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Section 1
Introduction

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Causeway Bay

Section 1 Introduction

1.1 Purpose

1.1.1 This report on the public consultation undertaken for the Pedestrian Plan for Causeway Bay (the Pedestrian Plan) covers the following topics:

Section 1: Background of the Pedestrian Plan and the activities undertaken in the consultation period;

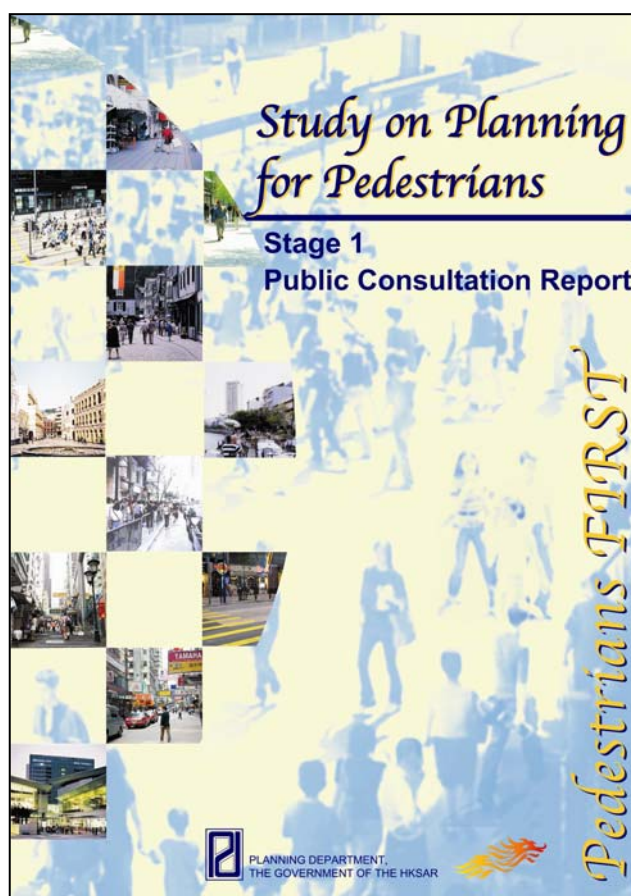
Section 2: Overview of the key comments received in the consultation exercise and our responses; and

Section 3: The proposed way forward after the consultation.

1.2 Background

1.2.1 Promoting better planning for pedestrians is one of the means to enhance the quality of our living environment. As part of the overall Government efforts in enhancing the pedestrian environment, the Planning Department commissioned the Study on Planning for Pedestrians in March 2001.

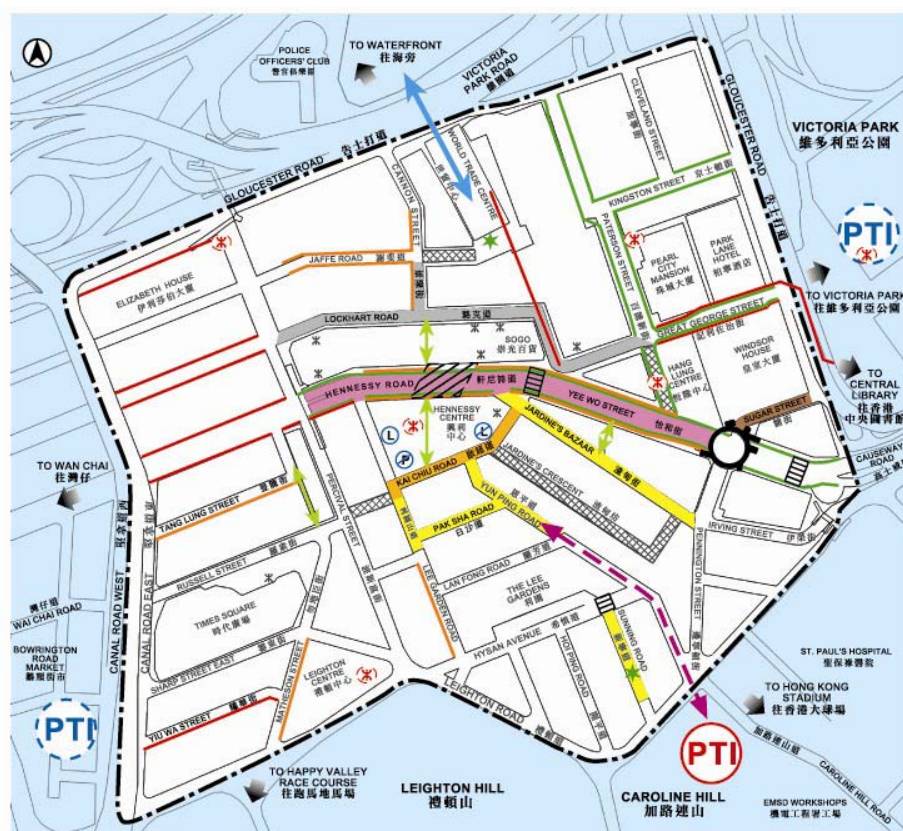
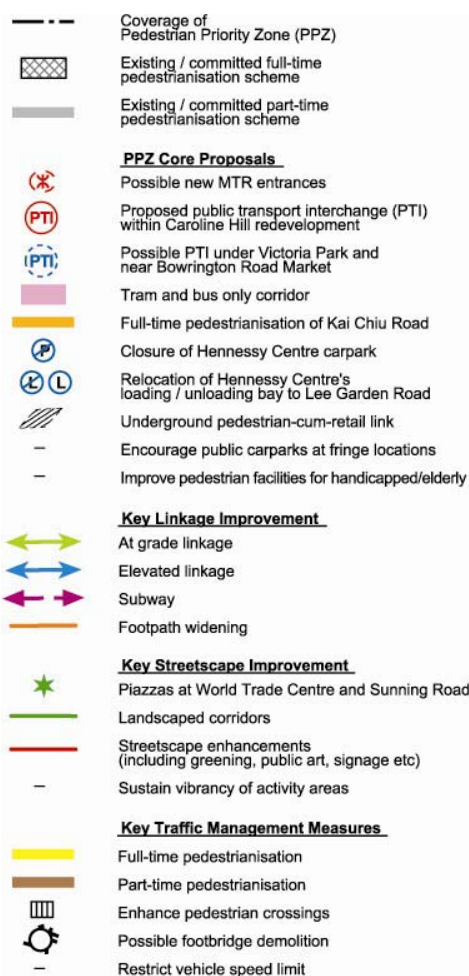
1.2.2 We consulted the public from January to April 2002 on the framework for pedestrian planning including the principles, concepts and guidelines. The Stage One Public Consultation Report is available for public viewing on the Planning Department's website at <http://info.gov.hk/planning>. Based on the planning framework, we have prepared a Pedestrian Plan for Causeway Bay.



Section 1 Introduction

1.3 The Pedestrian Plan for Causeway Bay

1.3.1 As one of the most popular shopping/entertainment areas in Hong Kong, Causeway Bay is crowded with shoppers and tourists most of the time. The streets are also congested with heavy local and through traffic. The congested footpaths, serious pedestrian vehicular conflicts, traffic noise, air pollution and monotonous streetscape make the walking environment not enjoyable. Through improving the pedestrian environment, we intend to turn Causeway Bay into a "Shoppers' Paradise". The Pedestrian Plan aims to improve the pedestrian environment, promote pedestrian safety, reduce air pollution and harness private resources to bring about significant enhancements.



Section 1 Introduction

1.4 Public Consultation

1.4.1 The public consultation exercise on the Pedestrian Plan took place from 28 June 2004 to 28 August 2004. A schedule of the consultation activities is at Annex A. The activities include:

- (a) an on-street public forum at Lee Garden Road held on 31 July 2004. The Chairperson of Wan Chai District Council, Ms Ada Wong, JP, served as the moderator of the forum which was well-received. Besides the invited participants representing local community groups, professional bodies, green groups and other interested parties, the flocks of passers-by in the high pedestrian flow street were also invited to provide their comments;



- (b) a pedestrians' attitude survey carried out at Kai Chiu Road on 31 July 2004. 340 pedestrians responded to the survey. Overall, the pedestrians are very supportive of Government's efforts to improve the pedestrian environment;

Section 1 Introduction



- (c) an exhibition at the junction of Lee Garden Road and Russell Street on 31 July 2004. Besides illustrating the major proposals on the exhibition panels, we had also prepared video illustration showing a 3-dimensional simulation on the situation after the pedestrianisation of Kai Chiu Road to facilitate public understanding of the improvement brought by the scheme;

- (d) a focus group meeting held on 14 August 2004. The meeting was attended mainly by transport operators and disabled groups. The focus group meeting enabled an in-depth discussion of their concerns; and



- (e) a total of 7 presentations were made to various statutory and advisory bodies, including the LegCo Panel on Planning, Lands and Works and Wan Chai District Council.

1.4.2 During the consultation period, a total of 40 submissions were received. Section 2 presents an overview of the comments received together with our responses, while Annex B gives a more detailed summary of the comments and responses. The findings of the pedestrians' attitude survey mentioned in paragraph 1.4.1 (b) above and the survey questionnaire are at Annex C.

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Section 2

Overview of Key Comments

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Causeway Bay

Section **2** Overview of Key Comments

2.1 Introduction

- 2.1.1 In general, the comments received in the consultation exercise are very positive and encouraging. There is general public support of the proposals of the Pedestrian Plan. The public concurred that the proposals could improve the pedestrian environment and help promote Causeway Bay as a “Shoppers’ Paradise”.
- 2.1.2 Notwithstanding the public support, we note that transport operators had a general concern on the accessibility to the area and traffic impact of the Pedestrian Plan. The disabled groups had also put forward their needs for consideration in the planning of the pedestrian environment.
- 2.1.3 We intend to foster a stronger community consensus on pedestrian planning. We are very grateful for the comments received. All public views received have been carefully considered in finalising the proposals of the Plan. Although some comments and suggestions could not be addressed and taken forward at this stage, the Pedestrian Plan is a long-term plan and those comments would be further considered in the course of implementation. We shall also keep the Pedestrian Plan under constant review and will make necessary amendments in response to any future changes in circumstances. The community will be engaged in the implementation of individual projects and when major revisions are made.

OVERVIEW OF KEY COMMENTS

2.2 Pedestrian Planning Strategy

- 2.2.1 In general, the public endorsed our vision to strengthen and enhance Causeway Bay as a “Shoppers’ Paradise” through better pedestrian planning. There is a general consensus on the adoption of the “Pedestrian Priority Zone” (PPZ) concept as a basis for planning. The majority of comments received supported that within the PPZ, higher priority should be accorded to pedestrians in the use of road space. On the other hand, there were concerns that the pedestrianisation proposals might cause inconvenience to some people e.g. disabled and shoppers carrying heavy bags, and the Pedestrian Plan should take into account the needs of different sectors of the community.

Section 2 Overview of Key Comments

Our Response

- 2.2.2 The widespread support on the adoption of the PPZ concept indicates the community's increasing aspiration for a more pedestrian-friendly environment. The PPZ concept will help to improve the pedestrian environment, enhance pedestrian safety and reduce air pollution in Causeway Bay area. In the more detailed planning of the pedestrian facilities, we will make sure that the needs of these people are catered for, for example, through the provision of pick-up and drop-down points at suitable locations and special design of road kerbs, etc.

2.3 The Pedestrian Plan

Major Proposals

- 2.3.1 The public was in support of the integrated approach to improve the pedestrian environment and also the pedestrian proposals. There was very strong public support for full-time pedestrianisation of Kai Chiu Road and the underground pedestrian-cum-retail link across Hennessy Road which are catalytic projects stimulating the transformation of the area.
- 2.3.2 The provision of public transport interchange (PTI) at the periphery of the PPZ was also supported though there were some concerns on their traffic impact. For the tram and bus only corridor at Hennessy Road, the general public were supportive but there were concerns from transport operators and some affected business operators of depriving their access.
- 2.3.3 On linkage improvement, the proposals were also generally acceptable to the public. The key streetscape improvement proposals were also well received. The public urged for better design of, more greening and incorporation of public arts in the streetscape.
- 2.3.4 On the traffic management measures, there was predominant support for the various pedestrianisation schemes, though there were considerable concerns on the accessibility, loading/ unloading arrangements and traffic impact.

Section 2 Overview of Key Comments

Our Response

- 2.3.5 We are glad to note that the various proposals in the Pedestrian Plan are generally well received by the public. The concerns on traffic impact will be duly addressed in implementation of the proposals (please see detailed response in paragraphs 2.3.14 and 2.3.15 below).
- 2.3.6 Implementation of the proposals in the Pedestrian Plan takes time. We have identified the full-time pedestrianisation of Kai Chiu Road and the underground pedestrian-cum-retail link across Hennessy Road as two priority projects. We expect that the two projects will serve as catalyst to speed up the regeneration of the core area and bring spinning off effects to transform the pedestrian environment of the whole area. We note the high public expectation on the streetscape and would endeavour to target for better design, more greening, and incorporation of public arts to make the street environment more attractive and enjoyable.

Full-time Pedestrianisation of Kai Chiu Road

- 2.3.7 The public was not satisfied with the pedestrian environment of Kai Chiu Road and there were concerns on the potential serious threats of Hennessy Centre's loading/unloading area to the safety of pedestrians. Notwithstanding the very strong public support for the pedestrianisation scheme and the proposal to negotiate with the owner of Hennessy Centre to close the carpark and the loading/unloading bay to facilitate the pedestrianisation of Kai Chiu Road, some respondents cautioned that in the negotiation, the owner should not be unduly favoured. While rendering its full support to the project, Wan Chai District Council had urged the Government to implement the project as early as possible.

Our Response

- 2.3.8 We are delighted to note the strong public support for this project which would produce immense public benefits. With public endorsement, we have approached the landowner (i.e. Hysan Development Company Ltd.) to negotiate for comprehensive improvements to the pedestrian environment surrounding Hennessy Centre, including:-

Section 2 Overview of Key Comments

- ♦ closure of the building's carpark to enable the pedestrianisation of Kai Chiu Road;
- ♦ relocation of the existing loading/unloading bay to Lee Garden Road to remove the pedestrian safety hazard;
- ♦ building setback at Hennessy Road to enable footpath widening to cater for the large volume of pedestrian flow; and
- ♦ provision of a ground floor passageway connecting Hennessy Road and Kai Chiu Road for better pedestrian circulation.

