

**Motion on
“Perfecting harbourfront planning and management
in all districts of Hong Kong”
at the Legislative Council Meeting
of 13 July 2011**

Progress Report

Purpose

The above motion moved by Hon Patrick LAU Sau-shing, as amended by Hon WONG Kwok-hing, Hon KAM Nai-wai, Hon IP Kwok-him and Hon Tanya CHAN (see Annex 1) was passed at the Legislative Council meeting on 13 July 2011. This paper aims to report to Members on the issues of concern regarding the motion.

Harbourfront Enhancement Planning and Strategies

2. Victoria Harbour is an icon of our city and the most precious public asset of Hong Kong. The Government is committed to protecting, preserving and enhancing both sides of Victoria Harbour. In his 2008-09 and 2009-10 Policy Addresses, the Chief Executive has reiterated the need to beautify Victoria Harbour and position the Victoria harbourfront as a world-class harbourfront area. In fact, the Government has a set of clear strategies on harbourfront development in place. We have strived to promote the enhancement of the harbourfront and to improve its accessibility. Subject to the actual circumstances of the harbourfront sites and through effective allocation of resources, the Government gradually constructs various harbourfront promenades on both sides of Victoria Harbour for public enjoyment. Our goal is to create a vibrant, green, accessible and sustainable harbourfront.

Strategic and District Levels

3. We have formulated a forward-looking comprehensive plan and strategy for harbourfront enhancement. From the strategic perspective,

the former Harbour-front Enhancement Committee (HEC) promulgated the “Harbour Planning Principles” (HPP) and “Harbour Planning Guidelines” (HPG) in 2005 and 2007 respectively to guide the sustainable planning, preservation, development and management for Victoria Harbour and harbourfront areas. The above principles and guidelines have now been widely adopted by the Government and the industries. At present, the Harbourfront Commission (HC) continues to make reference to the relevant guidelines when examining harbourfront development projects. From the district perspective, we have initiated various studies on harbourfront planning, design, land uses or engineering review to perfect harbourfront planning according to the development of respective districts. Generally speaking, for new harbourfront areas such as the new Central harbourfront, the district studies will focus on the overall planning, layout and design. As for developed harbourfront areas, the studies will focus on the ways to enhance the existing harbourfront and improve its accessibility and connectivity. Long-term development options will be drawn up with harbourfront enhan

Reference to Appropriate Overseas Experience

4. The Development Bureau (DEVB) and the former HEC visited many overseas cities to observe their waterfront development. They also exchanged views with relevant harbourfront development organisations and stakeholders in these places. We will continue to make reference to appropriate overseas experience. By drawing on the best practices and merits of overseas harbourfront development, we can make up our deficiencies and improve our harbourfront enhancement work.

Construction of Continuous waterfront promenades on Both Sides of Victoria Harbour

5. The Government has made reference to the former HEC’s recommendations for the 22 action areas along Victoria Harbour and pressed ahead with the harbourfront enhancement work on short-, medium- and long-term bases having regard to the actual circumstances of each individual project and the new recommendations put forth by the

HC.

Short-term Harbourfront Enhancement Projects

6. Regarding short-term projects, through the concerted efforts of various parties, a number of harbourfront enhancement projects have already been completed and opened for public enjoyment over the past two years. They include the park area of Sun Yat Sen Memorial Park in Sai Ying Pun, the Central and Western District Promenade - Sheung Wan Section, the pedestrian link between these two sites, the open space fronting Central Piers No. 9 and 10, the temporary waterfront promenade along the eastern part of the ex-North Point Estate site, the Kwun Tong Promenade Stage 1, Tsing Yi Northeast Park at Tam Kon Shan Road in Tsing Yi; as well as Aldrich Bay Park and the initial development of Hung Hom Waterfront Promenade that were opened this year.

