

2005 年 4 月 26 日
討論文件

立法會
規劃地政及工程事務委員會

灣仔發展計劃第二期檢討 -
「優化灣仔及鄰近地區海濱的研究：
公眾參與活動」

目的

本文件旨在向議員簡介由共建維港委員會(下稱「委員會」)推展的「優化灣仔及鄰近地區海濱的研究」(下稱「優化海濱研究」)公眾參與活動。

背景

2. 委員會於2004年5月成立，負責就維多利亞港現有及新海傍的規劃、土地用途及發展事宜向房屋及規劃地政局局長提供意見。

3. 鑑於終審法院2004年1月9日就填海所作的裁決，政府已就灣仔發展計劃第二期進行規劃及工程檢討，以確保有關計劃完全符合《保護海港條例》及終審法院的裁決。委員會設立了灣仔發展計劃第二期檢討小組委員會¹(下稱「小組委員會」)，向政府提供有關灣仔發展計劃第二期檢討的意見。

4. 政府已接納委員會的建議，促進公眾參與有關檢討。為此，小組委員會提出同時進行由小組委員會督導的優化海濱研究。優化海濱研究的結果，將為灣仔發展計劃第二期檢討提供參考。

¹ 共建維港委員會轄下灣仔發展計劃第二期檢討小組委員會專責就灣仔發展計劃第二期檢討的規劃、設計及發展事宜(包括土地用途、運輸及基建、景觀美化及其他落實灣仔發展計劃第二期檢討建議的事項)提供意見及進行監察，並就這項檢討中各階段的公眾參與策略，提供意見。

優化海濱研究的概覽

5. 優化海濱研究是為促進公眾參與灣仔發展計劃第二期檢討而設計的。目標是在灣仔及鄰近地區建造一個在社會、環境和經濟方面均可持續發展的海傍；以及滿足在規劃、運輸及基建方面的需要。

6. 優化海濱研究分三個階段進行-

- (a) 「構想」階段－目的是讓公眾盡早參與，使他們了解灣仔及鄰近地區海濱的發展機會及限制，並從而表達他們對海濱發展的理想和期望。可持續發展原則及指標初稿亦會在這階段議定，供公眾進一步討論及認同。這些可持續發展原則及指標，將為擬訂發展概念圖則提供有用的基礎。
- (b) 「建立共識」階段－根據構想階段的結果擬訂發展概念圖則，並按議定的可持續發展原則及指標進行評審，以期就初步發展建議達到共識。
- (c) 詳細規劃階段－根據在建立共識階段所取得的共識，及按照《城市規劃條例》的法定規定及程序，擬備有關的分區計劃大綱草圖。

7. 可持續發展概念將主導優化海濱研究。在構想階段，我們會制訂可持續發展原則及指標。這些指標將會用作評估在建立共識階段擬訂的發展概念圖則。這個安排會為下一階段擬備分區計劃大綱草圖的過程凝聚公眾支持。

8. 優化海濱研究的構想階段預期在2005年7至8月完成。建立共識階段及詳細規劃階段亦會緊接進行，預期分區計劃大綱草圖可在2006年備妥，交給城市規劃委員會審批。

公眾參與策略

9. 在檢討過程中，我們會透過多項活動促進公眾參與。為確保過程公開和全面，我們已邀請多間機構以合作伙伴的形式去協助促進公眾參與優化海濱研究。這些合作伙伴包括有關的區議會、社區組織、商界組織、環保組織，學術及專業機構。合作伙伴除了推廣及參與各項公眾參與活動外，他們會在制訂可持續發展原則及指標，供公眾進一步討論

的過程中擔當重要的角色。

10. 在構想階段，為擴展公眾參與，我們會舉辦五個公眾論壇及兩個社區設計坊。這些公眾參與活動，除了有助收集公眾對灣仔及鄰近地區海濱的意見外，更能幫助制訂公眾認同的可持續發展原則及指標。公眾論壇及社區設計坊將於2005年5至6月舉行。我們亦會進行民意調查。我們會向公眾提供足夠資料，使他們能掌握灣仔發展計劃第二期的背景及優化海濱的限制和機會。

11. 為促進公眾參與及發表意見，我們擬備了一份用於構想階段的公眾參與小錦囊。這份公眾參與小錦囊載於附件甲，供議員參閱。

12. 我們將在共識階段和詳細規劃階段安排公眾參與活動。

諮詢意見

13. 希望各位議員知悉上述公眾參與策略及載於附件甲的公眾參與小錦囊。

附件

附件甲：構想階段公眾參與小錦囊

共建維港委員會轄下
灣仔發展計劃第二期檢討小組委員會
2005年4月

海港發展委員會
Harbour Front Enhancement
Committee

海港發展委員會第二階段公眾參與
Sub-committee on Public Participation Phase II Review

優化灣仔及鄰近地區海濱的研究

HARBOUR FRONT ENHANCEMENT REVIEW - WAN CHAI & ADJOINING AREAS

構想階段 • ENVISIONING STAGE

公眾參與小錦囊

PUBLIC ENGAGEMENT KIT

HARBOUR-FRONT ENHANCEMENT REVIEW - WAN CHAI & 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, utilisation 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
- Maximising 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 (WDC) Review. To achieve this, a public engagement exercise, namely the "Harbour-Front Enhancement Review (HER) - Wan Chai and Adjoining Areas", has commenced under the direction of the HEC Sub-committee on WDC Review as part of the review process. Results of the HER project will provide input to the WDC Review.