2.3.9 We will be reporting the results of the negotiation to the Legislative Council as well as the District Council in due course.

Pedestrian-cum-retail Link Across Hennessy Road

2.3.10 The public was not satisfied with the congested crossing fronting Sogo. The underground pedestrian-cum-retail link had received enormous support from the public. There is a high expectation that the development of the underground link could improve the road crossing facilities of Hennessy Road/Yee Wo Street. The public also supported the incorporation of retail element in the link to enhance its vibrancy and financial viability.

2.3.11 There were suggestions that the scale of the link should be enlarged to optimise the benefits of the proposal. There were also concerns on disruptions during the construction of the link and that any nuisances should be kept to the minimum.

Our Response

2.3.12 We note the strong public support for improving the congested crossing fronting Sogo and also for the proposed retail link. The proposal is only at a preliminary planning stage and both the extent of the retail element and the mode of implementation are still subject to investigation. If taken forward, we would also examine measures to minimise any disturbance to traffic and the neighbouring properties caused by construction of the link.

Section 2 Overview of Key Comments

Traffic Concerns

- 2.3.13 Notwithstanding the predominant support for the Pedestrian Plan, there is a common concern among respondents, particularly the transport operators, on the traffic impact. Some worried that pedestrianisation would affect vehicular access to the area. There were also worries of the loading/unloading and picking up/dropping off arrangements.

Our Response

- 2.3.14 We share the concerns on the traffic implications of the proposals. First of all, we need to clarify that under the Pedestrian Plan, only Kai Chiu Road, Pak Sha Road, Jardine's Bazaar and part of Sunning Road are proposed to be pedestrianised, whilst most parts of the area will remain open to vehicular traffic. In other words, in preparing the Pedestrian Plan, we have tried to achieve a balance under which pedestrian circulation and safety could be improved on the one hand; whilst, on the other hand, any impact on traffic would be kept to a minimum. In order to confirm that the proposed pedestrianisation schemes would not produce unacceptable traffic impact, we have carried out a broad traffic impact assessment which has established the prima facie feasibility of the proposals from the traffic perspective.
- 2.3.15 Given that some of the projects (like tram and bus only corridor and PTI under Victoria Park and at Bowrington Road Market) are long-term projects and that the traffic conditions could change, more detailed assessments on the traffic impacts would be conducted upon the implementation of individual proposals by phases. The concerns on impacts on traffic flows, vehicular access and loading/unloading and picking up/dropping off arrangements would be further addressed and the public would also be consulted upon project implementation.

Needs of the Disabled/Elderly

- 2.3.16 There were considerable feedbacks, particularly from the disabled groups, that the right and needs of people with disabilities should be duly respected in the Pedestrian Plan. They had suggested that design features and provisions to facilitate barrier-free access should be included in pedestrian proposals.

Section 2 Overview of Key Comments

Our Response

- 2.3.17 We fully recognise equitable access for all users and the principle of universal design. The Plan has duly acknowledged the need of the disabled and the elderly and adopted the principle that pedestrian facilities should be provided to enable easy access for all types of users. The Transport and Highways Departments would take into account the principles in the detailed design at the implementation stages.

2.4 Implementation

- 2.4.1 There were a number of comments suggesting better co-ordination among various Government departments in the implementation of the various pedestrian planning proposals.
- 2.4.2 There is a very large degree of community consensus that private resources should be harnessed to implement the proposals, in particular, the full time pedestrianisation of Kai Chiu Road and the underground pedestrian-cum-retail link across Hennessy Road.

Our Response

- 2.4.3 We agree that good co-ordination among departments is crucial in implementation. The Pedestrian Plan provides a platform to coordinate efforts of concerned departments in improving the pedestrian environment. The Highways Department has set up the Streetscape Enhancement Task Force to coordinate efforts to improve streetscape. The Greening Master Plan Committee, chaired by the Director of Civil Engineering and Development, oversees the development of greening master plans for selected urban areas. The proposals on streetscape and greening in the Pedestrian Plan will be taken forward by them. For the catalytic projects of the pedestrianisation of Kai Chiu Road and underground pedestrian-cum-retail link across Hennessy Road, Planning Department is leading an implementation group with representatives of concerned departments.
- 2.4.4 We note the public support on harnessing private resources to implement the pedestrian proposals. Apart from the Kai Chiu Road pedestrianisation project and the underground retail link, we would explore any further opportunities to tap private resources for provision, management and maintenance of pedestrian facilities.

Section 2 Overview of Key Comments

2.5 **Management of Public Space**

- 2.5.1 Many respondents had expressed their concerns about the need for better management of pedestrianised streets. In particular, many were of the view that traffic management measures should be strictly enforced.

Our Response

- 2.5.2 We agree that in improving the pedestrian environment, proper management of the streets is important. The public space should be better managed and traffic management measures should be enforced more strictly to achieve the required results.

2.6 **Public Engagement**

- 2.6.1 It is a common view that all stakeholders, including local shop owners and residents, disabled groups, transport operators and the general public should be adequately consulted. Many appreciated that the on-street forum is a good approach to gauge public views, and requested that more outreaching consultation activities should be organised in future.

Our Response

- 2.6.2 We fully agree to the importance of engaging the public and the need for building community consensus in the planning process. Further consultation with stakeholders would be held upon implementation of individual projects. We are very thankful for the public's participation in the consultation exercise and also for their appreciation of the on-street forum. We would organise similar outreaching consultation activities in future on relevant subjects and projects.

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Section 3
Way Forward

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Causeway Bay

Section 3 Way Forward

- 3.1 All comments received have been carefully considered and responded to in Section 2 and Annex B of this report. The Pedestrian Plan is a plan for long-term pursuit. Implementation of some of the core proposals like the tram and bus only corridor at Hennessy Road and the public transport interchange (PTI) under Victoria Park hinges upon completion of the Central-Wan Chai Bypass to divert through traffic from Causeway Bay. The PTI within the Caroline Hill redevelopment project would be implemented in the medium-term. Most pedestrianisation schemes could also be medium-term projects subject to completion of the PTI within the Caroline Hill redevelopment project and confirmation of the traffic impacts nearer the time. Subject to resource availability, the various streetscape improvement and footpath widening proposals could now be progressively implemented.
- 3.2 With strong public support, we are moving forward with the two catalytic projects of the proposed full-time pedestrianisation of Kai Chiu Road and underground retail link across Hennessy Road. The Planning Department has also set up an inter-departmental working group led by the Director of Planning to oversee the progress of the projects.
- 3.3 Negotiation with the owner of Hennessy Centre is currently being undertaken for the proposed Kai Chiu Road pedestrianisation project. We would also shortly commence examination of the possible scale and connection points of the underground pedestrian-cum-retail link across Hennessy Road. The possible way of disposal of the project and minimization of the disturbance during construction would also be investigated. We aim to work out the above details of the retail link proposal as soon as practicable.
- 3.4 Finally, perhaps we should also stress that the Pedestrian Plan should be a “living document”, able to respond to the changing needs and aspirations of the community as well as any changes in local circumstances. This means that the Pedestrian Plan will be kept under regular review so that necessary changes could be made. As usual, we will consult the community on these changes. Meanwhile, we will continue to listen to community views including any suggestions to enhance our pedestrian environment.

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Annex A

List of Consultation Activities

A



Causeway Bay

	<i>Abbreviation</i>	<i>Date</i>
Forum:		
On-street Public Forum	n.a.	31 July, 2004
Focus Group Meeting	n.a.	14 August, 2004
Boards and Committees:		
Wan Chai District Council	WCDC	28 June, 2004
LegCo Panel on Planning, Lands and Works	LegCo	29 June, 2004
Town Planning Board	TPB	9 July, 2004
Planning, Transport and Environmental Protection Committee of Wan Chai District Council	PTEPC	27 July, 2004
Hong Kong Institute of Planners	HKIP	27 July, 2004
Causeway Bay Area Committee	AC	17 August, 2004
Transport Advisory Committee	TAC	21 September, 2004

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Annex B

Summary of Comments and Responses

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Causeway Bay

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	<i>Comments/Suggestions</i>	<i>Raised by</i>	<i>Responses</i>
1.	General Comments		
1.1	<u>The Pedestrian Plan</u>		
1.1.1	Support the Pedestrian Plan in principle.	WCDC, AC, LegCo, TPB, PTEPC, TAC, HKIP, HKIA, HKIS, CA, EOC, CRE, K. Y. Leung, B. Lim, R. Tang, H. M. Chan, A. Connell, Coates & Thomson Hysan, H. Lung, Times Square, A property owner at Tang Lung Street, T. Lo	Thanks for the support. We would strive to improve the pedestrian environment, enhance pedestrian safety, reduce air pollution and harness private resources to bring about enhancements.
1.1.2	Object to the Plan as it has not taken into account impacts on taxi, light goods vehicle and minibus. The Plan is not realistic.	M. L. Yip	Noted. We have tried to balance the needs of different sectors of the community. Vehicular traffic will continue to be accessible to most parts of the area. The concerns of transport operators would also be further addressed upon implementation of individual projects.

	<i>Comments/Suggestions</i>	<i>Raised by</i>	<i>Responses</i>
1.1.3	The Pedestrian Plan can bring benefits to air quality, environment, safety of pedestrians, tourism and traffic flow.	WCDC, LegCo, PTEPC, HKIA, HKIS, EOC, CA, Times Square	Agreed. The Plan adopts an integrated approach to achieve overall improvement.
1.1.4	The major proposals are feasible and should be able to improve the existing situation.	K. Y. Leung	Agreed.
1.1.5	Through better planning for pedestrians, the Plan could promote Causeway Bay as a "Shoppers' Paradise".	TAC, HKIP, Hysan, A property owner at Tang Lung Street	Agreed.
1.1.6	A member survey was carried out by Quality Tourism Services Association (QTSA) at the end of July 2004. A total of 13 replies were received. The survey revealed that 76% of respondents supported the Government's Pedestrian Plan for Causeway Bay and 77% agreed that Government should turn Causeway Bay into a "paradise" for shoppers.	QTSA	Thanks for the survey and support.
1.2	<u>Study Approach</u>		
1.2.1	The Plan demonstrates a proactive/innovative approach.	LegCo, TPB, H. Lung	Noted with thanks.
1.2.2	The Plan has adopted a comprehensive approach to resolve the current traffic and environmental problems.	PTEPC, K. C. Ng	Agreed.

	<i>Comments/Suggestions</i>	<i>Raised by</i>	<i>Responses</i>
1.2.3	In formulating the Plan, the Government should acknowledge the contribution of vehicles other than Mass Transit Railway (MTR) and bus. The Plan should take into account the needs and livelihood of these operators.	M. L. Yip, G. Au Yeung, F. Ng	Agreed. Please also see responses at 1.1.2 above.
1.2.4	The planning and programming of the proposals should be practical and in a comprehensive manner, taking into account the constraints and impacts to different groups of people, including transport operators, shoppers, local residents and the disabled.	TAC, H. Lung, S. C. Leung, K. Y. Leung, K. C. Ng, H. Lee	Agreed. We adopt such approach in formulating the Pedestrian Plan. The pedestrian planning proposals would also be implemented in an incremental manner.
1.2.5	There is room for improving the structural framework of the Pedestrian Plan.	TPB	Agreed. The Pedestrian Plan is not static and would be adjusted to cope with changes in circumstances in the course of implementation.
1.3	<u>Application Elsewhere</u>		
1.3.1	Should explore the feasibility of implementing similar schemes in other parts of the territory like Tsim Sha Tsui and Central as the proposed Pedestrian Plan would benefit the economy of Hong Kong as a whole.	TAC	Agreed. Planning Department (PlanD) is preparing similar area improvement plans for other areas in the urban core like Tsim Sha Tsui and Central.
2.	Pedestrian Planning Strategy		
2.1	<u>“Pedestrian First” Principle</u>		
2.1.1	Support the “Pedestrian First” principle.	HKCS, R. Tang	Noted with thanks.

	<i>Comments/Suggestions</i>	<i>Raised by</i>	<i>Responses</i>
2.1.2	"Pedestrian Priority" should be the spirit. Whether the Central-Wan Chai Bypass would be developed should not affect this prime objective.	HKCS	Agreed.
2.1.3	Survey carried out by QTSA revealed that 70% of respondents were of the view that the Government should accord higher priority to pedestrians in the use of road space in Causeway Bay.	QTSA	Noted with thanks.
2.2	<u>Pedestrian Priority Zone (PPZ)</u>		
(a)	<i>PPZ in Causeway Bay</i>		
2.2.1	Support the adoption of the planning concept of PPZ in Causeway Bay.	R. Tang, G. Fan	Noted with thanks.
2.2.2	Agree to the current proposed boundary of PPZ but the boundary should be extended whenever possible.	CA	Implementation of the improvement measures in the PPZ takes time and is subject to the degree of public acceptance. With community endorsement, the boundary could be extended or the concept could be tried elsewhere.
2.2.3	Can consider developing underground vehicular access with interchange facilities in the core of PPZ.	Y. Y. Ng, B. Lim	It is an innovative idea but we are constrained by lack of suitable site in the core area for interchange purposes.
2.2.4	The Government may consider developing a shuttle system with vehicles using non-polluting fuel running inside the PPZ.	TAC, K. Y. Leung, C. H. Siu	The proposal may not be viable at this stage as most parts of the PPZ are still accessible to vehicular traffic.