7. Meanwhile, various harbourfront enhancement projects will be completed in the near future, such as the swimming pool area of Sun Yat Sen Memorial Park to be opened to the public in November 2011; the development of an advance promenade at the new Central harbourfront to be completed in early 2012; and an advance promenade at Hoi Yu Street in Quarry Bay to be completed in late 2012. Moreover, Phase 1 development of Kai Tak Runway Park next to the Cruise Terminal Building is under planning.

Medium- and Long-Term Harbourfront Enhancement Options

8. We are also actively taking forward various medium- and long-term harbourfront enhancement options. Owing to a number of factors such as the actual circumstances of the sites, the implementation details and timetable of these projects have to be further worked out. The new Central harbourfront development is a case in point. Taking into account the recommendations of the “Urban Design Study for the New Central Harbourfront”, we are gradually taking forward the development of the eight key sites.

9. On the other hand, we will also explore harbourfront enhancement proposals in various areas on both sides of Victoria Harbour.

The “Hong Kong Island East Harbour-front Study” (HKIEHS), which aims to formulate a comprehensive plan for the enhancement of the Hong Kong Island East harbourfront areas, will be completed in late 2011. Moreover, the Planning Department (PlanD) is now reviewing the land use of the western part of Kennedy Town on Hong Kong Island. The preliminary planning concept proposes that the waterfront portion of the site from Sai Ning Street to Cadogan Street, Kennedy Town be reserved and designated for the development of a harbourfront promenade and an open space. The review is anticipated to be completed in 2012.

10. A summary of the existing or short-, medium- and long-term harbourfront enhancement projects by the 22 action areas is set out at **Annex 2**.

Harbourfront Development through “Public-private Collaboration” Approach

11. The Administration has all along been working closely with the HC to explore ways to facilitate the wider application of public-private collaboration (PPC) in harbourfront development. Through the PPC approach, we hope to capture the creativity and professional knowledge of the private sector for more innovative design options, and more sustainable and flexible modes of management to deliver a vibrant, green, accessible and sustainable harbourfront for public enjoyment.

Projects Developed by “Public-private Collaboration”

12. Currently, we are exploring the possibility of developing Site 4 and Site 7 (in whole or in part) of the new Central harbourfront by PPC as a pilot project. With the support of the HC, we have commissioned a consultant to examine the feasibility of developing these two sites by PPC. A market sounding exercise was completed at the end of June this year. The consultant is now analysing the feedback and will consult the HC and its Task Force on Harbourfront Developments on Hong Kong Island. The Administration will work out the direction of development of these two sites with regard to the findings of the study and views of the HC.

13. Another pilot area that can be developed by way of PPC is the advance promenade site at Hoi Yu Street, the two adjoining sites which are currently zoned “Other Specified Uses” annotated “Cultural and/or Commercial, Leisure and Tourism Related Uses”, and the nearby site above the Eastern Harbour Crossing Tunnel Portal. We will make reference to the final recommendations of the HKIEHS in taking forth this project.

14. In addition, we also plan to develop Sites 1 and 2 of the new Central harbourfront by way of PPC. As works associated with the Central-Wan Chai Bypass will be carried out at various parts of these two sites up till July 2015, the development of the two sites will take some time to materialise.

Continuous Monitoring and Public Engagement

15. The Administration attaches great importance to continuous monitoring and public engagement in the course of development by PPC. We have all along emphasised that there will be public engagement throughout different stages of PPC from planning, design, development to management and operation of the harbourfront, and we have to make sure that the harbourfront projects can serve the public purpose, such as ensuring that harbourfront is accessible, and can be freely enjoyed by the public. Take the development of Sites 4 and 7 of the new Central harbourfront as an example, we have to make sure that the project will meet the social objectives. It is also our intention to have a continual monitoring system with some form of public engagement, such as the setting up of an advisory committee, to ensure that the sites are being developed and managed in the best public interest.

Management of Harbourfront by Sustainable Modes of Financial Operations

16. One of the objectives of developing harbourfront by way of the PPC approach is to bring capital and recurrent funding to the future benefit of the harbourfront through mutual cooperation, without being over-reliant on the Government for capital or recurrent funding. The Government will, in collaboration with the HC, explore the most

appropriate management model for various projects. Regardless of whether a conventional government-funding approach or a PPC approach is adopted eventually, we aim to adopt sustainable modes of financial operations and make flexible arrangements to cater for different characteristics of individual harbourfront sites or projects.