共建海港委員會

共建海港委員會於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新海濱的規劃、土地用途和發展，向房屋及規劃地政局局長提供意見，以便在保護海港之餘，使市民更容易直達海濱，令海濱更加地盡其利，更有勁氣，同時還從均衡而有效的公眾參與，確保公眾得以享用海港。

海港規劃原則

- 保存海港作為天然、公共和經濟的資產
- 使海港成為香港的標誌
- 有活力的海港
- 便利到達的海濱
- 盡力讓市民享用海濱
- 綜合發展海港成為世界級的海濱
- 建立可持續發展的海濱
- 讓有關人士及早和持續參與

政府已接納共建海港委員會的建議，在灣仔發展計劃第二期的檢討過程中，加強公眾的參與。委員會就此已開展了一項名為優化灣仔及鄰近地區海濱的研究，並由灣仔發展計劃第二期檢討小組領導。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 and the adjoining areas. 本公眾參與小冊子是為灣仔及鄰近地區編制。

SECTION 1 第一部份

- 3 INVITATION TO PARTICIPATE**
誠邀你的參與
- 5 GOVERNMENT'S MISSION**
政府的職責
- 9 WHERE ARE WE NOW?**
現況如何？

- 15 WHERE DO WE WANT TO GO FROM HERE?**
我們理想的海濱是怎樣的？
- 17 HOW CAN WE GET THERE?**
我們怎樣能夠「願望成真」？

SECTION 2 第二部份

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

SECTION 3 第三部份

- 29 SUSTAINABILITY PRINCIPLES & INDICATORS**
可持續發展原則及指標
- 32 WAYS TO PROVIDE YOUR VIEWS**
可透過以下途徑提出你的意見

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



Group Discussions
小組討論



Community Character
社會設計坊

HEC cordially invites you to participate in the Envisioning Stage of the Harbour-front Enhancement Review (HER) – Wan Chai and Adjoining Areas (including the hinterland at 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及鄰近地區海濱研究的構想階段（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能參與共同探討問題，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，委員會特編制本公眾參與小冊提供基本背景資料。

- 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案及建議發展大綱草案的基本。

3

4

1

3 months
三個月

ENVISIONING STAGE
構想階段

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

NOW 本階段

2

4 months
四個月

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

NEXT STAGE 下一階段

3

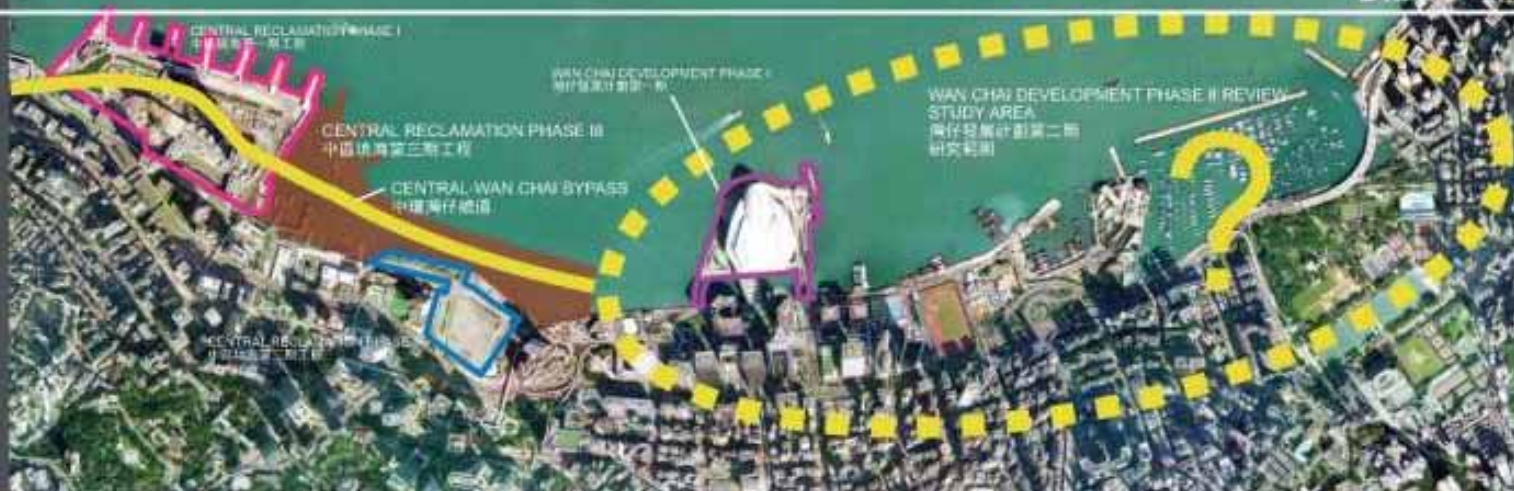
3 months
三個月

DETAILED PLANNING STAGE
詳細規劃階段

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

FINAL STAGE 最後階段

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 Rumley 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 (IECL). 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 Corinnaught Road Central/Harcourt Road/Gloucester Road Corridor. There is a compelling and present need for this trunk road comprising the CWB and the IECL, 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 Rumley 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 sales. Any land reclaimed in connection with the trunk road will be put to public use.