	Comments/Suggestions	Raised by	Responses
(b)	<i>Reducing Traffic within the PPZ</i>		
2.2.5	Carparks and transport linkages should be provided around the perimeter of the PPZ. The PPZ needs to be the hub and allowing buses through the centre is not ideal.	J. Herbert, Coates & Thomson	It is our objective to reduce vehicular traffic (including bus) in the PPZ and also to provide public transport interchange and carparks at the fringe.
2.2.6	Vehicular traffic within the proposed PPZ should be kept to a minimum to enhance pedestrian safety and comfort.	CA, TAC	While the priority of the use of road space would be given to pedestrians, the needs of the drivers should also be carefully balanced. Vehicular traffic would continue to be allowed within most parts of the area but vehicle speed would be lowered through traffic calming measures to promote pedestrian safety.
2.2.7	Railway would help reduce vehicular traffic, hence improve the air quality. Proposed railway lines running through the area should be included in the Pedestrian Plan.	A. Connell	Agreed. We note some potential railway proposals in the area and the Pedestrian Plan does allow scope to accommodate for them. Should Government endorse the potential projects, linkage improvement to the new railway stations could be incorporated.
2.2.8	Electronic road pricing should be implemented as it could reduce traffic running within the PPZ.	A. Connell	Noted with thanks. The Administration would continue to explore all feasible fiscal and traffic management means.
2.2.9	Central-Wan Chai Bypass can reduce traffic running through Causeway Bay.	K. C. Ng	Agreed.
(c)	<i>Pedestrian Facilities to be Provided Within the PPZ</i>		
2.2.10	Should provide public toilet(s) within the PPZ.	J. Kwan	Agree that there should be suitable toilet facilities in the PPZ.

	<i>Comments/Suggestions</i>	<i>Raised by</i>	<i>Responses</i>
(d)	<i>Pollution Free PPZ</i>		
2.2.11	The PPZ should be an air quality control zone. All vehicles accessing the PPZ has to comply at least EURO-III emission standard, or any vehicles manufactured before 1999 is not allowed to enter the zone.	CA, A. Connell	Control of vehicular pollution is a territorial matter and should not be restricted to the PPZ. The Government has taken effort to implement various measures, including completing a programme to replace diesel taxis with LPG ones, encouraging replacement of diesel light buses with LPG / electric models, installing emission reduction devices to older diesel vehicles, tightening the standards for vehicle emissions and fuels, and promoting use of environmentally friendly buses to reduce vehicle emissions.
3.	The Pedestrian Plan		
3.1	<u>Full-time Pedestrianisation of Kai Chiu Road</u>		
(a)	<i>The Pedestrianisation Scheme</i>		
3.1.1	Support full-time pedestrianisation of Kai Chiu Road	WCDC, HKIA, CA, G. Fan	Thanks for the support.
3.1.2	The pedestrainisation scheme is innovative, and it could enhance pedestrian safety and comfort.	LegCo	Noted with thanks.
3.1.3	Ensuring free flow of pedestrians from Sogo, cross Hennessy Road, through Kai Chiu Road, Russell Street and Matheson Street to Times Square is the immediate task.	Goldrich	Agreed. The pedestrianisation of Kai Chiu Road aims to cater for this pedestrian corridor.

	<i>Comments/Suggestions</i>	<i>Raised by</i>	<i>Responses</i>
3.1.4	Should take into account needs of the disabled and provide necessary facilities along the pedestrianised street e.g. adequate lighting should be provided. Moreover, Kai Chiu Road is steep for wheelchair and should be improved.	RAHK	Agreed. The design details meeting the needs of the disabled would be considered upon project implementation.
(b)	<i>Closure of Hennessy Centre Carpark</i>		
3.1.5	Support closing the Hennessy Centre carpark.	CA	Thanks for the support.
3.1.6	Concern about the provision of car parking spaces in this part of Causeway Bay, their replacement and the impacts on the retail business.	TAC, PTEPC, HKIS, HKIA	There were about 260 parking spaces in the carpark concerned. The provision and utilization of parking spaces in the area had been carefully examined by Transport Department (TD). There would be sufficient parking spaces in the area to meet the demand after the closure of the carpark at Hennessy Centre.
3.1.7	Should consider those who are really in need of the carpark e.g. patients visiting the clinics in Hennessy Centre.	TAC, V. Fung	The patients would not be adversely affected since there would be access to Hennessy Centre via Lee Garden Road.
3.1.8	Concern about the adverse traffic impacts on the vicinity area due to the carpark closure.	TPB, D. F. Shum	There is no adverse traffic impacts on the vicinity. The parking requirement could be met by the carparks in the area.
(c)	<i>Relocation of Loading/Unloading Bay</i>		
3.1.9	The garbage disposal area next to Mitsukoshi Department Store must be removed. It is a very dangerous place with trucks manoeuvring at the loading/unloading bay.	G. Fan	Agreed. The proposed pedestrianisation of Kai Chiu Road would remove the pedestrian hazard.

	Comments/Suggestions	Raised by	Responses
3.1.10	Concern on the possible traffic impacts of the proposed loading/unloading bay relocation to Lee Garden Road.	AC, CRE	The relocated loading/ unloading bays of Hennessy Centre would be within the subject site, not on street.
3.1.11	Should the loading/unloading bay be relocated to Lee Garden Road, the Road should be widened and the MTR vent shaft should be relocated.	Lee	Some improvement work would be considered for Lee Garden Road. Also see response in 3.1.10 above.
3.1.12	The survey carried out by QTSA revealed that only 38% of the respondents were satisfied with the existing pedestrian environment at Kai Chiu Road and the vehicle manoeuvring activities at the loading/unloading bay of Hennessy Centre.	QTSA	Noted. Pedestrianisation of Kai Chiu Road will upgrade the pedestrian environment.
(d)	<i>Implementation</i>		
(i)	<i><u>Harness Private Resources</u></i>		
3.1.13	Support the private-public-partnership approach. Support Government to harness private resources and negotiate with the owner of Hennessy Centre to implement the project.	WCDC, AC, PTEPC	Thanks for the support.
3.1.14	Concern about amount of public money involved.	LegCo	The Government intends to negotiate with the owner of Hennessy Centre to allow suitable conversion of the carpark for commercial uses to finance the scheme.
3.1.15	Object to any monetary compensation other than granting planning incentives.	W. Kwong	Noted. Also see response in 3.1.14 above.

	<i>Comments/Suggestions</i>	<i>Raised by</i>	<i>Responses</i>
3.1.16	The Government should be proactive in liaising with the owner of Hennessy Centre, but the process should be open and fair. The owner should not be unduly favoured.	WCDC, AC, PTEPC	Agreed. We shall report the results of negotiation to the Legislative Council (LegCo) and Wan Chai District Council (Wan Chai DC) in due course.
3.1.17	The implementation should be flexible. Unnecessary red tapes should be avoided in the negotiation so that the project could be implemented in short-term.	WCDC	Agreed. We shall work in this direction.
(ii)	<u>Private Property Rights</u>		
3.1.18	Concern on the private property rights involved in carpark closure.	LegCo, HKIS	Private property rights are recognised. The Government intends to give incentives to the landowner for conversion of carpark to other commercial uses through negotiation.
3.1.19	Should compensate any detriment to their interests.	Hysan	This would be dealt with in the negotiation.
(iii)	<u>Disturbance of Works</u>		
3.1.20	Concern about the time required for the conversion works and the impacts of the works on the public and the business of neighbouring shops.	LegCo	The proposed conversion works would take some time. Adequate mitigation measures would be implemented to minimise the disturbance of works to the vicinity.

	<i>Comments/Suggestions</i>	<i>Raised by</i>	<i>Responses</i>
(iv)	<u>Precedent Effect</u>		
3.1.21	The proposed conversion might set a precedent. Owners of other buildings might put forward similar requests for conversion.	LegCo	We believe this is a very unique case. We are not aware of other carpark in the territory located in a street with situation similar to Kai Chiu Road. The Kai Chiu Road project has to be fully justified through a planning process including the preparation of a comprehensive area-based Pedestrian Plan, the need and public interest of the project itself within the Pedestrian Plan, and whether or not there are alternative solutions. In addition, the process also involves extensive consultations within the Government as well as with relevant community groups including LegCo and Wan Chai DC, without all their support of both the Plan and the project, the project itself could not have been feasible. We believe this is a very special case and should not set any precedent.
(v)	<u>Contingency Plan</u>		
3.1.22	Should also formulate alternative pedestrian improvement plan to cater for the scenario that the owner of the Hennessy Centre may reject Government's proposal.	WCDC, PTEPC	Full-time pedestrianisation of Kai Chiu Road is the best solution to resolve the pedestrian problems of this locality. We shall consider alternative measures should the negotiation fail.

	<i>Comments/Suggestions</i>	<i>Raised by</i>	<i>Responses</i>
3.2	<u>Pedestrian-cum-retail Link Across Hennessy Road</u>		
(a)	<i>Development of the Link</i>		
3.2.1	Support the building of the underground link.	WCDC, TPB, TAC, HKIA, RAHK, A. Sin, H. M. Chan, B. Lim, Hysan, Goldrich, Times Square V. Fung, W. Kwong	Thanks for the support.
3.2.2	The link will improve the pedestrian environment and create a direct pedestrian corridor.	WCDC, B. Lim, Times Square	Agreed.
3.2.3	The link could support Government's vision to turn Causeway Bay into a "Shoppers' Paradise".	Hysan	Agreed.
3.2.4	The proposal will bring about huge changes of pedestrian flow in the vicinity of the link. Concern about the loss of pedestrian flow and profit of their client's retailing outlet due to the construction of the link.	SFKS	Noted. In formulating the proposal, we look at wider public interest and improvement to the general area. Individual private interests would also be accommodated as far as possible.
3.2.5	Tunnel development involves huge investment, high maintenance cost, extra energy consumed to lighting and ventilation and fire hazard.	CA	These have been considered in formulating the proposal and would be further addressed in detailed investigation of the project.

	<i>Comments/Suggestions</i>	<i>Raised by</i>	<i>Responses</i>
3.2.6	Concern on the need to develop the link should Hennessy Road be turned into a bus/tram only corridor.	HKIP, CA	The link is a short-term improvement project. The bus/tram only corridor is a long-term proposal the implementation of which hinges upon the completion of the Central-Wan Chai Bypass. The corridor aims at a more comprehensive improvement of the core area.
3.2.7	The survey carried out by QTSA revealed that 77% of the respondents said that it was worthy to pursue for the underground pedestrian-cum-retail link across Hennessy Road.	QTSA	Noted with thanks.
3.2.8	A survey on the occupants of East Point Centre was carried out by Toyo, the property management company of the building. 26 replies were received. The survey revealed that over 50% of respondents were of the view that the underground link would not improve the congestion at the crossing in front of Sogo. Nearly 90% was of the view that the Government only emphasizes on the improvement brought about by the link but overlooks the adverse impact during construction. In summary, they object to the construction of the link between Sogo and Hennessy Centre.	Toyo	Noted. Although there are strong public support for the proposal, the concerns of the occupants on the disturbances caused by construction works must not be overlooked. Adequate mitigation measures would be explored to minimise the disturbances to the area.
(b)	<i>Scope of the Link</i>		
3.2.9	A pedestrian link connecting Sogo basement, Hennessy Centre basement and MTR Jardine's Bazaar concourse would be a good route.	HKIA	Agreed.

	Comments/Suggestions	Raised by	Responses
3.2.10	The scale of the link could be enlarged to optimize the benefits of the proposal.	WCDC, AC, TPB, K. H. Lee, B. Lim, Times Square, W. Kwong, CRE	Agreed. We would further examine the scale and connection points in detailed investigation of the link. The proposal is a pilot scheme to test the viability and potential of developing a network of underground shopping facilities in Causeway Bay.
3.2.11	Should extend the link such as under the whole section of Hennessy Road/Yee Wo Street, connect to the former CRC Department Store site, Causeway Plaza I and Bowrington Market.	WCDC, TPB, W. Kwong, CRE, K. H. Lee, B. Lim	See 3.2.10 above.
3.2.12	Three proposals extending the link to Times Square are suggested: <u>Option A:</u> To provide an underground pedestrian walkway (walkway) between Times Square Basement 2 (B2) and Hennessy Centre along Kai Chiu Road. <u>Option B:</u> To provide an underground walkway from Times Square B2 along Kai Chiu Road and Jardine's Crescent connecting to the proposed Hennessy Road underground pedestrian-cum-retail link. <u>Option C:</u> To provide an underground walkway from Times Square B2 along Lee Garden Road connecting to the proposed Hennessy Road underground pedestrian-cum-retail link.	Times Square	Option C would duplicate with the existing subway connecting the MTR station and Times Square along Percival Street. Option B involves a long and narrow underground walkway of over 200m which would not be attractive to pedestrians. Option A connecting Hennessy Centre and Times Square, which plays a supplementary role, could be further considered after implementation of our priority projects of pedestrianisation of Kai Chiu Road and the retail link.
3.2.13	The link should pass through Percival Street and connect to Times Square.	AC	There is an existing MTR subway connecting Times Square via Percival Street.

	<i>Comments/Suggestions</i>	<i>Raised by</i>	<i>Responses</i>
3.2.14	Should connect to the MTR's underground walkway between Times Square and Sogo, and extend to Windsor House and the area near Cleveland Street.	W. Kwong	See response in 3.2.10.
(c)	<i>Implementation</i>		
(i)	<i>Design</i>		
3.2.15	The underground link should be accessible and convenient to all, and provide a direct connection.	H. Lee, H. Lung, P. W. King	Agreed.
3.2.16	Should provide adequate illumination inside the underground pedestrian walkway, which should also cater for the needs of the visually impaired pedestrians.	RAHK, J. Wong, K. P. Tsang	Agreed.
3.2.17	There should be barrier-free access design and provisions to meet the needs of the disabled. The retail facilities should also be accessible to the disabled.	RAHK	Agreed.
3.2.18	Concern about the in-house ventilation and air quality inside the underground pedestrian walkway.	M. Ng, J. Wong	Noted. To be addressed at project design stage.
3.2.19	The link should be open to all and not limited to MTR passengers.	Times Square	Agreed.
3.2.20	Should reserve exit point(s) to connect to possible redevelopment schemes in the vicinity.	W. Kwong	Agreed.
(ii)	<i>Construction</i>		
3.2.21	The geo-technical structure of the area may make the development very difficult.	PTEPC, K. P. Kam	Noted. Our preliminary investigation indicates that the project is technically feasible.