Harbourfront Areas with Public Facilities and Those within Privately-owned Land

17. At present, public facilities have been set up in some harbourfront areas, making it difficult to build an accessible promenade. In assessing whether it is necessary to set up government facilities in harbourfront areas, the Administration will first consider whether the facilities have to be set up at the harbourfront due to operational needs, and make reference to the HPP, HPG, and the Urban Design Guidelines for Harbourfront Planning contained in PlanD's "Hong Kong Planning Standards and Guidelines". Besides, the Government will consider the planning intentions of these areas as stated in the statutory plans and the views of government departments, the HC and District Councils, etc. If it is found that it is not necessary to set up the facilities at the harbourfront, we will explore the possibility of reprovisioning them to a non-harbourfront site, for example the bus terminus at Shing Sai Road in Kennedy Town. For government structures which have to be located at the harbourfront because of a practical need, the Administration will, where possible, consider setting them back, or reserving the part facing the harbourfront for use as a promenade, for example the Central and Western District Promenade - Sheung Wan Section. If, for operational and practical reasons, the facilities could not be relocated or set back at the moment, we will explore the feasibility of improving the appearance of their exteriors and undertaking landscape works with a view to enhancing the harbourfront, for example the proposed beautification works for the Marine Police Regional Headquarters and Marine Police Harbour Division Base at Sai Wan Ho.

18. For some harbourfront areas which fall within privately-owned land, the issues involved are even more complicated. We are glad to see that some of the owners have cooperated with us in undertaking

harbourfront enhancement works. For example, regarding the development of advance promenade at Hoi Yu Street, with the collaboration of the New Hong Kong Tunnel Company Limited, a waterfront land strip measuring 90 metres long and six metres wide has been released to achieve connectivity of the promenade. For other sites falling within privately-owned lands, we will seriously examine all feasible measures to see if favourable conditions could be created for the development of a continuous promenade.

Promotion and Publicity for the Harbourfront

19. Apart from identifying and implementing harbourfront enhancement initiatives, we have endeavoured to promote the harbourfront on both sides of Victoria Harbour. To promote Victoria Harbour as a unique brand of Hong Kong, we have adopted the winning entry in the “Victoria Harbour Icon Design Competition” as the new icon for Victoria Harbour. The icon will be used in harbourfront-related promotional materials and in the Harbourfront Signage Scheme under planning.

Harbourfront Development and Activities in Support of Tourism

High Quality Tourism Facilities

20. To create a world-class harbourfront on both sides of Victoria Harbour, we need to provide high quality tourism facilities that are convenient and attractive to visitors. The Tourism Commission (TC) has carried out enhancement and improvement works in various harbourfront areas (e.g. the Lei Yue Mun Waterfront Enhancement Project under planning). In addition, TC is striving to take forward the new Cruise Terminal project at Kai Tak. Upon completion, the Terminal will not only become a new landmark in Victoria Harbour, but also provide a convenient location for locals and tourists to enjoy the beautiful scenery of the harbour.

Diversified Activities

21. Mega events have been staged from time to time at the Victoria harbourfront by the Hong Kong Tourism Board. Such events include the Hong Kong Dragon Boat Carnival, the Hong Kong Wine and Dine Festival and Hong Kong's New Year Countdown Celebrations. The once suspended cross-harbour swim was also held on 16 October 2011.

Revitalising and Developing Afresh Decommissioned Old Piers

22. The Administration is actively exploring ways to revitalise and develop decommissioned old piers. The DEVB, in collaboration with the relevant bureaux and departments, are exploring ways to enhance the four disused piers of the Western Wholesale Food Market and the harbourfront area fronting the piers. Development of the eastern berth of Central Pier No. 8 into the Hong Kong Maritime Museum is also in progress.