In reviewing WDI, 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
- 完成缺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

政府既重視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，港島西林士街入橋與港島東的東區走廊之間的連接道路尚待建設，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林士街入橋至東區走廊，繞道可直接貫通港島北岸東西走向的交通，減少對中環商業區的壓力，並改善干諾道中／愛德華／告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，該繞道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，例如限制汽車數量，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。（詳情請瀏覽：<http://www.etwb.gov.hk>）

主幹道的興建預期能提供更多，將現在的海傍海傍改造成具吸引力和親氣的海濱長廊，並同時改善通往海傍的安排。

灣仔北的任何填海可也需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，因為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，只有在填海的需要被確立而沒有其他合理解決方法的情況下，政府才允許進行最少的填海以滿足終審法院裁決所指的必要性公眾需要。



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案於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.

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。在確立填海是否具備前迫切的需要，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想階段，引發公眾提出對問題的理解和解決方法，並鼓勵公眾提供概念及意見。

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).

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案(S/H25/1)的司法覆核作出裁決。

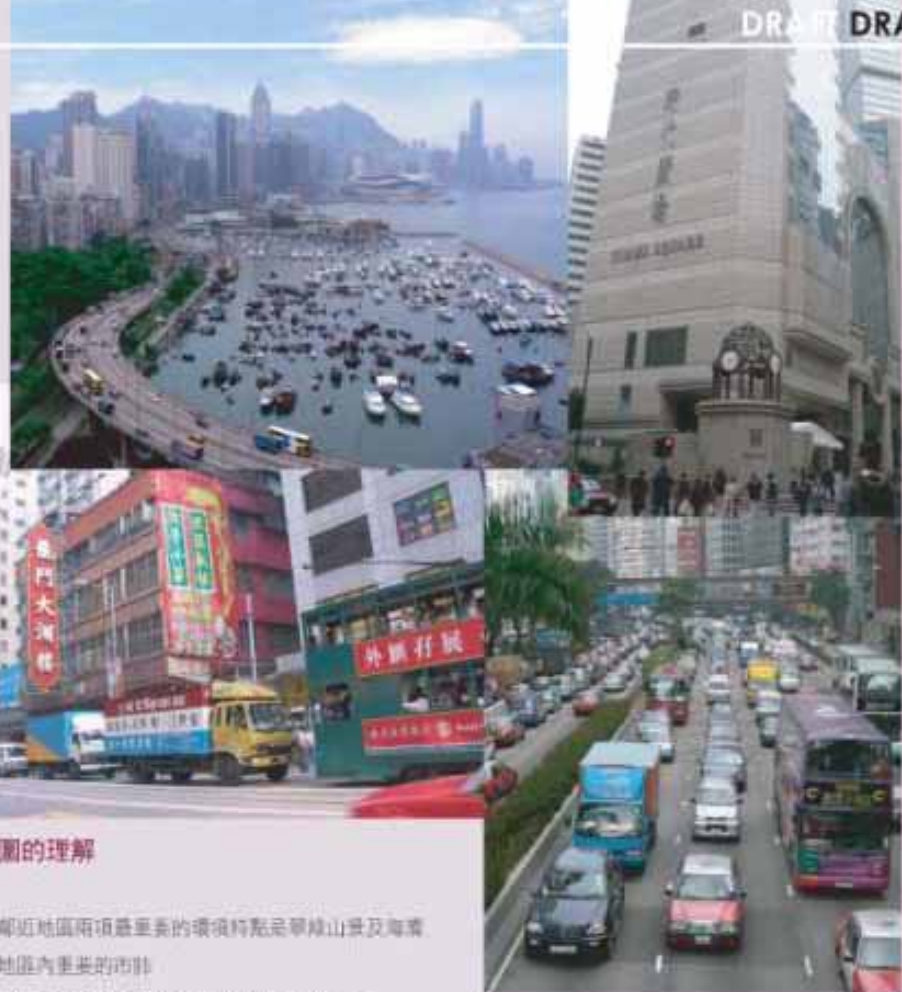
根據終審法院的裁決，只能在證明填海工程有凌駕性的公眾需要時，才可以推翻《保護海港條例》內訂明不准許填海的推定。這需要(即社區的經濟、環境和社會需要)必須是當前迫切的，同時又沒有另一合理的解決方法(所有情況包括對經濟、環境和社會的影響都應該一併考慮)。

2004

WHERE ARE WE NOW? 現況如何?