	<i>Comments/Suggestions</i>	<i>Raised by</i>	<i>Responses</i>
3.2.22	To minimize the disturbance to the surrounding areas, should have a thorough survey on the underground utilities before the construction work.	Wong	Agreed.
3.2.23	Concern about the noise and other disturbance during construction.	K. P. Kam, Toyo	Mitigation measures would be introduced to minimise the disturbances.
(iii)	<u><i>Harness Private Resources</i></u>		
3.2.24	The idea to harness private resources to construct the link is creative.	LegCo	Thanks.
3.2.25	Concern about the estimated cost of constructing the link, and the proposed procurement method.	LegCo	Government intends to harness private resources to construct the link. The cost (which depends on the scale) and the disposal method of the project would be subject to detailed investigation.
3.2.26	The pedestrian link should be planned by Government but developed by private developers. Returns from the retailing uses can finance the project.	W. Kwong	Noted.
3.2.27	The link cannot generate profit and the Government should allocate more resource to the provision of social welfare. The works would benefit the nearby owners. Proper monitoring system should be developed.	K. P. Kam	Noted.
(iv)	<u><i>Private Property Rights</i></u>		
3.2.28	Concern about the possible complications arising from the need to negotiate with different landowners.	TAC	Noted. It will be further examined in the detailed investigation of the project.

	<i>Comments/Suggestions</i>	<i>Raised by</i>	<i>Responses</i>
3.2.29	Concern about the issue of private property rights.	LegCo	See response in 3.2.28.
3.2.30	Concern on the ownership of the underground link.	PTEPC	See response in 3.2.25.
3.3	<u>Other Major Proposals</u>		
(a)	<i>Public Transport Interchanges (PTIs)</i>		
(i)	<u>General</u>		
3.3.1	Support in-principle the three proposed PTIs.	Hysan	Thanks.
3.3.2	The three proposed PTIs are too far from the centre. The proposal will only benefit MTR and bus companies.	H. F. Lau	The PTIs are within acceptable walking distance to the centre. The PTIs also provide stands for public light buses and taxis. They are intended to bring improvements to the area for the public.
3.3.3	Considering the distance of the PTIs from the centre of Causeway Bay, there should be adequate car parking spaces for the disabled in between. Picking up/dropping off points for taxi/minibus/rehabilitation bus should also be provided.	RAHK, J. Kwan, H. Lee	Most parts of the area continue to be accessible to vehicular traffic. Suitable parking and laybys to facilitate the disabled would be provided.
3.3.4	Should consider providing a shuttle system to the disabled between the PTIs and the core of Causeway Bay.	RAHK	See responses in 3.3.3.
3.3.5	Should provide park and ride facilities in PTIs to cater for the needs of the disabled.	H. Lee, RAHK	Noted. Car parking spaces for public use are proposed for the PTIs at Caroline Hill and Victoria Park. Spaces for disabled would be provided.

	Comments/Suggestions	Raised by	Responses
3.3.6	Detailed traffic assessment should be carried out and good traffic management should be provided to avoid overloading the capacity of the roads nearby.	RAHK, K. Y. Leung, Hysan	Agreed. Traffic assessment with traffic arrangement measures for the PTI at Caroline Hill had been conducted by TD. Traffic assessments for the two other PTIs which are longer term proposals would also be conducted nearer the time.
3.3.7	Suggest to develop a PTI for private car and bus next to the petrol filling station at the waterfront.	AC	The idea is limited by lack of sizable land and site constraints. The underground of the adjoining Victoria Park offers good potential for PTI.
(ii)	<u><i>Caroline Hill PTI</i></u>		
3.3.8	Happy to see that a PTI will be incorporated in the Caroline Hill Redevelopment scheme.	K. C. Ng	Thanks.
3.3.9	Support relocating the red minibus stops at Jardine's Bazaar to the proposed Caroline Hill PTI.	TAC	Thanks.
3.3.10	The proposed Caroline Hill PTI may reduce traffic in Causeway Bay.	HKIA	Agreed.
3.3.11	Proposed PTI in Caroline Hill is far from the centre of Causeway Bay, and will bring inconvenience.	HKIA, CA, V. Fung	It is within short walking distance from the centre.
3.3.12	Concern about the capacity of roads near the proposed Caroline Hill PTI. The Government should examine the possible traffic impact and formulate necessary traffic management measures.	TAC, HKIS, V. Fung, K. C. Ng, H. P. Lai	Noted. The development of a PTI at Caroline Hill would inevitably affect the traffic on neighbouring roads and it would be necessary to manage these impacts carefully. TD had undertaken a traffic impact assessment (TIA) and work out the traffic arrangements for the PTI.

	<i>Comments/Suggestions</i>	<i>Raised by</i>	<i>Responses</i>
<i>(iii)</i>	<i><u>PTI under Victoria Park</u></i>		
3.3.13	Development of a new PTI under the Victoria Park is acceptable and the taxi stand outside Pearl City can be relocated to the PTI.	V. Fung	Noted.
3.3.14	The proposal to provide PTI under the Victoria Park will destroy the existing pedestrian friendly environment and may not be necessary.	HKIP	Noted. The vehicular access points for the PTI will be carefully considered.
3.3.15	Concern about the ventilation of the PTI which will be built underground.	RAHK	The concern will be addressed at detailed project design stage.
<i>(iv)</i>	<i><u>Bowrington Road Market PTI</u></i>		
3.3.16	To cater for the increased pedestrian flow due to the PTI development at Bowrington Road Market, the Government should improve the pedestrian crossing facilities under the Canal Road Flyover.	WCDC, K. H. Lee	Noted.
3.3.17	Development of PTI in Bowrington Road area will destroy the existing pedestrian friendly environment and may not be necessary.	HKIP	This concern would be addressed upon further consideration of this long-term proposal.
<i>(b)</i>	<i><u>Bus/Tram only Corridor at Hennessy Road</u></i>		
3.3.18	Hennessy Road bus/tram only corridor is a good long-term plan.	R. Tang	Noted.
3.3.19	Banning private cars along Hennessy Road and Yee Wo Street but keeping bus is unlikely to improve the environment nor the traffic congestion.	HKIA, V. Fung, Lai Sun, M. L. Yip, M. Au Yeung, J. Herbert, Hysan	As this is a long-term proposal hinging upon completion of the Central-Wan Chai Bypass, the traffic arrangements at this corridor would be revisited nearer the time.

	<i>Comments/Suggestions</i>	<i>Raised by</i>	<i>Responses</i>
3.3.20	There are no other roads to replace Hennessy Road as this is an effective access.	H. M. Man	With the completion of the Central-Wan Chai Bypass, a significant portion of through traffic could be diverted away from Causeway Bay. The concern would be further considered by that time.
3.3.21	The proposal will cause inconvenience to shoppers and tourists.	M. L. Yip, H. F. Lau	We believe that the proposal would create a better pedestrian environment at the heart of Causeway Bay benefiting all including shoppers and tourists.
3.3.22	Concern on the possible adverse traffic impacts on the surrounding roads.	TPB, M. Y. Tsui, A. Sin, Hysan	See response in 3.3.20.
3.3.23	Concern on the impacts on taxi, minibus and light goods vehicles and the livelihood of the operators.	LegCo, H. F. Lau, M. Au Yeung	Noted. Also see response in 3.3.20.
3.3.24	The buildings fronting on this segment of Hennessy Road would face the problem of vehicular access. In particular, the northern section of Lee Garden Road is proposed to be used for loading/unloading and access must be via Hennessy Road.	Hysan	Noted. The loading/unloading requirements of concerned buildings would be catered for.
3.3.25	Should consider building a vehicular underpass under Hennessy Road/Yee Wo Street between Percival Street and Pennington Street to alleviate the traffic congestion.	Lee	In view of the MTR alignment, the suggestion is technically not feasible.
3.3.26	Survey carried out by Toyo revealed that over 80% of the respondents objected to the bus/tram only corridor proposal at Hennessy Road after the construction of the underground link across Hennessy Road.	Toyo	Noted. Also see responses in 3.2.6.

	Comments/Suggestions	Raised by	Responses
(c)	<i>Pedestrianisation Scheme</i>		
(i)	<u>General</u>		
3.3.27	Support the proposed pedestrianisation schemes.	EG, HKCS, G. Fan	Thanks for support.
3.3.28	Should pedestrianise more streets e.g. Hoi Ping Road	Coates & Thomson	Noted. We need to balance the interests of different sectors of the community and would be cautious in proposing pedestrianisation of streets.
3.3.29	Object too many pedestrianised streets. It would be very inconvenient to the shoppers and tourists, and would also discourage shoppers to purchase bulky and heavy items.	HKIA, HKIS, A resident in Happy Valley, H. M. Man, M. L. Yip, M. C. Tse	Noted. Pedestrianisation is limited to a few streets only.
3.3.30	Pedestrianisation would bring noise nuisance and inconvenience to local residents living within the pedestrianised streets. Hope that the pedestrianised streets will be opened to vehicles after mid-night.	AC, Y. O. To	Pedestrianisation would reduce vehicular pollution and enhance the environment not only for the general public, but the local residents too. Due to physical design and layout, it may not be possible to open up pedestrian streets for vehicles after mid-night.
3.3.31	Pedestrianisation will create many unnecessary traffic movements, aggravating the traffic congestion.	S. C. Leung	Concern noted. The traffic arrangements would be carefully considered upon implementation of individual scheme.
3.3.32	Pedestrianisation would affect the delivery timetable of the retail shops, and affect the livelihood of transport operators.	S. C. Leung, M. L. Yip	Suitable loading/unloading facilities would be provided in the vicinity of pedestrianised streets.

	Comments/Suggestions	Raised by	Responses
3.3.33	Adequate picking up/dropping off point should be provided in the vicinity of the pedestrianised streets.	T. Lo	Noted. The concern would be addressed at implementation of individual scheme.
(ii)	<u>Pak Sha Road and Yun Ping Road</u>		
3.3.34	Should consider lifting existing Pak Sha Road part-time pedestrianisation scheme. The scheme and the related traffic arrangements lead to serious traffic congestion and safety concern.	AC, TPB, Hysan, M. C. Tse, A. Sin	TD is running a trial scheme for part-time pedestrianisation of Pak Sha Road. TD is closely monitoring the situation.
3.3.35	Minibuses from Happy Valley and Tin Hau currently stop at Pak Sha Road. Closing Yun Ping Road or Pak Sha Road causes inconvenience in particular to the elderly and the disabled.	HKIA, A resident in Happy Valley	While public light bus terminus would be relocated to the PTI at Caroline Hill redevelopment, suitable layby would be considered in the area to allow for picking up/dropping off activities.
3.3.36	Yun Ping Road should only be full-time pedestrianised between Kai Chiu Road and Pak Sha Road. The remaining segment should be a pedestrian priority street.	Hysan	Noted. Would be further considered after completion of the PTI at Caroline Hill redevelopment.
(iii)	<u>Jardine's Bazaar and Jardine's Crescent</u>		
3.3.37	Support pedestrianisation of Jardine's Bazaar. Should relocate the minibus stops there.	G. Fan, Hysan	Thanks for the support.
3.3.38	Existing retail stores at Jardine's Crescent are not compatible to the surrounding retailing facilities. The street should be pedestrianised, and roadside café can be provided along the street.	A Hong Kong resident	Noted. The street is an existing pedestrianised street with its own characteristics.
3.3.39	Jardine's Bazaar is an idle place for minibus stops.	F. Lau, Goldrich	Noted.

	<i>Comments/Suggestions</i>	<i>Raised by</i>	<i>Responses</i>
3.3.40	Concern on the impact on minibus operators.	Au Yeung	Noted. The minibus operators would be further consulted before implementation of the scheme.
(iv)	<u><i>Lee Garden Road</i></u>		
3.3.41	Support pedestrianising a segment of Lee Garden Road between Kai Chiu Road and Pak Sha Road, but the section to the south of Pak Sha Road should remain open to traffic.	Hysan	Noted. The suggestion is similar to our proposal.
(v)	<u><i>Sunning Road</i></u>		
3.3.42	Sunning Road pedestrianisation scheme may need further study as there is an entrance to the Sunning Plaza carpark. There are also many loading/unloading activities along the street.	Hysan	The scheme area excludes the entrance to the carpark. Consideration would be given to provide the loading/unloading facilities on neighbouring streets.
(vi)	<u><i>Sugar Street</i></u>		
3.3.43	Support part-time pedestrianisation of Sugar Street, provided that the minibus problem could be resolved.	Hysan	Noted.
3.3.44	Concern on the impact on minibus operators.	Au Yeung	The operators would be further consulted before implementation of the scheme.

	Comments/Suggestions	Raised by	Responses
(vii)	<u><i>Additional Pedestrianisation Schemes Proposed</i></u>		
3.3.45	Percival Street between Jaffe Road and Lockhart Road and Jaffe Road between Percival Street and Cannon Street should be pedestrianised (either with or without time limit). Traffic re-routing can facilitate the implementation of the proposed pedestrianisation.	Lai Sun	Percival Street is a district distributor and serves a vital road link connecting Gloucester Road and Leighton Road. The proposed closure of Percival Street (section between Jaffe Road and Lockhart Road) would significantly affect traffic circulation and is therefore not acceptable from traffic engineering point of view. For the proposed closure of Jaffe Road (section between Percival Street and Cannon Street), it could not be pursued at present as the said street section is essential for traffic circulation and accommodation of various Green Minibus stands.
3.3.46	Should pedestrianise Paterson Street in front of Pearl City Mansion. This location is not a good location for taxi stand.	AC	The street could not be pedestrianised because of the need for traffic circulation. Should opportunity arise after completion of the proposed PTI under Victoria Park, the suggestion could be further considered.
3.3.47	Should pedestrianise Sharp Street East and Russell Street.	AC	The suggestion could not be pursued at present as the streets are essential for traffic circulation. Besides, pedestrian flows are not high in these two streets. Pedestrians are mainly concentrated at the open space of Times Square.
3.3.48	There is a pressing need to pedestrianise Tang Lung Street immediately.	A property owner at Tang Lung Street	We have proposed some streetscape improvement measures to enhance the environment although there are no pressing needs to pedestrianise the street.