Other Proposals Involving the Harbour and the Harbourfront

23. For other proposals involving the harbour and the harbourfront, such as the provision of vessel berthing spaces and rafts, etc., the Administration will work closely and further discuss with the HC and its new Task Force on Water-land Interface. Regarding the improvement of the water quality of Victoria Harbour, the Government has further injected about \$17 billion and we are now implementing the Harbour Area Treatment Scheme Stage 2A works at full speed. Upon its completion in 2014, it is anticipated that the water quality of Victoria Harbour will be further improved.

Balancing the Needs of the Industries and Aspirations of the Tourism Sector in the Harbourfront Development

24. In the course of harbourfront planning and management, appropriate consideration must be given to the needs of the industries. Port operations, especially the operation of container terminals and a number of public cargo working areas (PCWAs) along Tsuen Wan and Kwai Tsing at the western part of Victoria Harbour, are very important

still to the economic development of Hong Kong. Therefore, we must take into account the actual operational needs of the industries while creating an accessible harbourfront. When considering proposals or comprehensive plans relating to the water-land interface, the HC and its Task Force on Water-land Interface will provide advice to the Government.

Establishing a Statutory Body for Harbourfront Development

25. The Task Group on Management Model for the Harbourfront under the former HEC recommended in its recommendation report that the Administration could in the long run consider establishing an independent, statutory and dedicated authority for harbourfront planning, design, operation and management. As a next step, we will, in consultation with the HC, map out a framework for consideration by the Government of the next term.

Conclusion

26. The enhancement of harbourfront is continuing. Throughout the planning and implementation of harbourfront enhancement projects, public engagement is of utmost importance. We will continue to collect views on harbourfront enhancement from the Legislative Council, the HC, District Councils, relevant stakeholders and the public with an open attitude to implement and take forward the enhancement measures at both sides of Victoria Harbour with a view to creating a vibrant and innovative harbourfront for public enjoyment.

Development Bureau
October 2011

**Motion on
“Perfecting harbourfront planning and management
in all districts of Hong Kong”
moved by Prof Hon Patrick LAU Sau-shing
at the Legislative Council meeting of Wednesday, 13 July 2011**

**Motion as amended by Hon WONG Kwok-hing, Hon KAM Nai-wai,
Hon IP Kwok-him and Hon Tanya CHAN**

That, given that Hong Kong’s harbourfront development strategy always plans only one step ahead, and government departments follow different policies on the use of harbourfront land, displaying a lack of foresight and failing to progress with the times, this Council urges the Government to adopt the following measures to perfect harbourfront planning and management in all districts of Hong Kong:

- (a) to make reference to appropriate overseas experience to formulate a forward-looking and comprehensive strategic harbourfront development policy, a development plan and a timetable for implementation with the objective of harbourfront beautification and greening;
- (b) to establish a statutory body and recruit professionals to co-ordinate and implement strategic harbourfront development; formulate harbourfront development master plans for all districts of Hong Kong; organize open competitions on harbourfront design; construct harbourfronts of different styles by integrating the special features of various districts and dovetailing with community characteristics, and undertake a comprehensive planning for the provision of convenient, easily accessible and three-dimensional harbourfront connective networks, so as to link up fragmented harbourfronts and connect them to the communities in the vicinity;
- (c) through the public-private partnership approach, to proceed

with continuous monitoring, public engagement and private development throughout the process from strategy formulation and design concept to operational management; encourage public engagement in the planning consultation for harbourfront community construction, and provide public space in private development projects, with a view to providing local community residents with harbourfront community facilities that suit their needs;