Appreciation of the Broad Study Area

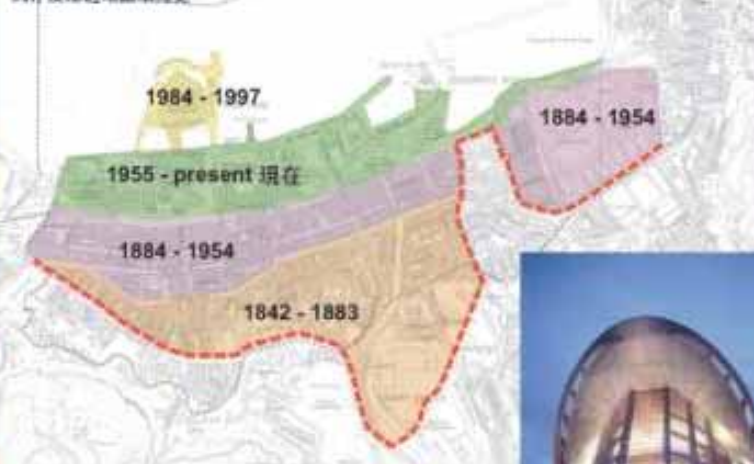
- The green backdrop and the waterfront are the two most important environmental features in Wan Chai and its adjoining areas
- Victoria Park is an important city lung in the area
- History of reclamation and consequent developments have produced different urban forms;
 - Inner Wan Chai between Queen's Road East and Hennessy Road: more compact and local activities, human scale, higher accessibility, more north-south linkages
 - Middle Wan Chai between Johnston Road and Gloucester Road: more emphasis on east-west linkages with land uses serving a wider district
 - Wan Chai North, i.e. 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 and its 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 venue 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 and the adjoining areas are bisected by major east-west thoroughfares attracting a lot of through traffic, Gloucester Road in particular, forming a physical barrier for inner Wan Chai to reach the harbour-front and causing serious noise and air pollution
- Development constraints along the harbour-front of Wan Chai and the adjoining areas are listed in the following pages



研究範圍的理解

- 灣仔及鄰近地區兩項最重要的環境特點是維多利亞山景及海港
- 維多利亞山景是地區內重要的市景
- 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灣仔舊區，繁湧的街頭活動，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
 - 告士打道以北的灣仔北，被分割成較大的地段，南北走向的連接道路較少，土地用途具服務全港的重要性，街上行人環境較差，缺少街頭活動
- 灣仔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，密集的商業活動，以及活躍的社區
 - 海港的世界級辦公樓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，特別告士打道，這對內陸地區通往海港構成障礙，同時亦帶來嚴重的噪音與空氣污染
- 下頁各圖詳列灣仔鄰近地區海濱的發展限制

History of reclamation for Wan Chai and adjoining areas
灣仔及鄰近地區填海史





North-South public linkages between hinterland and accessible promenade
由南至北連繫陸地及可達海濱的行人通道

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
可達的海濱

Inaccessible waterfront
不可達的海濱

Existing status of the harbour-front 海濱的現況

1. Previous heliport
前直升機機場

2. Lung King Street - Wan Chai Sewage Screening Plant, Reef Arcade, private land, inaccessible
龍鳳街 - 灣仔污水處理廠、海濱商場、私人土地，不能直達海濱

3. Mass Transit Ventilation Building - inaccessible, cutting off promenade
地鐵通風大樓，不能直達海濱並分隔通風大樓

4. Pier to Commemoration of the Return of Hong Kong to China - tourist attraction
香港回歸紀念碑 - 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，海濱長廊向西延伸

8. Cooling water pumping station - cutting off promenade, inaccessible, footbridge connecting Tsimsho Road
冷卻水抽水站 - 分割海濱長廊，不能直達海濱，行人天橋連接灣仔道至社會站

9. Previous Cargo Handling area - inaccessible, surrounded by tall fence
前貨物處理區 - 不能直達海濱，被高圍欄圍住

10. Royal Hong Kong Yacht Club - heritage building, private club, inaccessible to public
香港帆船會 - 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
警務俱樂部 - 灣仔引致水質惡化

12. Noonday gun - tourist attraction, underground connection to Causeway Bay
午炮 - 旅遊景點，透過地下行人通道連接新麗海畔中心

13. Narrow promenade 1.2m in width
狹窄海濱長廊寬約1.2米

14. Gloucester Road - footbridge linking promenade with Wan Chai / Causeway Bay - undesirable activities e.g. homeless space under the footbridge
告士打道 - 行人天橋存在不潔現象，例如露宿者及流浪狗

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，存在不潔現象，例如無家可歸者

16. Causeway Bay Fire Station
新麗海畔消防站

17. A King boatyard - water pollution due to embayment, vacant site, inaccessible, surrounded by walls
威利船塢 - 灣仔引致水質惡化，空置土地以高圍欄圍住，不能直達海濱

18. Fire Boat berthing area - dead end, inaccessible
滅火輪船泊位 - 終端不能直達海濱的障礙

19. Watson Road Reef Green Food & Environmental Hygiene Department storage and car park site - inaccessible
站位處，被食物活動及雜貨店佔用，橫街不能直達海濱的障礙

20. Watson Road - occupied by packaging activities and trucks for newspaper distribution
站位處，被包裝活動及報紙貨車佔用，橫街不能直達海濱的障礙

21. Sand Depot - inaccessible, cutting off the promenade
沙堆 - 橫街不能直達海濱的障礙，全港海濱長廊分別

22. Oil Street - no railing/no barrier, insecure
油街 - 海濱無柵杆或欄杆，危險範圍



Major issues, constraints and opportunities

Vibrancy Issues

Narrow and disconnected promenade, limited people-gathering attractions and activities, and lack of identity and visual interest along waterfront

Pedestrian connectivity issues

Existence of private land and infrastructural facilities obstructs the East-West and North-South connectivity, resulting in unsatisfactory walking experience to and along the waterfront.