	<i>Comments/Suggestions</i>	<i>Raised by</i>	<i>Responses</i>
(d)	<i>Linkage Improvement</i>		
(i)	<i><u>General</u></i>		
3.3.49	At-grade pedestrian linkages are preferred.	HKIP, CA	Thanks for support.
3.3.50	Pedestrian linkages should be convenient and minimize level changes from street level to footbridges and subways.	HKIP, HKIA	Agreed.
3.3.51	Should consider developing more at-grade linkages, subways and elevated walkways to cope with the heavy pedestrian flow in Causeway Bay.	WCDC, TAC	Based on the character of Causeway Bay, our earlier feedbacks from locals as well as the usage of footbridge, we would prefer pedestrian linkage at-grade unless there are strong reasons to justify subway/ footbridge option.
(ii)	<i><u>Linkage to MTR</u></i>		
3.3.52	Should provide more MTR entrances e.g. at Yun Ping Road, near Bowrington Road and Times Square.	AC, Lee, K. H. Lee	Noted.
3.3.53	The MTR underground walkway from Sogo to Times Square should be open to non-MTR passengers.	W. Kwong, F. Lau, Goldrich	Noted.
(iii)	<i><u>Other Suggestions</u></i>		
3.3.54	Suggest a north-south linkage. The linkage starts by a subway connecting Caroline Hill site to Sunning Road, and then the linkage connects to Hysan Avenue, through The Lee Gardens and to Hennessy Centre, the future pedestrian subway across Hennessy Road, ultimately links to the MTR station and the waterfront.	Hysan	We have proposed a north-south link in the Pedestrian Plan following the pedestrian desireline. It starts from the PTI at Caroline Hill which connects to Yun Ping Road via a subway and links to the Kai Chiu Road pedestrianised street. Hysan's proposed north-south linkage connects mainly their properties and is a bit away from pedestrian desireline.

	Comments/Suggestions	Raised by	Responses
3.3.55	There should be a good pedestrian network linking Times Square.	TAC, P. Lau, TPB	Agreed.
3.3.56	The existing carriageways of Matheson Street are already overloaded. Do not support the widening of the Matheson Street pavement.	Hysan	The footpath widening is to be achieved by building setback upon redevelopment, not narrowing of carriageway.
3.3.57	The pedestrian crossing along Hennessy Road between Sogo and Hennessy Centre should be widened.	F. Lau, Goldrich	Agreed. We have proposed to enhance the crossing in the Pedestrian Plan.
3.3.58	Should improve the environment of the crossing under the Canal Road Flyover, in particular, lighting and ventilation.	B. Lim, K. P. Tsang	Agreed. Home Affairs Department is coordinating an improvement scheme for this locality.
3.3.59	The connection by subway from Yun Ping Road to Caroline Hill Redevelopment should be reviewed.	HKIP	Because of heavy pedestrian flow and heavy traffic at Leighton Road, the subway option, instead of at-grade crossing, is more appropriate.
3.3.60	Should improve the linkage under the flyover to Victoria Park.	B. Lim	Noted. Streetscape enhancements have been proposed to improve the linkage.
(e)	<i>Streetscape Improvement</i>		
(i)	<u>General</u>		
3.3.61	Support the proposed streetscape enhancement proposals.	HKCS, Hysan, A. Sin	Thanks for support.
3.3.62	In streetscape improvement, urban design elements, public art, cultural elements, greening and landscape corridor should be incorporated.	TPB, H. Lung, D. Wong, M. Ng	Noted. Appropriate design, street furniture, greening and public arts are essential considerations in streetscape improvement.

Annex **B** Summary of Comments and Responses

	<i>Comments/Suggestions</i>	<i>Raised by</i>	<i>Responses</i>
3.3.63	More cultural and artistic elements should be incorporated. The Pedestrian Plan should aim at enhancing cultural and artistic development in Hong Kong.	HKCS, Fok	Agreed.
3.3.64	Good urban design can be achieved by thorough understanding of urban fabric, pedestrian pattern, local needs and public aspiration of the particular site and context concerned.	HKIA	Noted.
3.3.65	There should be more open space in Causeway Bay. Government should encourage developers to utilize podium roofs to provide open space.	HKIA	Agreed. The Government has provided incentives to encourage green features including podium gardens in buildings.
(ii)	<u><i>Piazza Development</i></u>		
3.3.66	Should provide more public activity space e.g. piazzas	M. Ng, K. C. Ng	Two piazzas are proposed at World Trade Centre and Sunning Road.
3.3.67	A public piazza may be planned at the crossing between Hysan Avenue and Sunning Road. But the current traffic on Hysan Avenue is hazardous to pedestrians. Propose to introduce traffic calming measures in the area.	Hysan	For traffic reasons, the scope for a public piazza at Hysan Avenue is limited. Our proposal at Sunning Road would provide a public piazza in this part of Causeway Bay.
(iii)	<u><i>Streetscape Improvement near Bowrington Road Market</i></u>		
3.3.68	The street stalls near Bowrington Road Market adversely affect the environment. The stalls should be cleared and the Market should be redeveloped.	A resident in Causeway Bay	Should the proposed PTI at Bowrington Road Market proceed, there would be changes to the street environment.
3.3.69	Government should clean up the street near Bowrington Road Market and improve this pedestrian corridor between Wan Chai and Causeway Bay.	HKIA	Noted. Improvement is proposed at the junction of Russell Street and Canal Road East to improve pedestrian linkage in the Pedestrian Plan.

	<i>Comments/Suggestions</i>	<i>Raised by</i>	<i>Responses</i>
(iv)	<u>Circular Footbridge at Yee Wo Street</u>		
3.3.70	Object demolishing the circular footbridge. It has become a landmark in Causeway Bay, and can also resolve the pedestrian/vehicular conflict at the location.	H. Lung	Noted. The footbridge is under-utilized and is replaced by a new at-grade crossing near Paterson Street. There are strong public support to demolish it for urban design improvement.
3.3.71	Support demolishing the footbridge.	WCDC, TPB	Thanks for support.
4.	Traffic Concerns		
4.1	<u>Accessibility to Traffic</u>		
4.1.1	The Government should also enhance the motorists' accessibility to Causeway Bay, and take into account the impact of the Pedestrian Plan on the motorists.	WCDC, C. K. Lau, H. M. Man, M. L. Yip, Hysan, J. Lee	The Pedestrian Plan has carefully considered the needs of motorists. Most streets in the area continue to be accessible to vehicular traffic.
4.1.2	Public transport system in Hong Kong is one of the most efficient, economical and well-articulated systems in the world.	E. Hirst	Agreed.
4.1.3	Tourist coaches should have direct access to the hotels of Causeway Bay.	D. Lai	Noted.
4.1.4	At present, motorists are forced to leave Causeway Bay once passed Lee Garden Road. The Government should consider allowing west-bound traffic on Hennessy Road to gain access to Causeway Bay core area via Percival Street or Canal Road East.	Hysan	The possibilities of allowing Hennessy Road westbound traffic to Percival Street or Canal Road East have been investigated. However, traffic impact assessments have shown that these turning movements, if allowed, would cause traffic capacity problems to adjacent streets and junctions.

	<i>Comments/Suggestions</i>	<i>Raised by</i>	<i>Responses</i>
4.2	<u>Loading/Unloading and Picking Up/Dropping Off Facilities</u>		
4.2.1	Traffic arrangements, such as the locations of taxi stands, minibus stops, picking up/dropping off points, goods vehicles loading/unloading areas, etc, should be indicated on the Plan.	H. P. Lai, M. L. Yip, Goldrich, HKIP	The proposals in the Pedestrian Plan are planning ideas put forward for consideration. With public support, TD would work out the detailed traffic arrangements upon implementation of the proposals and appropriate consultation would also be conducted.
4.2.2	Concern on the provision of taxi stands within the PPZ.	TAC, HKIA, C. K. Lau	Noted. Taxi stands would continue to be provided within the PPZ.
4.2.3	Adequate picking up/dropping off facilities for taxi/minibus is very important.	B. Lim	Agreed.
4.2.4	Should consider allowing loading/unloading activities in the morning or in other designated time period.	K. Y. Leung	Noted.
4.2.5	Just allowing loading/unloading activities at PTIs is not adequate.	M. L. Yip	In addition to those facilities to be provided at the PTIs, appropriate loading/unloading and picking up/dropping off laybys would continue to be provided within the PPZ.
4.2.6	There should be adequate loading/unloading facilities within each building, so that these activities will not over-spill to the nearby streets and cause traffic congestion.	K. C. Ng	Agreed. To achieve this, the building site needs to be of adequate size.
4.2.7	Instead of widening the pavement, a loading/unloading bay at the southern section of Lee Garden Road would serve the needs of the community much better.	Hysan	There is in fact a loading/unloading bay at the eastern kerbside. There is not sufficient room to provide a loading bay at the western kerbside of this section of Lee Garden Road.

	<i>Comments/Suggestions</i>	<i>Raised by</i>	<i>Responses</i>
4.3	<u>Car Parking Space Provision</u>		
4.3.1	Concern about the provision of car parking spaces in Causeway Bay.	LegCo, PTEPC, HKIA, H. M. Chan	According to TD's survey, there are adequate provisions of carpark to meet the demand in the area.
4.4	<u>Traffic Congestion Problems</u>		
4.4.1	Concern about the impacts of the pedestrian proposals on the road capacity of the area.	LegCo, TPB, AC, TAC, J. Lee, QTSA, S. C. Leung	A broadbush TIA on the proposals has been conducted in the study process and confirms the prima facie feasibility of the proposals. More detailed traffic assessment would be conducted upon implementation of individual projects.
4.4.2	Mitigation measures should be provided to ease the traffic congestion.	WCDC, LegCo, AC, Hysan	Noted. Also see response in 4.4.1.
4.4.3	A comprehensive traffic study should be conducted to work out an appropriate implementation schedule.	TPB	See response in 4.4.1.
4.4.4	Buses are large and cause traffic congestion. The Government should rationalise the bus lanes.	M. Ma, G. Au Yeung, H. F. Lau	Agreed. The proposed PTIs help restructuring of bus routes and reduction of bus traffic in the core area.
4.4.5	Congestion problem in the vicinity of Times Square should be tackled as soon as possible.	TAC, TPB	Noted. TD has been making continuous efforts to improve the situation.
4.4.6	Immediate measures should be carried out to ease the traffic congestion associated with the taxi stand on Yun Ping Road.	TAC	Noted. TD is monitoring the traffic situation in the area.

	<i>Comments/Suggestions</i>	<i>Raised by</i>	<i>Responses</i>
4.4.7	Measures should be carried out to alleviate the traffic congestion near the junction of Gloucester Road and Cannon Road, which is mainly caused by the refuse collection station, the petrol filling station and the nearby bus stops.	H. P. Lai	TD is monitoring the traffic situation and would implement further improvement proposals as necessary.
4.5	<u>Impacts on the Transport Operators</u>		
4.5.1	The Plan will affect the survival of taxi, minibus and light goods vehicle, and is not fair to them.	F. Ng, P. K. Wong, H. F. Lau, M. L. Yip, M. Au Yeung	The Plan intends to improve the environment, and bring benefits to the whole community. The interests of transport operators have been carefully considered and balanced. Upon implementation of the proposals, concerned parties would be consulted to cater for their needs.
4.6	<u>Other Transport Infrastructure Development</u>		
4.6.1	PlanD should co-ordinate with TD in the formulation of the Pedestrian Plan. The proposed Wan Chai one-way gyratory system should be taken into account.	PTEPC, AC, M. L. Yip, S. Y. Cheuk, Au Yeung	TD is a steering group member in formulation of the Plan. The gyratory system has been taken into account.
4.6.2	Should take into consideration development of South Hong Kong Island Line and Shatin-Central Link.	WCDC	The proposals are noted. Should there be firm decisions on the proposals, the Plan could be suitably adjusted.

	<i>Comments/Suggestions</i>	<i>Raised by</i>	<i>Responses</i>
5.	Needs of the Disabled/Elderly		
5.1	<u>Principle of Equitable Access for All</u>		
5.1.1	Rights and needs of people with disabilities should be duly respected and taken into account in the planning stage.	EOC, H. Lee, H. Lung, P. K. Wong, May	We agree to the concern on equitable access for all. Indeed, we emphasize and promote the principle of universal design in the Pedestrian Plan. Accessibility for all including the disabled and elderly would be catered for in detailed design and provision of various types of pedestrian facilities in the area.
5.1.2	The Pedestrian Plan should ensure accessibility of the disabled and the elderly to the whole pedestrian precinct. It is imperative to include design features and provisions to facilitate barrier-free access in the Pedestrian Plan to cater for the needs of the elderly, wheelchair users, the hearing impaired and the visually impaired.	EAAS, RAHK, EOC, W. W. Yick	Agreed. These would be addressed at the detailed design stage of pedestrian proposals.
5.1.3	Indirect subway is not preferred. Underground link should be accessible to the disabled.	K. Y. Chan	Agreed.
5.1.4	The Government should properly monitor the provision of facilities for the disabled.	K. F. Yu	Agreed. The needs of the disabled should be catered for in design of pedestrian facilities.

	<i>Comments/Suggestions</i>	<i>Raised by</i>	<i>Responses</i>
5.2	<u>Barrier-free Access Features and Provisions</u>		
(a)	<i>Physically Handicapped</i>		
5.2.1	Should carefully examine the gradient, facilities, kerb and other detailed design of the streets to take care of the needs of the wheelchair users. Some streets are too steep and narrow and should be widened. Materials used for the pavement should allow easy manoeuvring of wheelchair. Kerbs should not be too bumpy. Benches should be provided for people with mobility difficulties.	EOC, RAHK, K. M. Wong, K. Y. Chan, H. Lee, B. Lim	Agreed. In preparing the Pedestrian Plan, we had a site visit with a voluntary rehabilitation organisation to identify the problems in the area encountered by the disabled. The problems and feasibility would be addressed in detailed design of the pedestrian proposals.
(b)	<i>Visually Impaired</i>		
5.2.2	Should ensure adequate lighting to cater for the needs of the visually impaired. Should tactile be provided along the kerb, it should be in a prominent location so that people with visual impairment can easily detect. The pavement should have proper colour contrast, and should not have too many columns or too narrow.	EOC, RAHK, S. Y. Lui, H. Lee, K. P. Tsang	Noted. Would be addressed at detailed design stage subject to feasibility.
5.2.3	Should consider developing footbridge which can be accessed by escalator with audio facilities.	S. Y. Lui	The need for provision of audio facilities in pedestrian facilities is noted and would be considered in individual projects.
(c)	<i>Family Friendly Facilities</i>		
5.2.4	Should provide family-friendly facilities to embrace the needs of people with different family status.	EOC	Agreed. We would try to adopt universal design for pedestrian facilities as far as practicable.