- (d) to support tourism-based harbourfront development, provide high quality tourism facilities that are convenient and attract visitors, including various forms of water transport, and promote diversified leisure water sports, for example, the provision of vessel berthing spaces, water sports rafts, hydroplane and seafood restaurants, etc.;
- (e) to fully utilize harbourfront resources for holding a diversified range of tourism, recreational and festive events, such as international or local mega events such as dragon boat races, boat shows and cross-harbour swimming competitions, etc., with a view to boosting local community economy;
- (f) through harbourfront improvement plans, to revitalize and develop afresh decommissioned old piers and support the development of the local community economy;
- (g) with a view to dovetailing with the plan of harbourfront beautification and greening, and optimizing the precious natural endowment of Hong Kong's harbourfront, the top echelons of the Government should co-ordinate various government departments as early as possible to expeditiously formulate planning and make proper arrangements for the various existing waterfront urban public environment facilities, so as to turn negative factors into positive factors, and in turn revitalize to the fullest extent the various existing public facilities to dovetail with the new strategic development of the harbourfront; and

- (h) to manage harbourfronts with sustainable modes of financial operations;
- (i) when adopting the public-private-partnership approach for putting harbourfront construction and management under private development projects, to ensure that harbourfronts are accessible, and the public can freely enjoy harbourfronts without unreasonable restrictions; and
- (j) to expeditiously resolve the problem of harbourfront areas being used by public facilities or falling within privately-owned land, so that more harbourfront lands can be linked up to form harbourfront promenades for public enjoyment;
- (k) in the spirit of 'Harbourfront for the People', to build the two sides of the Victoria Harbour into a world-class harbourfront area, give a makeover to the shorelines of Hong Kong Island and Kowloon Peninsula on the two sides of the harbour and energize community connections for showing the distinctive vitality and scenery of Hong Kong's Victoria Harbour; and
- (l) under the people-based principle, to construct a harbourfront promenade stretching from Kennedy Town to Chai Wan, and build infrastructures along the harbourfront promenade, including revitalizing Western Wholesale Food Market, preserving Fenwick Pier in Wan Chai, developing Causeway Bay Typhoon Shelter and connecting it with Victoria Park, constructing a cycling park at North Point Ferry Pier, building a cultural and recreational district in Quarry Bay, revitalizing Shau Kei Wan Wholesale Fish Market and the shipyards nearby, constructing a water sports centre in Chai Wan, and constructing a 'new harbourfront promenade in Kowloon' linking up Lei Yue Mun, Kai Tak, To Kwa Wan, Hung Hom, Tsim Sha Tsui as well as Sham Shui Po and cutting through the West Kowloon Cultural District;
- (m) in the course of harbourfront planning and management, to

give appropriate consideration to the needs of the shipping, cruise and ferry industries, so as to take advantage of the harbour;

- (n) to provide appropriate ancillary facilities for the public to make good use of harbourfronts for conducting various community recreational activities; and
- (o) to perfect effluent treatment and sewage systems, so as to improve the water quality of the harbour and harbourfront views.

Annex 2

Summary of the Existing or Short-, Medium- and Long-Term Harbourfront Enhancement Projects by the 22 Action Areas

	Action Area	Existing or Planned Short-term Harbourfront Enhancement Initiatives	Medium- to Long-Term Improvements
1	Kennedy Town	<ul style="list-style-type: none">• There is a temporary playground at Sai Ning Street.• Reprovisioning of the Kennedy Town Swimming Pool from Smithfield to Shing Sai Road. Phase I of the works has been completed and opened to the public in May 2011. Phase II of the works is scheduled for completion in 2016.	<ul style="list-style-type: none">• The Planning Department (PlanD) is now reviewing the land use of the western part of Kennedy Town. The review is anticipated to be completed in 2012. The preliminary planning concept proposes that the waterfront area from Sai Ning Street to Cadogan Street be reserved and designated for the development of a waterfront promenade and an open space for public enjoyment.
2	Sai Wan	<ul style="list-style-type: none">• N.A.	<ul style="list-style-type: none">• The Development Bureau (DEVB) is working with the bureaux and departments concerned to explore ways of enhancing the four disused piers of the Western Wholesale Food Market (WWFM) and the harbourfront area fronting the piers.• Pending the long-term development programme, the Administration will, in collaboration with the Central and Western District Council, conduct various activities in the WWFM,