Transport issues

- Mixing of through traffic and local traffic
- Severe weaving problems
- Traffic growth

Existing road congestion between Central and Causeway Bay

- 15 min driving time
- Queue Length around 1 ~ 1.5 km
- Speed at about 7 km/hr

	Without CWB 不興建中環灣仔繞道	With CWB 興建中環灣仔繞道
Traffic Flow 車流	Current Capacity by 30% 超過飽和量達三成	With 10% Surplus Capacity 一成剩餘容量
Traffic Speed 車速	5 kph 時速五公里	Free Flow 自由流
Central to Causeway Bay 中環至銅鑼灣	45 min 四十五分鐘	5 min 五分鐘

Forecast Conditions – 2015
預計 2015 年情況

Environmental issues

Noise:

The dominant existing noise source comes from the heavy traffic on Gloucester Road, Harcourt Road, Victoria Park Road and Island Eastern Corridor.

Air quality:

Vehicle emissions from queuing vehicles on Connaught Road Central / Harcourt Road / Gloucester Road are main sources of pollutants

Water quality

- Due to the embayment form and reduced flushing capacity of the existing Causeway Bay typhoon shelter, marine water within the typhoon shelter is vulnerable to pollution.
- The Causeway Bay Typhoon Shelter is one of the monitored typhoon shelters that recorded the poorest water quality in Hong Kong.

Eligible countries: 182/190

In designing the trunk road in WDI, there are a number of engineering constraints including existing and future tunnel structures, and existing harbour-front facilities which may have to be avoided/reprovisioned.

Existing major harbour-front facilities

搜索主要信息检索

- 1** Wan Chai Ferry Pier
灣仔碼頭
 - 2** Cooling Water Pumping Stations
冷却水抽水站
 - 3** Hong Kong Convention and Exhibition Centre
香港會議展覽中心
 - 4** Government Helpaid
政府善展館
 - 5** Police Officers' Club
警官俱樂部
 - 6** Typhoon Shelter
避風塘
 - Offshore pile
 - Windy typhoon shelter, off-shore cooling water, deep-pile with some moored by yacht club and other independent houses
 - 離岸打樁
 - 風雨港棚（外海）：有獨立沉箱，船艇、一些私家船隻停泊，另外有獨立平房居住建築
 - 7** Royal Hong Kong Yacht Club
香港遊樂會
 - 8** Noon Day Gun
午炮
 - 9** Wan Chai Sewerage Plant
灣仔污水處理廠
 - 10** Electric Substation
分區電力站

主要考慮要點，限制及機遇

並與馬克思辯而駁之，他認為人類的活動與活動對象三數，以及紐波特和胡爾特曼。

但有私人土地及基礎設施及零售的集聚造成困難，故令當局進行調整並不理想。

- 地區交通與鄰區交通聯繫
- 路面切線向臨徵重
- 交通流量增長

中樞而感偏避之動則有之矣

- ・ 行車時間15分鐘
- ・ 本苑營業座1至1.5公里
- ・ 除道的1公里

● 根據需要

附註：

現有主要幹道包括嘉善十圩鎮、夏履鎮、前園鎮及嘉善至蘭溪竹的鐵路交匯

中區營業部：

在繁忙的干道橋中/單行道/書十打道上，因交通擁塞而形成的車陣，是主要的空氣污染來源。

水質：

- 銅鑼灣鰓欄填地由於內灣的形狀及升潮能力減弱致令水質惡化
- 銅鑼灣鰓欄填地水質差劣亦深受鄰近鰓欄填地中有紀錄最長之一

王 强 教授

在灣仔發展計劃第二期內則建立制道兩條一系列工程限制，包括現有及未來的繼續管線，以及現有道路設施，主幹道或商業區之重要有關設施。

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繼續改善？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。

16

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 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—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—「綜合發展維港成為世界級的海港」、「建立可持續發展的海港」，以及「讓有關人士及早和持續參與」，將成為這研究的總體目標。

1 Vibrant and attractive waterfront 創造有生氣和吸引力的海濱



2 Maximize opportunities for public enjoyment 充分利用公眾享用的機會



3 Accessible harbour-front for all ages, social groups and disabled 方便所有年齡、社群和傷殘人士親臨



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



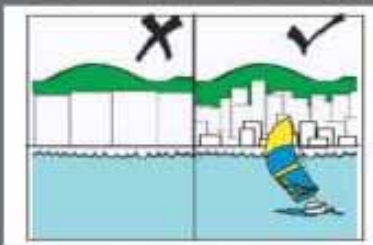
5 Enhance visual amenity, landscape and quality of space 優化景觀、綠化和提高開地的質素