	<i>Comments/Suggestions</i>	<i>Raised by</i>	<i>Responses</i>
6.	Public Space and Traffic Management		
6.1	<u>Public Space Management</u>		
6.1.1	Street and public space management is very important.	PTEPC, TPB, H. Lung, D. Wong, S. C. Leung, Hysan	Agreed. The concerted efforts of the community, private sector and Government are required.
6.1.2	Concern on the safety of the large advertisement signs within the pedestrianised streets. These signs also affect air ventilation.	D. F. Shum	Noted. Advertisement signboards are “building works” under the Buildings Ordinance (BO). Any one who wants to erect any signboard should obtain prior approval and consent from the Building Authority (BA). The Buildings Department has been carrying out planned survey to existing signboards and taking enforcement action to remove any dangerous signboard.
6.2	<u>Traffic Management Measures and Enforcement</u>		
6.2.1	The pedestrian plan has to go hand in hand with good traffic management.	H. Lung	Agreed.
6.2.2	The existing restrictions on parking and no-waiting zones should be strictly enforced. At present, they are completely ignored by drivers.	Coates & Thomson, Y. O. To, T. Lo, Hysan	Stricter enforcement is required.
6.2.3	Concern about the misuse of loading/unloading bays and the impacts on the traffic.	AC	Noted. Stricter enforcement is required.

	<i>Comments/Suggestions</i>	<i>Raised by</i>	<i>Responses</i>
6.2.4	Sufficient traffic signs should be provided to inform drivers, especially holiday drivers, of the traffic arrangement in the area.	TAC	Noted. To be addressed at detailed design stage.
6.2.5	For special events, the Government should have special traffic arrangements, to minimise the disturbance on shoppers, tourists and the public.	D. Lai	Agreed.
6.3	<u>Road Opening Works</u>		
6.3.1	There are many utilities under the pedestrianised streets. Road opening work to maintain these utilities would affect the environment.	R. Tang	Noted. Road works will be coordinated to minimize disturbance.
6.3.2	Should co-ordinate with other Government departments e.g. Drainage Services Department to avoid unnecessary road opening works.	H. F. Lau, S. C. Leung	Agreed.
6.3.3	Road works adversely affect the pedestrian traffic flow around their client's department stores and create disturbances.	SFKS	Noted. Road works would be properly planned and executed to minimise the inconvenience and disturbances to the public. With the operation of the Land (Miscellaneous Provisions) (Amendment) Ordinance in April 2004, the control on road excavations has been strengthened. The amended Ordinance encourages better planning and timely completion of excavation works on public roads to minimize delays and inconvenience to the public.

	<i>Comments/Suggestions</i>	<i>Raised by</i>	<i>Responses</i>
7.	Implementation		
7.1	<u>Private Resources</u>		
7.1.1	Support providing incentives to private developers to encourage participation in the implementation of the pedestrianisation schemes.	TPB	Thanks for support.
7.1.2	Concerted efforts of Government departments and private sector initiatives would make the Plan a success.	H. Lung	Agreed.
7.1.3	Concern about the resources involved by the Government in the implementation of the proposals.	C. K. Lau	Government intends to harness private resources to fund some of the projects. The proposals would be implemented by phases and are subject to availability of resources.
7.1.4	Concern on Government policy to handle private sector initiatives as well as land premium.	HKIS, C. K. Lau	The handling of private sector proposals would largely be based on existing mechanisms. If a project is implemented by the private sector, an open, competitive and transparent process will be adopted.
7.1.5	If the project could resolve the traffic problem, it should be pursued with or without private funding. It should involve 50% public funding and 50% private investment. Government should also explore the use of marking scheme tender for bidding the project.	J. Wong	Noted.

	<i>Comments/Suggestions</i>	<i>Raised by</i>	<i>Responses</i>
7.1.6	Can consider giving incentives to developers to set back to improve the pedestrian environment near their buildings.	B. Lim, M. Y. Tsui	Noted. Building setbacks for footpath widening are proposed in the Plan. There are existing guidelines on proposals to dedicate land or area within a building for use as public passage and the concessions which the BA may grant upon acceptance of such dedication.
7.2	<u>Implementation Timetable</u>		
7.2.1	Should implement the Plan by phases.	AC, PTEPC, TPB	Agreed.
7.2.2	Would like to see early implementation of the proposals.	TAC	Noted. The catalytic projects of pedestrianisation of Kai Chiu Road and underground retail link would be implemented earlier.
7.2.3	Concern on the implementation timetable.	WCDC, H. M. Man	The two catalytic projects would be implemented shortly. The various streetscape improvement and footpath widening proposals would be implemented in the short-term subject to resources availability. The PTI at Caroline Hill and most pedestrianisation schemes are medium-term projects.
7.3	<u>Co-ordination and Monitoring</u>		
7.3.1	Government departments should agree upon a coordinated approach towards implementation of the proposed schemes.	HKIS, PTEPC	Agreed. Good co-ordination among departments is crucial in implementation.
7.3.2	PlanD should be in the driving seat to lead an inter-departmental taskforce on the implementation of the proposals.	HKIP, R. Tang, A. Connell	For the innovative proposals of pedestrianisation of Kai Chiu Road and pedestrian-cum-retail link, PlanD would lead an implementation group with representatives of concerned departments to take forward the projects.

	<i>Comments/Suggestions</i>	<i>Raised by</i>	<i>Responses</i>
7.3.3	Wan Chai DC can monitor the progress of the pedestrian proposals. Professional bodies can provide technical assistance on a need basis.	HKIP, R. Tang	Agreed. The DC would be involved in implementation of the proposals.
8.	Public Engagement		
8.1	<u>Public Education</u>		
8.1.1	Giving priority of the use of road space to pedestrians will improve the pedestrian environment, but at the same time it will bring inconvenience to some people. It will result in a change of life style. Civic education is essential so that the public will understand the importance of pedestrian planning.	A. Wong, RAHK	Agreed.
8.1.2	The Government should sound out clearly the implications of the Pedestrian Plan, to facilitate public understanding of the benefits and costs of implementing the Plan.	R. Tang, HKIP	Noted. The public can better understand proposals in the Plan through meetings and discussions in the consultation exercise. More in-depth consultation with concerned parties would be held at project implementation stage.
8.2	<u>Community Involvement and Consultation</u>		
8.2.1	Should take into account public views in formulating the Plan. The Government should also ensure that all stakeholders, such as local shop-owners and residents, would be thoroughly consulted to obviate objection to the Plan.	WCDC, LegCo, J. Wong	We intend to collect public views on the proposals in the public consultation exercise. Upon implementation of individual projects, concerned stakeholders would be further consulted.
8.2.2	Wish to participate in the planning.	CRE	Thanks. Private initiative is welcome.

Summary of Comments and Responses

	<i>Comments/Suggestions</i>	<i>Raised by</i>	<i>Responses</i>
8.2.3	PlanD's on-street forum on 31.7.2004 is a good approach to solicit public views.	A. Wong, B. Lim, EG, H. Lee, M. Ng, R. Tang	Thanks for participation.
8.2.4	Should organize more on-street forum in future.	A. Wong, B. Lim	Noted. PlanD would organize similar on-street forums to gauge public views if required.
8.2.5	Hope that more briefing sessions could be organized to the affected local residents to minimize possible objection.	AC	Thanks. Also see response in 8.2.1.
8.2.6	The consultation period is too short and should be extended.	Au Yeung, SFKS	The public consultation lasted for two months. After the consultation period, we continue to listen to public views on the proposals.

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Annex C

Pedestrians' Attitude Survey and Findings

Causeway Bay

Objective

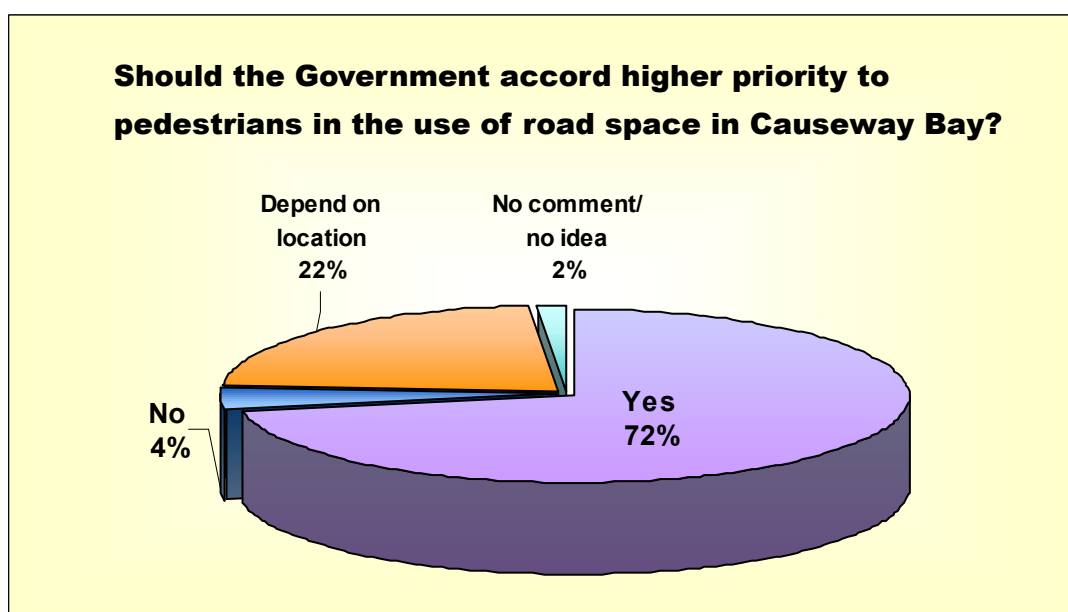
1. A Pedestrians' Attitude Survey was carried out in the afternoon of 31 July 2004 at Kai Chiu Road to collect pedestrians' views on the concept of Pedestrian Priority Zone, full-time pedestrianisation of Kai Chiu Road, underground pedestrian-cum-retail link across Hennessy Road and harnessing private resources for pedestrian projects. There were 340 respondents. The survey findings were outlined below and a copy of the questionnaire is at Attachment I.

Survey Findings

2. The findings are as follows: -

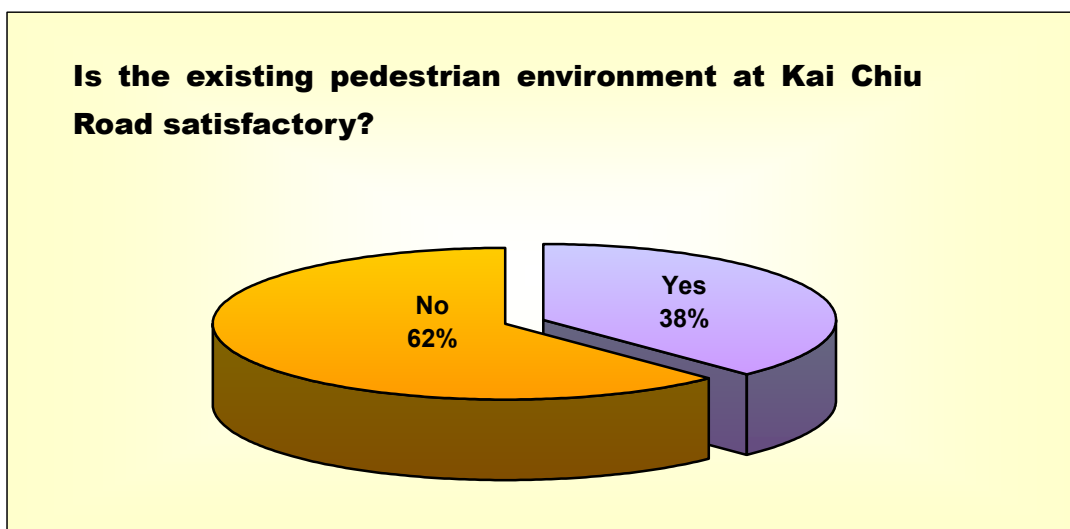
Priority to Use the Road

- (a) Of the total 340 respondents, 72% (246 respondents) said that the Government should accord higher priority to pedestrians in the use of road space in Causeway Bay. Only 4% (13 respondents) held the opposite view. Another 22% (76 respondents) were of the view that the priority should depend on the location, and 2% (5 respondents) had no comments/no idea.

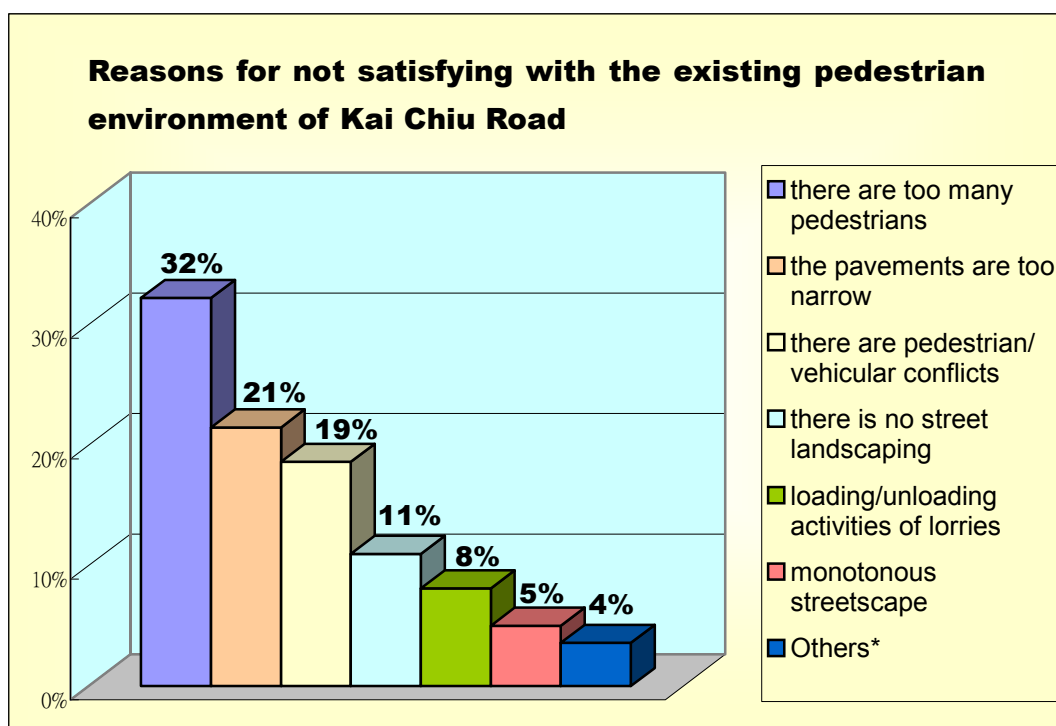


Full-time Pedestrianisation of Kai Chiu Road

- (b) 62% (212 respondents) of the total respondents were not satisfied with the existing pedestrian environment of Kai Chiu Road. Only 38% (128 respondents) said that they were satisfied.