	Action Area	Existing or Planned Short-term Harbourfront Enhancement Initiatives	Medium- to Long-Term Improvements
			such as the Western Wholesale Food Market Flea Market cum Carnival held in January 2011.
3	Sai Ying Pun	<ul style="list-style-type: none"> • The Sun Yat Sen Memorial Park (park area) was opened to the public in June 2010. The swimming pool complex is anticipated to be opened to the public in November 2011. • The Central and Western District Promenade – Sheung Wan Section was opened to the public in November 2009. • The pedestrian link along the harbourfront between Sun Yat Sen Memorial Park and the Central and Western Promenade – Sheung Wan Section was opened to the public in June 2010. 	<ul style="list-style-type: none"> • It is planned to widen the pedestrian link along the harbourfront between Sun Yat Sen Memorial Park and the Central and Western Promenade – Sheung Wan Section.
4	Sheung Wan	<ul style="list-style-type: none"> • N.A. 	<ul style="list-style-type: none"> • Improvement of at-grade footpath along the harbourfront via negotiation with owners of the private properties.
5	Central	<ul style="list-style-type: none"> • Fronting the Central Piers No. 1 to No. 8 is 	<ul style="list-style-type: none"> • Sites 1 and 2 of the new Central harbourfront will be

	Action Area	Existing or Planned Short-term Harbourfront Enhancement Initiatives	Medium- to Long-Term Improvements
		<p>the Central Pier Waterfront.</p> <ul style="list-style-type: none"> • Additional 1.5 floors above Central Piers Nos. 4, 5 and 6 for restaurant, retail and other waterfront-related uses. Half of the area of the roof will be used as open space for public enjoyment. • Open Space fronting Central Piers No. 9 and No. 10 was opened to the public in July 2010. • The advance promenade at the new Central harbourfront is anticipated to be completed in early 2012. • To explore whether Sites 4 and 7 (in whole or in part) of the new Central harbourfront can be developed by public-private collaboration (PPC). 	<p>developed into a mixed-use precinct for cultural and entertainment uses through PPC.</p>
6	Wan Chai West	<ul style="list-style-type: none"> • The Wan Chai Temporary Promenade is currently located to the north of the Hong Kong Convention and Exhibition Centre. 	<ul style="list-style-type: none"> • Development of Wan Chai waterfront upon completion of works of Wanchai Development Phase II (WDII) and Central-Wan Chai Bypass (CWB).
7	Wan Chai	<ul style="list-style-type: none"> • N.A. 	<ul style="list-style-type: none"> • Development of Wan Chai waterfront upon completion

	Action Area	Existing or Planned Short-term Harbourfront Enhancement Initiatives	Medium- to Long-Term Improvements
	East		of works of WDII and CWB.
8	Hong Kong Island East	<ul style="list-style-type: none"> • The temporary waterfront promenade along the eastern part of the ex-North Point Estate site was opened to the public in June 2010. • The advance promenade at Hoi Yu Street is anticipated to be completed at the end of 2012 for public use. • The Quarry Bay Park (Phase I) is provided with a promenade for public use. • The Aldrich Bay Promenade (including the promenade walkway) was completed and opened in 2003. • The Aldrich Bay Park was opened to the public in April 2011. 	<ul style="list-style-type: none"> • The future developer of the ex-North Point Estate site (private sector development) will be required to provide a promenade of 20-metre in width for public enjoyment as required in the relevant planning brief. • The PlanD is conducting the Hong Kong Island East Harbour-front Study (HKIEHS). The Administration will make reference to the recommendations of the study when considering whether it is feasible to construct a boardwalk underneath the Island Eastern Corridor and to carry out improvement works at the North Point Pier. • In the long run, we plan to develop the advance promenade site at Hoi Yu Street, the two adjoining sites which are currently zoned “Other Specified Uses” annotated “Cultural and/or Commercial, Leisure and Tourism Related Uses” and the nearby site above the Eastern Harbour Crossing Tunnel Portal

