



香港建築師學會
The Hong Kong Institute of Architects

**HKIA Statement
for
Subcommittee to Review the Planning for Central Waterfront
(including the Tamar Site)
Panel on Planning, Lands and Works of LegCo
to its Meeting on 7 May 2007**

HKIA reiterates that in planning the development of our city, the **prime objective shall be to serve the people**. Road and infrastructure shall be designed to serve and support our urban space and city dwellers. It shall not become an over-riding element in the process of urban planning and design.

HKIA strongly urges the Government to immediately redesign the Road P2 in view of the following concerns:

1. The alignment of Road P2 shall be revised to allow for various **possible in-situ “conservation” options** of the Queen’s Pier.
2. Re-alignment of Road P2 has no technical difficulties. Only administration input in statutory procedure for re-zoning will be required.
3. The current design of Road P2 is noted with the following deficiencies which require clarification and justification from the Government:

A. Urban Space

- The current Road P2 alignment will significantly diminish the urban quality of the existing tranquil **Edinburgh Place**, which is an important urban space in Central; and
- Road P2 is part of the extended CBD of Central in Hong Kong. Its design and layout shall be integrated with a **graceful urban setting** for the future CBD of Hong Kong.

B. Pedestrian Environment

- There are no user-friendly, easy and effective pedestrian linkage connecting Central to the future waterfront; and
- There is practically no provision for pedestrian crossing in the Road P2 design to facilitate public access to the waterfront, except at the Tamar Site. It is understood that footbridges are currently being studied but there is no programme for such late additions.

C. Transport Design

- The width of the carriage way of Road P2 is even wider than the existing “trunk road” - Connaught Road Central, and Road P2 will eventually lead all traffic to the Fenwick Pier Street which will apparently become a new bottle neck; and
- The design of the various public transport interchanges, drop-off facilities, G.M.B. facilities, bus terminals, etc. are fragmented and incoherent.