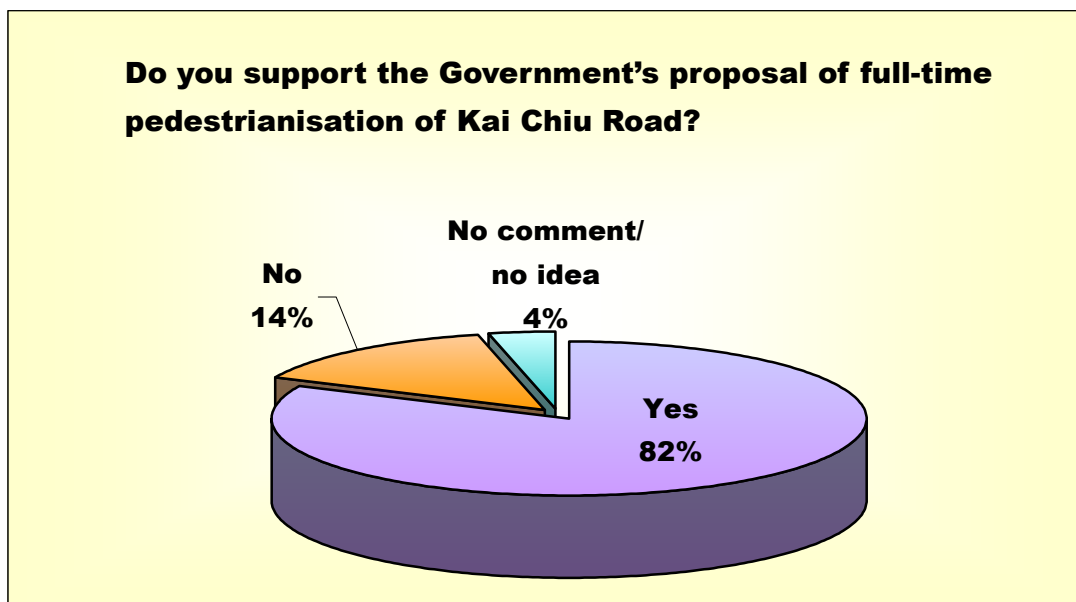


- (c) For those who were not satisfied with the existing pedestrian environment of Kai Chiu Road, the three major reasons were “there are too many pedestrians” (32%), “the pavements are too narrow” (21%) and “there are pedestrian/vehicular conflicts” (19%).

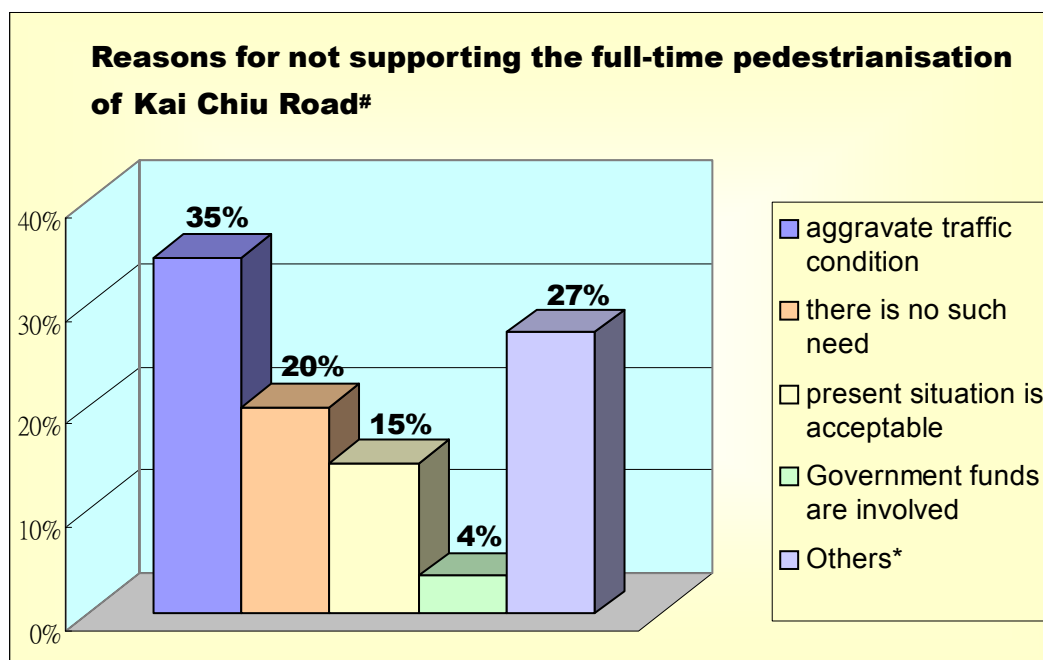


* other reasons included “air pollution” and “unpleasant street environment”.

- (d) 82% of the total respondents (279 respondents) supported full-time pedestrianisation of Kai Chiu Road. 14% (49 respondents) did not support. 4% (12 respondents) had no comments/no idea.



- (e) For the 49 respondents who did not support the project, the major reasons included “aggravate traffic condition” (35%), “there is no such need” (20%) and “present situation is acceptable” (15%),

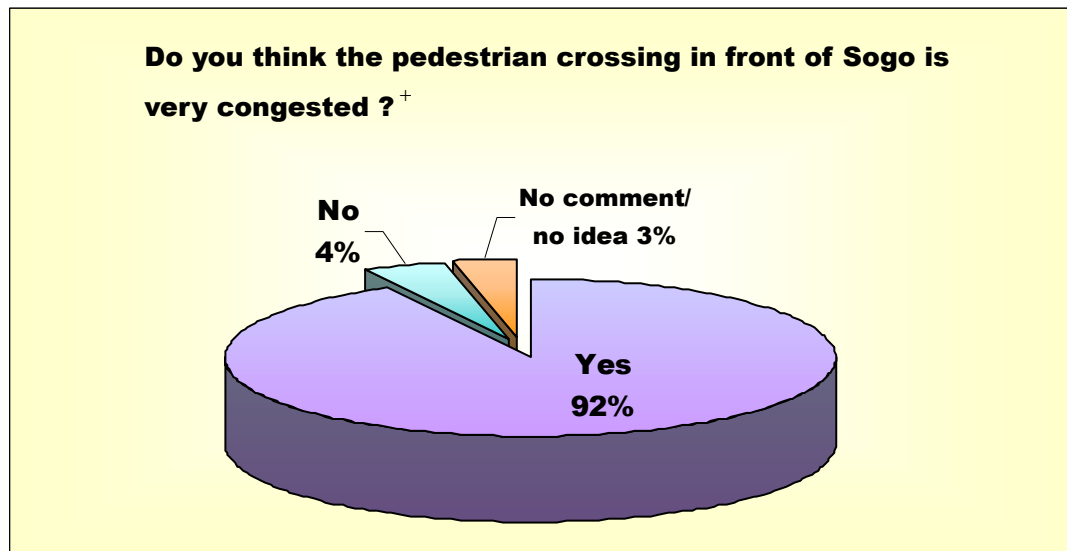


* Other reasons included “prefer part-time pedestrianisation”, “affect picking up/dropping off activities” and “affect loading/unloading activities”.

The sum of individual items may not add up to 100% owing to rounding of figures.

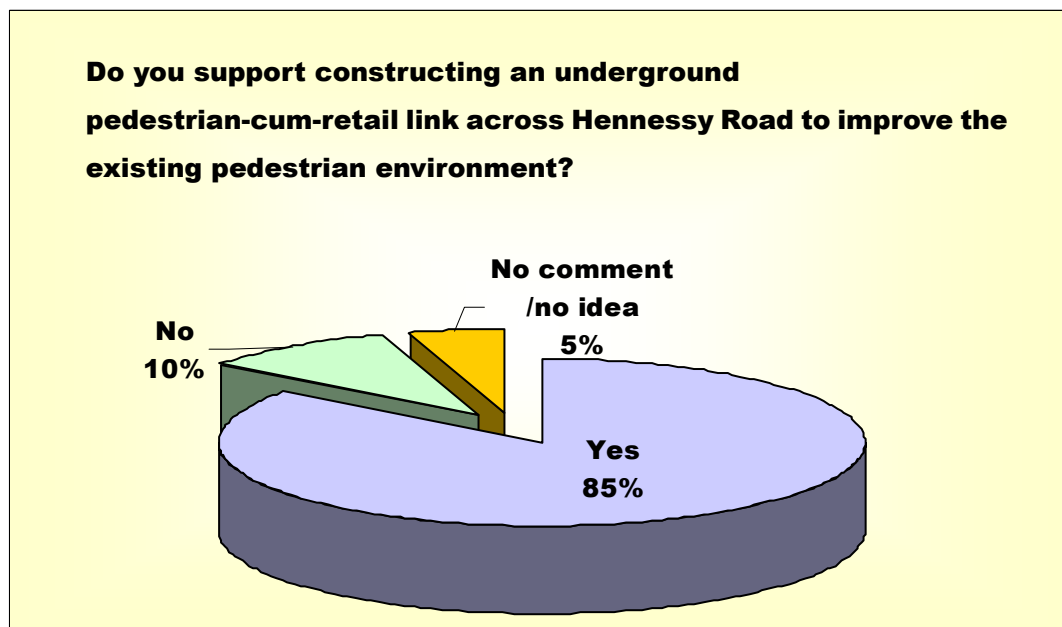
Underground Pedestrian-cum-retail Link across Hennessy Road

- (f) 92% (314 respondents) were of the view that the pedestrian crossing in front of Sogo was very congested. Only 15 respondents (4%) thought that the crossing was not congested. 3% (11 respondents) had no comment/no idea.

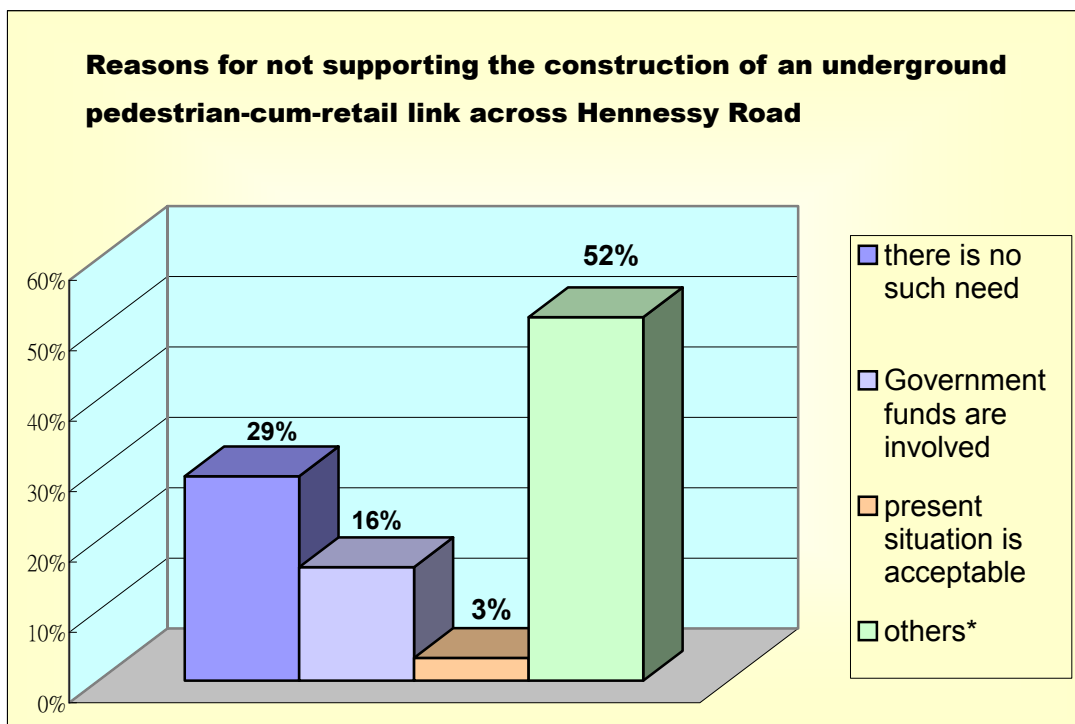


⁺ The sum of individual items may not add up to 100% owing to rounding of figures.

- (g) For those who thought that the crossing was very congested, 85% (268 respondents) supported the construction of an underground pedestrian-cum-retail link across Hennessy Road to improve the existing pedestrian environment. 10% (31 respondents) did not support and 5% (15 respondents) had no comments/no idea.