	Action Area	Existing or Planned Short-term Harbourfront Enhancement Initiatives	Medium- to Long-Term Improvements
			together by PPC. The Administration will make reference to the recommendations of the HKIEHS when taking forth this project.
9	Lei Yue Mun	<ul style="list-style-type: none"> For the Lei Yue Mun Waterfront Enhancement Project under planning, its scope of works includes the construction of a public landing facility-cum-waterfront promenade and other streetscape improvement works. 	<ul style="list-style-type: none"> N.A.
10	Yau Tong	<ul style="list-style-type: none"> N.A. 	<ul style="list-style-type: none"> The PlanD is now reviewing the zoning of the “Comprehensive Development Area” (“CDA”) in Yau Tong Industrial Area, with an objective to split up the existing “CDA” in order to expedite the pace of redevelopment, and will make recommendations for harbourfront enhancement.
11	Yau Tong Bay	<ul style="list-style-type: none"> N.A. 	<ul style="list-style-type: none"> Under the requirements of “CDA” zone of Yau Tong Bay, the private developer is required to provide a public waterfront promenade with a minimum width of 15 metres and a total area of

	Action Area	Existing or Planned Short-term Harbourfront Enhancement Initiatives	Medium- to Long-Term Improvements
			not less than 2.47 hectares within the site.
12	Kai Tak	<ul style="list-style-type: none"> • The Kai Tak development is in full swing. Under the development plan, a promenade of about 11-kilometre long will be provided for public use. • Kwun Tong Promenade Stage 1 was opened in January 2010 for public use. • The first phase development of Kai Tak Runway Park located next to the Cruise Terminal building is under preparation. • A landscaped platform will be provided at the roof of the Cruise Terminal building. It is anticipated to be opened to the public in 2013. 	<ul style="list-style-type: none"> • In the site zoned “Commercial (2)”, “CDA” and “Residential (Group A)1” annotated “Promenade”, the private developer is required to construct a 20-metre wide promenade for public enjoyment. • Preparation work for the development of Kwun Tong Promenade Stage 2 has commenced.

	Action Area	Existing or Planned Short-term Harbourfront Enhancement Initiatives	Medium- to Long-Term Improvements
13	To Kwa Wan	<ul style="list-style-type: none"> The waterfront open space project at Ma Tau Kok is a combined development of Hoi Sham Park, open space at Chi Kiang Street and the end section of Chi Kiang Street linking the open space at Chi Kiang Street and Hoi Sham park impending closure. The project is under preparation. The leisure path at the harbourfront outside To Kwa Wan Vehicle Examination Centre was opened to the public in July 2010. 	<ul style="list-style-type: none"> N.A.
14	Hung Hom East	<ul style="list-style-type: none"> Beautification Works of the Tai Wan Shan Park (Promenade) was completed in April 2009. The Initial Development of Hung Hom Waterfront Promenade was opened to the public in September 2011. 	<ul style="list-style-type: none"> To plan the development of the Initial Development of Hung Hom Waterfront Promenade and the open space to the west of Kin Wan Street. A public transport interchange will be included in the development of "CDA(1)" at the harbourfront in future so as to vacate the land currently occupied by Hung Hom Bus Terminus to build a district park.
15	Hung Hom	<ul style="list-style-type: none"> N.A. 	<ul style="list-style-type: none"> According to the recommendations of the

	Action Area	Existing or Planned Short-term Harbourfront Enhancement Initiatives	Medium- to Long-Term Improvements
	West		Hung Hom District Study, the International Mail Centre and MTRC Freight Yard will be relocated in the long term; and the harbourfront land can be developed into a waterfront area with a wide range of tourist facilities and attractions including hotel, retail, waterfront promenade and leisure uses.
16	Tsim Sha Tsui East	<ul style="list-style-type: none"> Proposed development of the vicinity of Tsim Sha Tsui Star Ferry Pier into a new tourism node, which will be integrated with two projects, i.e. the proposed open piazza and the revitalisation of the Tsim Sha Tsui Pier. To consider showcasing the area's history as a land and sea transport hub in this future tourism node so that both the public and visitors can reminisce about the history of this vicinity. 	<ul style="list-style-type: none"> To consider enhancing the cultural facilities of the Leisure and Cultural Services Department (LCSD) at the harbourfront at Tsim Sha Tsui, such as to consider enhancement/improvement to the Hong Kong Museum of Art and explore the feasibility of turning the existing catering facilities into alfresco dining facing Victoria Harbour.
17	Tsim Sha Tsui West	<ul style="list-style-type: none"> N.A. 	<ul style="list-style-type: none"> There are mainly private properties in the Action Area. Enhancement of connectivity to the West Kowloon Cultural District (WKCD) relies on private