6 Enhance social interaction 促進社群交流



7 Ensure land/sea use and design compatibility between the waterfront and the adjoining areas 確保海濱用地和毗鄰的土地用途和設計均能相連和配合



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礎設施



9 Improve traffic conditions and pedestrian connectivity 改善交通情況及行人連繫程度



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

期望

- | | |
|---|---|
| • 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? | • 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？ |
| • On facilities/activities, should alfresco dining, shopping, artwork, street performance, marina activities, water sports, local heritage or a harbour-front promenade, or a little of everything be provided? | • 在設施／活動方面，應否提供露天茶座、購物、藝術設置、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？ |
| • Do we require round-the-clock facilities/activities? | • 我們是否需要晝夜皆宜的設施／活動？ |
| • How wide should a waterfront promenade be? | • 海濱長廊的闊度應是多少？ |
| • Is a sandy beach required? If so, where? For what purpose? | • 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？ |
| • Should attractions be for tourists as well as locals? | • 旅遊景點應否同以旅客及市民為服務目標？ |
| • Should they be affordable or expensive or both? | • 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？ |
| • Should the Causeway Typhoon Shelter be retained? | • 銅鑼灣避風塘應否保留？ |
| • Is it desirable to retain the cargo handling basin for marina and watersports? | • 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？ |
| • How about the Tin Hau Temple, Yacht Club, Noon Day Gun and other existing facilities/icons? | • 天后廟、香港遊艇會、午炮及其他現有設施又如何處理？ |
| • Is it desirable to retain a curving shoreline similar to that in existence due to an ex-cargo handling basin and the typhoon shelter? | • 保留類似前貨物裝卸區及避風塘的弧形岸線是否適當？ |
| • Should iconic designs/structures be created to enhance identity? | • 應否創造標誌性的設計／建築物以加強識別性？ |
| • Should visibility be retained between the harbour, hinterland, and ridgeline? | • 海港、腹地與山脊線之間應否保留一定的緩變通透性？ |
| • 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? | • 如果因提供設施／活動而需要沿海濱興建建築物，有關的建築物應如何佈局，以建築形式或分散佈置？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 方便到達前海濱

WISHES

- There are a number of footbridges connecting the harbour-front. If more connections are 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?

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，或是同樣關注區外人士的安排？
- 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？
- 通往應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？

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？

• 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?

• 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？

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

• 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？

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

• 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？

b Forming a continuous harbour-front linking Central, Wan Chai and Eastern 構成一條連貫中西區、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車天橋下繼續延伸，有甚麼興建方式？在行車天橋下提供木板走廊是否可以接受？

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	期望
• Increase utilization of Western Harbour Crossing by unitary tunnel pricing?	• 以單一隧道收費提高西區海底隧道的使用量?
• More hillside escalators from Central to Mid-Levels?	• 興建更多中區至半山的行人電梯?
• Extension of MTR to Western District?	• 地鐵港島線西延至西區?
• Reduce bus trip into Central?	• 減少行經中區的巴士線路?
• Imposing loading/unloading restrictions in Central?	• 在中區施行更多上落貨管制?
• Fiscal Measures?	• 財政措施?
• Electronic Road Pricing (ERP)?	• 電子道路收費?
• Ensure future land uses along waterfront will have minimum impacts on existing infrastructure?	• 確保未來的土地用途對現有基礎建設造成最少的影響?

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。

b Building the trunk road to complete the missing link of the strategic road network along the north shore of the Hong Kong Island
興建港島北區地底道路網絡下的主幹道

WISHES	期望
• The Trunk Road will link Rumsey Street Flyover and connect to the Island Eastern Corridor via the Island Eastern Corridor Link	• 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。
• The part of the Trunk Road in Central Reclamation Phase III area will be built underground.	• 主幹道位於中區填海第三期內的部分將以隧道形式興建。
• 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.	• 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

- 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]

- Issues to be considered on the layout and form of the Trunk Road include at least the following:
 - effectiveness in relieving the congested road corridor
 - slip road connections to existing road network
 - impact on existing and planned facilities
 - impact on the harbourfront
 - extent of reclamation required
 - construction arrangement and associated impacts
 - environmental concerns including visual, air, noise and water quality
 - construction cost
 - recurrent operating cost

c Local transport
地區性交通

WISHES

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

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)，或建於海床下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低潮水位，而石層上又無規劃的設施，或行人與車輛通過，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)

- 主幹道的佈局及興建形式最低限度須考慮以下問題：
 - 舒緩擠塞路段的有效性
 - 連接現有道路網絡的支路
 - 對現有及規劃設施的影響
 - 對海濱的影響
 - 所需填海的範圍
 - 施工安排及有關影響
 - 環境問題包括視覺、空氣、噪音及水質
 - 建造費用
 - 日常營運開支

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先選擇是甚麼？在這個問題上，能有效舒緩擠塞路段應否是一個重要考慮？
- 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先選擇？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?

建造過北岸幹線道路網絡下的生動圖?