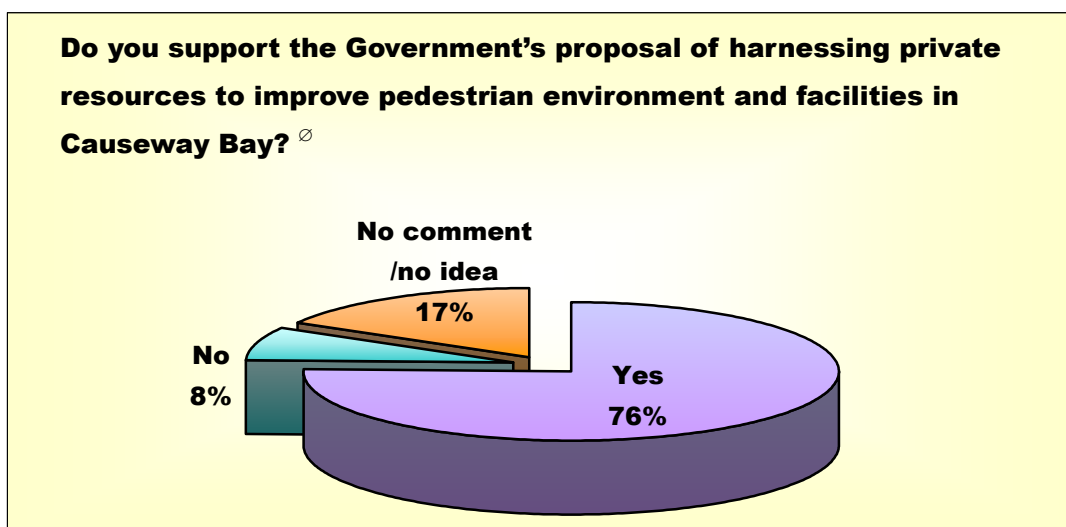
- (h) For the 31 respondents who did not support the underground pedestrian-cum-retail link across Hennessy Road, the major reasons included "there is no such need" (29%) and "Government funds are involved" (16%).



* other reasons included "underground link would bring inconvenience", "retail element is not necessary", "retailing activities would congest the linkage" and "prefer flyover".

Implementation of Pedestrian Planning Proposals

- (i) 76% (257 respondents) supported the Government's proposal of harnessing private resources to improve pedestrian environment and facilities in Causeway Bay. 8% (26 respondents) did not support and 17% (57 respondents) had no comments/no idea.



[∅] The sum of individual items may not add up to 100% owing to rounding of figures.

Attachment I**Planning Department****Questionnaire on Pedestrian Planning in Causeway Bay**

Questionnaire No : _____ Interviewer : _____

1. Should the government accord higher priority to pedestrians in the use of road space in Causeway Bay?

- A. ☐ Yes.
- B. ☐ No.
- C. ☐ It depends on the location.
- D. ☐ No comment/No idea.

2. Is the existing pedestrian environment at Kai Chiu Road satisfactory?

- A. ☐ Yes.
- B. ☐ No. The reason(s) is/are as follows : (may have multiple reasons)
- a. ☐ There are too many pedestrians.
 - b. ☐ The pavements are too narrow.
 - c. ☐ There are pedestrian/vehicular conflicts.
 - d. ☐ Loading/unloading activities of lorries cause inconvenience.
 - e. ☐ There is no street landscaping.
 - f. ☐ Monotonous streetscape.
 - g. ☐ Other reasons [please explain] .

3. Do you support the government's proposal of full-time pedestrianisation of Kai Chiu Road?

- A. ☐ Yes.
- B. ☐ No. The reason(s) is/are as follows : (may have multiple reasons)
- a. ☐ There is no such need.
 - b. ☐ The present situation is acceptable.
 - c. ☐ Government funds are involved.
 - d. ☐ Aggravate traffic condition.
 - e. ☐ Other reasons [please explain] .

- C. ☐ No comment/No idea.

4. Do you think the pedestrian crossing in front of Sogo is very congested?

- A. ☐ Yes.
B. ☐ No.
C. ☐ No comment/No idea

If you think so, do you support constructing an underground pedestrian-cum-retail link across Hennessy Road to improve the existing pedestrian environment?

- a. ☐ Yes.
b. ☐ No. The reason(s) is/are as follows : (may have multiple reasons)
i. ☐ There is no such need.
ii. ☐ The present situation is acceptable.
iii. ☐ Government funds are involved.
iv. ☐ Other reasons [please explain] .

- c. ☐ No comment/No idea.

5. Do you support the government's proposal of harnessing private resources to improve pedestrian environment and facilities in Causeway Bay?

- A. ☐ Yes.
B. ☐ No.
C. ☐ No comment/No idea.

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Annex D
Indexes of Comments

D

Causeway Bay

Annex D Indexes of Comments

I. INDEX OF COMMENTS RAISED IN THE PUBLIC CONSULTATION FORUM HELD ON 31 JULY 2004

<i>Name</i>	<i>Abbreviation</i>	<i>Paragraph Index</i>
<u>Associations</u>		
Chartered Institute of Logistics and Transport Leung, K. Y.	K. Y. Leung	1.1.1, 1.1.4, 1.2.4, 2.2.4, 3.3.6, 4.2.4
Friends of the Earth Ng, Mei	M. Ng	3.2.18, 3.3.62, 3.3.66, 8.2.3
Hong Kong Federation of Handicapped Youth Chan, Kam Yuen*	K. Y. Chan	5.1.3, 5.2.1
Hong Kong Institute of Planners Tang, Roger	R. Tang	1.1.1, 2.1.1, 2.2.1, 3.3.18, 6.3.1, 7.3.2, 7.3.3, 8.1.2, 8.2.3
Hong Kong Institute of Real Estate Administration Tsui, Man Yuen*	M. Y. Tsui	3.3.22, 7.1.6
Hong Kong Institute of Surveyors Lau, C. K.	C. K. Lau	4.1.1, 4.2.2, 7.1.3, 7.1.4
Rehab Power Lee, Hansen	H. Lee	1.2.4, 3.2.15, 3.3.3, 3.3.5, 5.1.1, 5.2.1, 5.2.2, 8.2.3
Rehabilitation Alliance Hong Kong Yu, Kwok Fai*	K. F. Yu	5.1.4
Retina Hong Kong Tsang, Kin Ping*	K. P. Tsang	3.2.16, 3.3.58, 5.2.2
Wan Chai District Council Ng, Kam Chun	K. C. Ng	1.2.2, 1.2.4, 2.2.9, 3.3.8, 3.3.12, 3.3.66, 4.2.6

Name	Abbreviation	Paragraph Index
<u>Individuals</u>		
Chan, Hing-ming*	H. M. Chan	1.1.1, 3.2.1, 4.3.1
Fok	Fok	3.3.63
King, Pui Wai (Wan Chai District Councillor)	P. W. King	3.2.15
Lau, Patrick	P. Lau	3.3.55
Lee, Kai Hung (Wan Chai District Councillor)	K. H. Lee	3.2.10, 3.2.11, 3.3.16, 3.3.52
Lim, Bernard (Professor, Chinese University of Hong Kong)	B. Lim	1.1.1, 2.2.3, 3.2.1, 3.2.2, 3.2.10, 3.2.11, 3.3.58, 3.3.60, 4.2.3, 5.2.1, 7.1.6, 8.2.3, 8.2.4
Lui, Sau Yan* (Retina Hong Kong)	S. Y. Lui	5.2.2, 5.2.3
May	May	5.1.1
Ng, Yick Yam* (Rehab Power)	Y. Y. Ng	2.2.3
Siu, Che-hung, Paul (Wan Chai District Councillor)	C. H. Siu	2.2.4
To, Yau On*	Y. O. To	3.3.30, 6.2.2
Wong	Wong	3.2.22
Wong, Ada (Chairperson of Wan Chai District Council)	A. Wong	8.1.1, 8.2.3, 8.2.4
Wong, Donald	D. Wong	3.3.62, 6.1.1

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II. INDEX OF COMMENTS RAISED IN THE FOCUS GROUP MEETING HELD ON 14 AUGUST 2004

<i>Name</i>	<i>Abbreviation</i>	<i>Paragraph Index</i>
Clear the Air Connell, Annelise	A. Connell	1.1.1, 2.2.7, 2.2.8, 2.2.11, 7.3.2
Environmental Advisory Service, Rehabaid Society Kwan, Joseph	J. Kwan	2.2.10, 3.3.3,
Goldrich Planners and Surveyors Ltd Lau, Tak Francis	F. Lau	3.3.39, 3.3.53, 3.3.57
Hong Kong Kowloon Taxi and Lorry Owners' Association Ltd. Wong, Po Keung*	P. K. Wong	4.5.1, 5.1.1
Hong Kong Kowloon Taxi and Lorry Owners' Association Ltd. Man, Hong Ming*	H. M. Man	3.3.20, 3.3.29, 4.1.1, 7.2.3
Hong Kong Kowloon Taxi and Lorry Owners Association Ltd. Tse, Ming Chu*	M. C. Tse	3.3.29, 3.3.34
Hong Kong Taxi Association Lai, Hoi Ping*	H. P. Lai	3.3.12, 4.2.1, 4.4.7
The Hong Kong Taxi and Public Light Bus Association Ltd. Lau, Hing Fai*	H. F. Lau	3.3.2, 3.3.21, 3.3.23, 4.4.4, 4.5.1, 6.3.2
The Hong Kong Taxi and Public Light Bus Association Ltd. Ng, Fong*	F. Ng	1.2.3, 4.5.1

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Name	Abbreviation	Paragraph Index
The Hong Kong Union of Light Van Employees Yip, Moon Lam*	M. L. Yip	1.1.2, 1.2.3, 3.3.19, 3.3.21, 3.3.29, 3.3.32, 4.1.1, 4.2.1, 4.2.5, 4.5.1, 4.6.1
Joint Concern Group on Barrier-free City Wong, Kwai Mui*	K. M. Wong	5.2.1
Joint Concern Group on Barrier-free City Yick, Wan Wing*	W. W. Yick	5.1.2
Motor Transport Workers General Union Au Yeung, Ming*	M. Au Yeung	3.3.19, 3.3.23, 4.5.1
Motor Transport Workers General Union Cheuk, Siu Yi*	S. Y. Cheuk	4.6.1
The Park Lane Hong Kong Lai, David	D. Lai	4.1.3, 6.2.5
The Taxi Operators Association Ltd. Leung, Siu Cheong*	S. C. Leung	1.2.4, 3.3.31, 3.3.32, 4.4.1, 6.1.1, 6.3.2
United Friendship Taxi Owners and Drivers Association Ltd. Au Yeung, Gan	G. Au Yeung	1.2.3, 4.4.4

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III INDEX OF SUBMISSIONS

<i>Name</i>	<i>Abbreviation</i>	<i>Date</i>	<i>Paragraph Index</i>
<u>Associations/Professional Institutions</u>			
The Conservancy Association	CA	2.9.2004	1.1.1, 1.1.3, 2.2.2, 2.2.6, 2.2.11, 3.1.1, 3.1.5, 3.2.5, 3.2.6, 3.3.11, 3.3.49
CRE property	CRE	19.7.2004	1.1.1, 3.1.10, 3.2.10, 3.2.11, 8.2.2
Environmental Access Advisory Service	EAAS	9.8.2004	5.1.2
Equal Opportunities Commission	EOC	28.7.2004	1.1.1, 1.1.3, 5.1.1, 5.1.2, 5.2.1, 5.2.2, 5.2.4
The Experience Group	EG	3.8.2004	3.3.27, 8.2.3
Goldrich Planners and Surveyors Ltd	Goldrich	18.8.2004	3.1.3, 3.2.1, 3.3.39, 3.3.53, 3.3.57, 4.2.1
Hong Kong Christian Service	HKCS	23.8.2004	2.1.1, 2.1.2, 3.3.27, 3.3.61, 3.3.63
Hong Kong Institute of Architects	HKIA	28.8.2004	1.1.1, 1.1.3, 3.1.1, 3.1.6, 3.2.1, 3.2.9, 3.3.10, 3.3.11, 3.3.19, 3.3.29, 3.3.35, 3.3.50, 3.3.64, 3.3.65, 3.3.69, 4.2.2, 4.3.1
Hong Kong Institute of Planners	HKIP	23.8.2004	1.1.1, 1.1.5, 3.2.6, 3.3.14, 3.3.17, 3.3.49, 3.3.50, 3.3.59, 4.2.1, 7.3.2, 7.3.3, 8.1.2

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Name	Abbreviation	Date	Paragraph Index
Hong Kong Institute of Surveyors	HKIS	27.8.2004	1.1.1, 1.1.3, 3.1.6, 3.1.18, 3.3.12, 3.3.29, 7.1.4, 7.3.1
Hysan Development Co. Ltd	Hysan	26.8.2004	1.1.1, 1.1.5, 3.1.19, 3.2.1, 3.2.3, 3.3.1, 3.3.6, 3.3.19, 3.3.22, 3.3.24, 3.3.34, 3.3.36, 3.3.37, 3.3.41, 3.3.42, 3.3.43, 3.3.54, 3.3.56, 3.3.61, 3.3.67, 4.1.1, 4.1.4, 4.2.7, 4.4.2, 6.1.1, 6.2.2
Lai Sun Real Estate Agency Limited	Lai Sun	25.8.2004	3.3.19, 3.3.45
Quality Tourism Services Association	QTSA	18.8.2004	1.1.6, 2.1.3, 3.1.12, 3.2.7, 4.4.1
Rehabilitation Alliance Hong Kong	RAHK	26.8.2004	3.1.4, 3.2.1, 3.2.16, 3.2.17, 3.3.3, 3.3.4, 3.3.5, 3.3.6, 3.3.15, 5.1.2, 5.2.1, 5.2.2, 8.1.1
Sit, Fung, Kwong & Shum	SFKS	16.8.2004, 26.10.2004	3.2.4, 6.3.3, 8.2.6
Times Square Limited	Times Square	27.8.2004	1.1.1, 1.1.3, 3.2.1, 3.2.2, 3.2.10, 3.2.12, 3.2.19
Toyo Security & Building Management (H.K.) Ltd.	Toyo	26.8.2004	3.2.8, 3.2.23, 3.3.26
A property owner at Tang Lung Street	A property owner at Tang Lung Street	27.8.2004, 28.10.2004	1.1.1, 1.1.5, 3.3.48

Name	Abbreviation	Date	Paragraph Index
<u>Individuals</u>			
Au Yeung	Au Yeung	11.8.2004	3.3.40, 3.3.44, 4.6.1, 8.2.6
Coates, Margaret/Thomson, Bill	Coates & Thomson	26.8.2004	1.1.1, 2.2.5, 3.3.28, 6.2.2
Fan, Gordon	G. