\*Suggestions for additional indicators after the meeting.

\*會議後建議增加的指標

The preliminary set of principles and indicators were devised by the collaborators at the meeting held on 23 January 2005.

初稿主要來自2005年1月23日舉行的合作伙會。

\*Suggestions for additional indicators after the meeting.

\*會議後建議增加的指標



<p><b>7</b> Ensure land/marine use and design compatibility between the waterfront and the adjoining areas 確保海濱用地和水上活動的性質和設計均能與相連地帶配合</p>	<p><b>8</b> Minimize energy consumption and optimize the use of existing infrastructure 盡量減少能源消耗並最恰當使用現有基建</p>	<p><b>9</b> Improve traffic conditions and pedestrian connectivity 改善交通情況及行人連接通道</p>
<p><b>SOCIAL INDICATORS 社會指標</b></p>		
<ul style="list-style-type: none"> <li>Provision of facilities to attract movement between existing and new areas</li> <li>為區內新舊區之間提供各種設施</li> </ul>		<ul style="list-style-type: none"> <li>Shorter travelling time within and between districts</li> <li>Provision of activity nodes along the links</li> <li>Ease of access by pedestrians including the disabled</li> <li>Provision for different modes of access</li> <li>縮短行車時間</li> <li>沿行人通道提供活動點</li> <li>行人包括殘疾人士到訪方便程度</li> <li>提供不同的到達港邊的方式</li> </ul>
<p><b>ECONOMIC INDICATORS 經濟指標</b></p>		
<ul style="list-style-type: none"> <li>Promotion and revitalization of local business</li> <li>有利社區及本土經濟繁榮</li> </ul>	<ul style="list-style-type: none"> <li>Higher energy efficiency</li> <li>Cost of energy consumption*</li> <li>Cost effectiveness in infrastructure investment*</li> <li>更高能源效率</li> <li>能源消耗的成本*</li> <li>大型基建投資的成本效益*</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in cost due to shorter travelling time</li> <li>Provision of business opportunities along the link</li> <li>Lower construction and operation cost</li> <li>因行車時間縮短所節省成本</li> <li>沿行人通道提供多元化的商機</li> <li>降低建築及運作成本</li> </ul>
<p><b>ENVIRONMENTAL INDICATORS 環境指標</b></p>		
<ul style="list-style-type: none"> <li>Land use and design compatibility</li> <li>Provision of strong linkages and physical connections</li> <li>Creative use of 3-dimensional space*</li> <li>Control development within constraints of land and infrastructure*</li> <li>Visual connectivity between the existing and new areas and the harbour</li> <li>相連及協調的土地用途及城市設計</li> <li>提供接駁設施連接新舊區域</li> <li>使用有創意的三維空間*</li> <li>在土地及基礎的限制下對發展進行管制*</li> <li>確保新舊區域及海港之間的視野無礙</li> </ul>	<ul style="list-style-type: none"> <li>Extent of reuse of building materials</li> <li>Better utilization of existing infrastructure</li> <li>Lower air emission</li> <li>Lower noise emission</li> <li>Lower energy consumption*</li> <li>Extent of reuse of natural resources*</li> <li>建築再用建築材料的程度</li> <li>善用現有已有基礎設施</li> <li>降低空氣排放量</li> <li>降低噪音排放量</li> <li>降低能源消耗量*</li> <li>發展再用自然資源程度*</li> </ul>	<ul style="list-style-type: none"> <li>Provision of parking facilities for carbus/bicycles/coach at the fringe of the new development area</li> <li>Provision of landscaped network to enhance pedestrian experience*</li> <li>Provision of environmentally friendly transport within the promenade area*</li> <li>Access for loading/unloading*</li> <li>Minimize vehicular traffic on surface road*</li> <li>Visual connectivity between existing and new areas and the harbour</li> <li>在新發展區的外圍提供車輪、巴士、單車及旅遊巴士停車設施</li> <li>為商業行人車道所設的景觀美化設施*</li> <li>在海濱商業範圍提供環保的交通工具*</li> <li>海上運貨實用的碼頭*</li> <li>減少地面道路交通*</li> <li>新舊區域及海港之間的視野無礙</li> </ul>

The preliminary set of principles and indicators were devised by the collaborators at the meeting held on 23 January 2005.  
初稿主要來自2005年1月23日舉行的合作工作會議。  
\*Suggestions for additional indicators after the meeting.  
\*會議後建議增加的指標。

## WAYS TO PROVIDE YOUR VIEWS

### 可透過以下途徑提出你的意見

Your views are very important to us. We have arranged a number of public forums and community charrettes in different District Council districts and we sincerely invite you to join the events as detailed in the attached programme. Please complete and send the registration form to us.

We would appreciate it if you would also fill in the questionnaire and return it to us. You may also fill in the questionnaire on-line (<http://www.harbourfront.org.hk>). More detailed information is available on the web-site.