Do you have any suggestion on the form of the missing link? The following drawings show some concepts for consideration only. 你對餘下北岸幹線形式有甚麼建議? 以下圖則, 顯示一些建議, 只作參考之用。

Fig 1
圖一

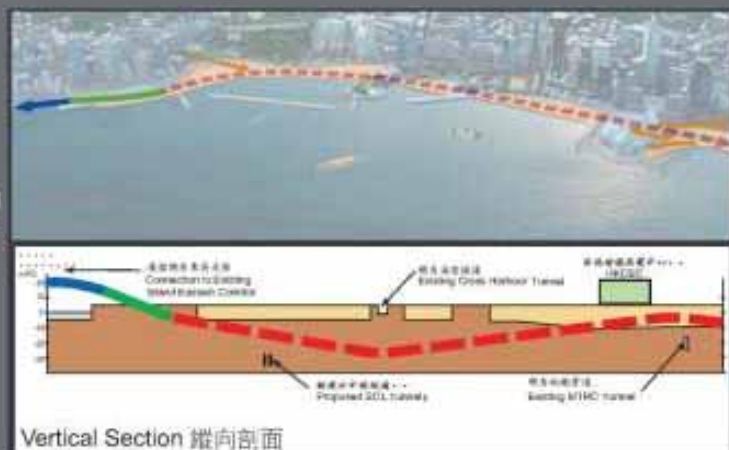


Fig 2
圖二

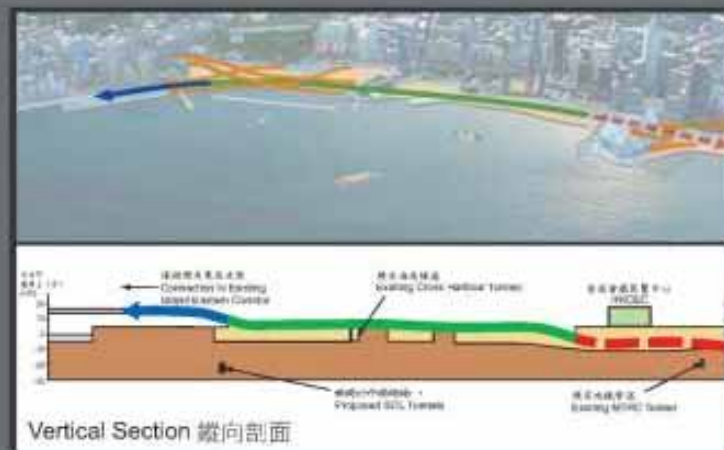
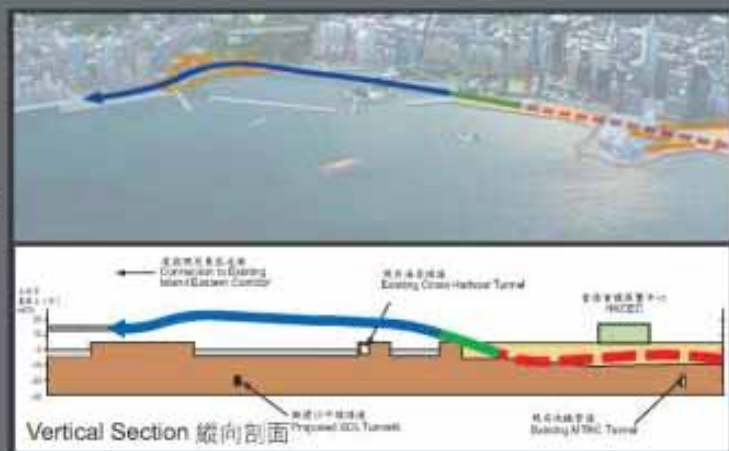


Fig 3
圖三

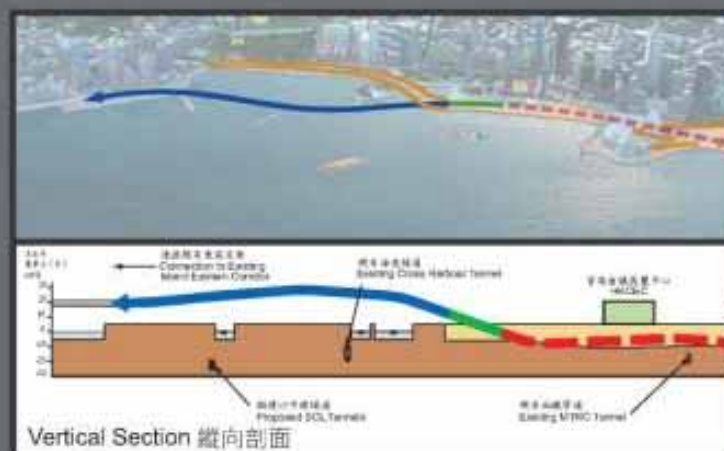


Fig 4
圖四

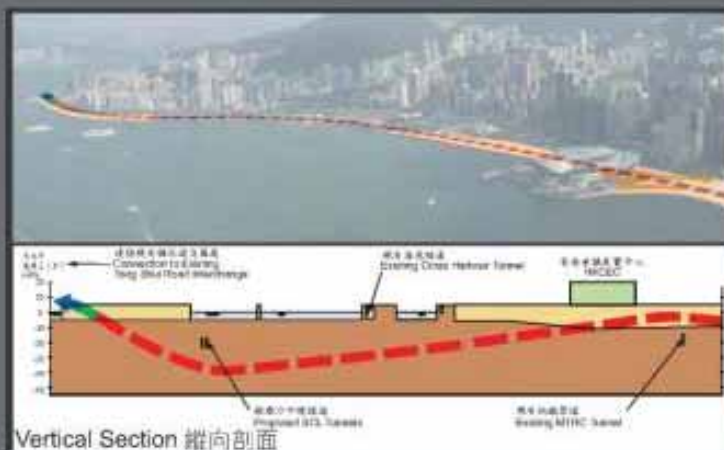
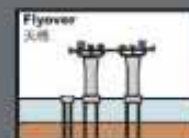