	Action Area	Existing or Planned Short-term Harbourfront Enhancement Initiatives	Medium- to Long-Term Improvements
			sector participation.
18	WKCD	<ul style="list-style-type: none"> • The West Kowloon Waterfront Promenade with an area of about 3.4 hectares is located within the WKCD site for public use. • The WKCD Authority plans to designate, before and during construction of the WKCD facilities, a portion of the WKCD site for temporary uses, including cultural projects (such as art performances and exhibitions) and commercial events (such as Hong Kong Wine and Dine Festival) so as to attract visitors to WKCD. • The WKCD Authority also plans to provide in the WKCD site roving M+, temporary performing venues and indoor complexes for enjoyment or hire by arts and cultural groups, students and members of the public. 	<ul style="list-style-type: none"> • Upon completion of the WKCD, public open space of not less than 23 hectares will be provided, including a continuous promenade of about 2 kilometres in length from the east to the west, so as to let the public have a closer contact with Victoria Harbour. According to the Notes of the South West Kowloon Outline Zoning Plan, the width of the promenade should not be less than 20 metres.
19	Yau Ma Tei	<ul style="list-style-type: none"> • Waterfront promenade/ open space has been provided for public 	<ul style="list-style-type: none"> • In view of the strong demand for the New Yaumatei Public Cargo

	Action Area	Existing or Planned Short-term Harbourfront Enhancement Initiatives	Medium- to Long-Term Improvements
		<p>enjoyment by several private housing developments in Tai Kok Tsui under the lease conditions.</p> <ul style="list-style-type: none"> The site at ex-Tai Kok Tsui Bus Terminus will be developed by the LCSD into a waterfront open space. 	<p>Working Area (PCWA) by the trade, the Administration has no plan to close or relocate it. In the long run, the Administration will explore ways to improve pedestrian facilities linking the Tai Kok Tsui waterfront in the north and WKCD in the south subject to not affecting the operation of the PCWA.</p> <ul style="list-style-type: none"> Possible development of a new waterfront promenade for public use upon successful rezoning of a vacant site of about 200-metre long to the north of Yau Ma Tei typhoon shelter to “Open Space” use.
20	Western Harbour	<ul style="list-style-type: none"> N.A. 	<ul style="list-style-type: none"> Reserved for port-related development in the long run.
21	Tsuen Wan	<ul style="list-style-type: none"> Except for the section of waterfront fronting Tsuen Wan 5 West Rail property development project, a public waterfront promenade has been provided from Riviera Gardens to Bayview Garden. The Civil Engineering and Development Department plans to construct a 22-kilometre long cycle track along 	<ul style="list-style-type: none"> The section of the public waterfront promenade fronting the West Rail property development will be constructed by the developer.

	Action Area	Existing or Planned Short-term Harbourfront Enhancement Initiatives	Medium- to Long-Term Improvements
		<p>the harbourfront between Tsuen Wan and Tuen Mun. Subject to the approval of funding, the first phase of the construction works for the section between Tsing Tsuen Bridge and Bayview Garden will commence in 2013 the earliest. It is anticipated that the construction works will be completed in two years.</p>	
22	Tsing Yi	<ul style="list-style-type: none"> The Tsing Yi Northeast Park located at Tam Kon Shan Road was opened to the public in June 2010. 	<ul style="list-style-type: none"> N.A.