Written comments are also welcome. You may send them to us before 9 July 2005:

By Post: HEC Sub-Committee on WDI Review  
c/o Civil Engineering and Development Department  
13/F., North Point Government Offices,  
333 Java Road, North Point, Hong Kong

By Tel: 2231 4408

By Fax: 2576 9792

Via Website: <http://www.harbourfront.org.hk>

Via Email: [bpchan@cedd.gov.hk](mailto:bpchan@cedd.gov.hk)

我們重視你的意見。我們安排了一連串的公眾論壇及社區設計坊，在不同地區舉行。誠意邀請你參加。請填妥及寄回登記表格。活動詳情在附件中。

我們也鼓勵你回答問卷（附件），並寄回給我們。你也可選擇在網上回答問卷，請登入(<http://www.harbourfront.org.hk>)。網上還有詳細的參考資料。

我們也歡迎書面的意見，請於二〇〇五年七月九日前交給我們：

郵寄：香港北角渣打道333號  
北角政府合署13樓  
土木工程拓展署  
轉交基建維港委員會屬下灣仔發展計劃第二期檢討小組委員會

電話：2231 4408

傳真：2576 9792

網頁：<http://www.harbourfront.org.hk>

電郵：[bpchan@cedd.gov.hk](mailto:bpchan@cedd.gov.hk)



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凡個人或團體，在《優化灣仔、銅鑼灣及鄰近地區海濱的研究》過程中，向其建維港委員會或其轄下小組委員會提供意見、見解、材料或資料，均被當作已同意其建維港委員會或其轄下小組委員會，在無須再徵詢該個人或團體同意的情况下，完全自由使用或公開，包括上載於合適的網頁，部份或全部所提供的意見、見解、材料或資料。若任何個人不希望其個人資料被公開，請在提供意見、見解、材料或資料時聲明這一點。個人資料將不會在沒有該個人明示同意的情况下被公開。若團體或公司不希望其身分被公開，請聲明這一點。

## Harbour-Front Enhancement Review – Wan Chai, Causeway Bay and Adjoining Areas

優化灣仔、銅鑼灣及鄰近地區海濱的研究

Envisioning Stage: Public Engagement Events Registration Form

構想階段：公眾參與活動報名表

To facilitate organization work, pre-registration for attendance at the forums/charrettes is highly appreciated, please complete the following:  
為方便處理閣下之報名手續，請填寫以下資料。

English Name 英文姓名:	Chinese Name 中文姓名:
Organization 所屬機構:	
Correspondence Address 通訊地址:	
Tel 電話:	
Fax 傳真:	Email 電郵:

I would like to attend the following events:  
本人欲出席以下活動:

Public Forums 公眾論壇 (1900 – 2130 )

Date 日期	Venue 地點

Community Charrettes 社區工作坊

Date 日期	Venue 地點

Please fax to: 2576 9792  
請傳真至: 2576 9792

or post to the address on page 32  
或郵寄往32頁上的地址

你的意見

[illegible]

或郵寄往32頁上的地址

## Survey

This survey is to collect views of the wider public on the preferred form of Harbourfront Enhancement along Wan Chai, Causeway Bay and adjoining areas, and possible By-pass road linking Sheung Wan and North Point. The result of the survey will serve as guidelines for the Government in planning for the area.

(1) Are you aware of the "Protection of the Harbour Ordinance" and the judgment of the Court of Final Appeal on reclamation?

- ☐ Yes ☐ No

Can you elaborate on the major contents of "The Protection of the Harbour Ordinance" and the judgment of the Court of Final Appeal on reclamation?

\*\*\*\*\*

☐ Presumption against reclamation in the harbour

☐ No reclamation unless the "overriding public need" for reclamation is established

☐ Others: \_\_\_\_\_

\_\_\_\_\_

☐ Can't specify any

(2) Which of the following attractions of Wan Chai, Causeway Bay and adjoining areas do you like most? (Can choose more than one option.)

- ☐ Agglomeration of commercial buildings and activities
- ☐ Easy accessibility by transport
- ☐ Convenient shopping with cheap commodities
- ☐ Variety of entertainment
- ☐ Many eating places
- ☐ Old character streetscape, e.g. Spring Garden Lane, Lee Tung Street, Jardine's Crescent
- ☐ Old buildings
- ☐ Mixture of old and new culture
- ☐ Social harmony
- ☐ Others, please specify: \_\_\_\_\_
- ☐ No special character

(3) Are the following problems of Wan Chai, Causeway Bay and adjoining areas?

	Serious Problem	A Problem Needs to be Tackled	Not a Problem	No Comment /Don't Know
• Noise pollution	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Air pollution	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Water pollution	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Traffic congestion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• High building and population density	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Lack of community facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Lack of usable open space	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Insufficient pedestrian linkage between old area and harbour-front along Wan Chai, Causeway Bay and adjoining areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Lack of vibrancy along harbour-front along Wan Chai, Causeway Bay and adjoining areas (including facilities and activities)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Others, please specify: \_\_\_\_\_

(4) What are your wishes for the new harbourfront? (Please choose the 3 most preferred options.)

- ☐ Maintain status quo
- ☐ Easily accessible pedestrian facilities
- ☐ Improvement in traffic congestion
- ☐ Continuous promenade
- ☐ Beautiful landscaping and high visual quality
- ☐ Small shops/kiosks
- ☐ Children play area
- ☐ Sitting-out areas and facilities
- ☐ Cycle track
- ☐ Facilitation of cultural/entertainment performance
- ☐ In-door activity venue
- ☐ Preservation of the character of the typhoon shelter
- ☐ Preservation of the character of the Yacht Club
- ☐ Others, please specify \_\_\_\_\_

(5) What are the future roles of the **harbour-front** along Wan Chai, Causeway Bay and adjoining areas? (Please choose the 3 most important ones.)

- ☐ Community: provision of community activity space
- ☐ Cultural Entertainment: provision of cultural and arts performance venue
- ☐ Recreational: provision of park and children play area
- ☐ Economic: with small shops/kiosks
- ☐ Visual: provision of high quality and landscaped harbour-front environment
- ☐ Traffic: improvement in traffic condition and connectivity
- ☐ Others, please specify:

(6) When planning for the harbour-front development in Wan Chai, Causeway Bay and adjoining areas, what are your views on following principles?

	1. Very Important	2. Important	3. Not Important	4. Not Important at all	5. No comment/ Don't Know
• Ensure community participation in the planning process	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Ensure Vibrant and Attractive Waterfront	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Maximize Opportunities for Public Enjoyment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Provide Accessible Harbourfront for All Ages, Social Groups and Disabilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Preserve Natural and Cultural Heritage and Identity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Enhance Visual Amenity, Landscape and Quality of Space	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Enhance Social Interaction (by provision of suitable space)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Ensure Land/Marine Use and Design Compatibility between the Waterfront and the adjoining Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Minimize Energy Consumption & Optimize the use of Existing Infrastructure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Improve Traffic Conditions and Pedestrian Connectivity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Others, please specify: \_\_\_\_\_

(7)(a) Do you think traffic congestion between Sheung Wan/Central and Causeway Bay including Connaught Road Central/Harcourt Road/Gloucester Road Corridor is a problem which needs to be resolved?

- ☐ I don't think there is traffic congestion problem
- ☐ Although there is traffic congestion problem, I don't think it needs to be tackled
- ☐ Yes, I think there is traffic congestion problem and it needs to be resolved
- ☐ No comment/don't know

(7)(b) What is your opinion to tackle the traffic congestion problem in (7)(a)?

- ☐ I don't think it needs to be tackled
- ☐ Trunk road only
- ☐ Other traffic management measures only (e.g. ERP, access restrictions)
- ☐ Trunk road and other traffic management measures
- ☐ Others, please suggest: \_\_\_\_\_
- ☐ No comment/don't know

(7)(c) If a trunk road has to be built, it should be in the form of: -

- ☐ Tunnel (with inevitable (minimum) reclamation only and no entrance/exit at Wan Chai and Causeway Bay for vehicles to exit or join the trunk road)
- ☐ Tunnel (with inevitable (minimum) reclamation only and with entrance/exit at Wan Chai and Causeway Bay for vehicles to exit or join the trunk road)
- ☐ At grade road (with inevitable (minimum) reclamation only)
- ☐ Flyover (with inevitable (minimum) reclamation only)
- ☐ Will not accept any reclamation. I would rather tolerate traffic congestion than to build a trunk road to alleviate it.
- ☐ Others, please specify: \_\_\_\_\_
- ☐ No comment/don't know

(8) If you prefer a continuous harbourfront promenade, would you accept some reclamation for the purpose?

- ☐ Yes
- ☐ No, I don't see the need for a continuous harbourfront promenade
- ☐ I will not accept any reclamation for the purpose of a continuous harbourfront promenade
- ☐ No comment/don't know

(9) Whether you are

- ☐ Residing in the Wan Chai, Causeway Bay and adjoining areas
- ☐ Working/schooling in the Wan Chai, Causeway Bay and adjoining areas
- ☐ Frequent visitor of Wan Chai, Causeway Bay and adjoining areas
- ☐ Not directly related to the Wan Chai, Causeway Bay and adjoining areas but very interested in the planning and development of the harbour-front areas
- ☐ Foreign visitors
- ☐ Others

(10) What is your age group?

- ☐ 14 or ☐ 15-20 ☐ 21-30 ☐ 31-40 ☐ 41-50 ☐ 51-60 ☐ 61 or below above

(11) What is your education level?

- ☐ Primary education or below
- ☐ Secondary education
- ☐ Tertiary education or above

(12) Any other comments?

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- End of Survey -

- Thank You -