Fig 5
圖五

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？

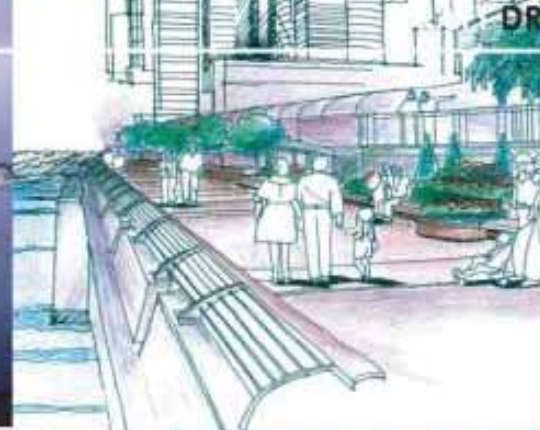
- 我們應否提供一個公眾遊艇停泊處及龍舟訓練場地？

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？



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

- | | | |
|---|---|--|
| 1 Vibrant and attractive harbour-front
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、社群和傷健人士到達 |
|---|---|--|

SOCIAL INDICATORS 社會指標

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

ECONOMIC INDICATORS 經濟指標

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

ENVIRONMENTAL INDICATORS 環境指標

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

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

初版主要原則及指標，是於2005年1月23日舉行的合作夥伴會議。

*Suggestions for additional indicators after the meeting.

*會議後建議增加之指標

- | | | |
|--|---|---|
| 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
優化景觀和綠化提高用地的質素 | 6 Enhance social interaction
促進社群交往 |
|--|---|---|

SOCIAL INDICATORS 社會指標

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

ECONOMIC INDICATORS 經濟指標

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

ENVIRONMENTAL INDICATORS 環境指標

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

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

初版主要原則及指標，是於2005年1月23日舉行的合作夥伴會議。

*Suggestions for additional indicators after the meeting.

*會議後建議增加之指標

- 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毗連地帶配合
- 8** Minimize energy consumption and optimize the use of existing infrastructure
盡量減少能源消耗並盡恰當使用現有基建
- 9** Improve traffic conditions and pedestrian connectivity
改善交通情況及行人連接通道

SOCIAL INDICATORS 社會指標

- Provision of facilities to attract movement between existing and new areas
為促進新舊區往來提供各種設施
- Shorter travelling time within and between districts
縮短行程時間
- Provision of activity nodes along the links
沿行人通道提供活動點
- Ease of access by pedestrians including the disabled
行人包括傷健人士到達海濱的方便程度
- Provision for different modes of access
提供不同的到達海濱的方式

ECONOMIC INDICATORS 經濟指標

- Promotion and revitalization of local business
有利社區及本土經濟興旺
- Higher energy efficiency
更高能源效率
- Cost of energy consumption*
能源消耗的總成本*
- Cost effectiveness in infrastructure investment*
大型基建投資的成本效益*
- Reduction in cost due to shorter travelling time
因行程時間縮短而節省成本
- Provision of business opportunities along the link
沿行人通道提供多元化的商機
- Lower construction and operation cost
減低建設及運作成本

ENVIRONMENTAL INDICATORS 環境指標

- Land use and design compatibility and coordination of land use and urban design
相輔及協調的土地用途及城市設計
- Provision of strong linkages and physical connections
提供強健的連接點及實體連接
- Creative use of 3-dimensional space*
使用有創意的三維空間*
- Control development within constraints of land and infrastructure*
在土地及基建的限制下發展及進行管制*
- Visual connectivity between the existing and new areas and the harbour
確保新舊區域及海港之間的視野連接
- Extent of reuse of building materials
循環利用建築材料的程度
- Better utilization of existing infrastructure
善用利用已有基建設施
- Lower air emission
減低空氣排放
- Lower noise emission
減低噪音排放
- Lower energy consumption*
減低能源消耗量*
- Extent of reuse of natural resources*
循環再用自然資源程度*
- Provision of parking facilities for car/bus/bicycles/coach at the fringe of the new development area
在新發展區的外圍提供車輛、巴士、單車及旅遊巴士停車設施
- Provision of landscaped network to enhance pedestrian experience*
為豐富行人樂趣而提供綠化網絡*
- Provision of environmentally friendly transport within the promenade area*
在海濱長廊範圍提供環保的交通工具*
- Access for loading/unloading*
予上落貨物的權限*
- Minimize vehicular traffic on surface road*
減少地面道路交通*
- Visual connectivity between existing and new areas and the harbour
新舊區域及海港之間的視野連接

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 30 June 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 Fax : 2576 9792

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

我們重視你的意見。我們安排了一系列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。請填寫及寄回登記表格。活動詳情及登記表格都在附件中。

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，請於二〇〇五年六月三十日前交給我們：

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

傳真 : 2576 9792

網頁 : <http://www.harbourfront.org.hk>

Harbour-Front Enhancement Review – Wan Chai and Adjoining Areas
 優化灣仔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 registration, 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

Charettes 社區工作坊 (1400 – 1800)

Date 日期	Venue 地點

Please fax to: 2576 9762

請傳真至: 2576 9762

or post to the address on page 32

或郵寄往32頁上的地址

