



香港建造商會

The Hong Kong Construction Association Ltd

CB(1)1845/05-06(04)

member of International Federation Of Asian And Western Pacific Contractors' Associations

21 June 2006

Our Ref.:



By fax and post

2121 0420

Clerk to Panel
Legislative Council
Legislative Council Building
8 Jackson Road, Central, Hong Kong

Attn: Ms WONG Siu Yee

Dear Ms Wong,

Panel on Planning, Lands and Works to Special meeting to discuss “Wan Chai Development Phase II Review – Harbour-front Enhancement Review – Wan Chai, Causeway Bay and Adjoining Areas: Outcome of Public Engagement at the Envisioning Stage” on 26 June 2006

We enclosed herewith the submission on the captioned topic for your information.

Please be re-confirmed that our Vice-President David SUFF and Assistant Secretary General Alex WONG will attend the meeting. Should you have enquiries on the above submission, please contact the HKCA Secretariat at 2572 4414.

Thank you for your kind attention.

With regards,

Patrick W T Chan
Secretary General
Encl.

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Panel on Planning, Lands and Works
Wan Chai Development Phase II Review
LegCo meeting on 26 June 2006

Introduction

We refer to the planning and engineering review of the Wan Chai Development Phase II project, which includes the Wan Chai, Causeway Bay and adjoining areas. In order to achieve a socially, environmentally and economically sustainable harbour-front, a public engagement exercise was carried out in 2005 and the Envisioning Stage is completed. HKCA is pleased to provide the views to the Outcome of the Envisioning Stage below.

Central-Wanchai Bypass

It is plain fact that the present trunk road of Connaught Road Central / Harcourt Road / Gloucester Road / Island East Corridor serving both as the east-west link for Hong Kong Island and in/out of the Central Business District is operating beyond its design capacity. Traffic congestion is not only limited to rush hours but continued regularly in the daytime during weekdays in both directions. Even a minor accident will result in a complete blockage, and a serious incident could paralyse the transport network including the cross-harbour tunnels. There is a huge loss to the society in precious time and resources being wasted, working efficiency reduced and extra fuel burnt by vehicles caught in traffic jam. These losses are intangible. Our air quality being further polluted by emission from the stagnated vehicles, doing further harm to our environment. To improve the situation and cater for the growing economic activities, it is imminent that we have to decide on the sustainable transport planning to meet our social, economic and environmental goals for the present and the future.

HKCA fully supports and agrees with the recommendation of the Expert Panel on sustainable transport planning for the construction of the Central-Wanchai Bypass, which would provide a traffic bypass to relief the traffic congestion problem faced by thousands of daily commuters. The east-west through traffic will be diverted from the existing trunk road resulting in less weaving and merging movements with local traffic accessing Central and Wanchai areas. We understand that the consultants have developed various tunnel and flyover options and all schemes will require reclamation

to a certain extent. Although the capital and recurrent costs would be higher, we support that the tunnel approach to be taken forward as the affected area of the harbour is smaller and in the consideration to best protect and preserve the harbour. It would also cause less visual impact than the flyover option. During construction, we are confident that contractors could exercise their expertise and implement proper measures to address the environmental impacts arising from the works and cause the least nuisance in order to achieve the call for the enhancement of the Victoria harbour-front.

Other Harbour-front Enhancement Ideas

There was general consensus on the following enhancement ideas from the public forums:

- Make use of the reclaimed land along the shoreline for harbour-front enhancement.
- Extend Victoria Park to the harbour-front.
- Retain existing Causeway Bay Typhoon Shelter or limiting reclamations at corners of the Shelter.
- Provide boardwalk/floating bridge underneath the existing Island East Corridor.
- Develop a marine basin at the ex-Public Cargo Working Area for water recreation uses.

HKCA supports the above enhancement ideas and in addition, would like to see the complete shoreline running from Central to North Point be developed into a continuous harbour-front for leisure and enjoyment by the public. It is therefore important to provide decent pedestrian access to facilitate the public going to the harbour-front. Pedestrian accessibility planning should be considered as an integral part of the overall sustainable transport planning with the prime objective of convenient and ease of use by the general public. Pedestrian footbridges, sitting areas and lookout points should be conveniently located to serve such purposes.

Conclusion

HKCA fully supports the construction of the Central-Wanchai Bypass as a practical solution to relief the traffic congestion along northern Hong Kong Island. The improved transportation will bring other intangible economic benefits such as efficiency and timesaving for commuters and the society. Less traffic congestion also

means less pollutants emitted from vehicles. We also support the harbour-front enhancement ideas generated from the public consultations. It is a good opportunity to achieve the above objectives together in one go under a comprehensive planning and HKCA urges the works to be carried out as soon as practical.

HKCA / 16 June 2006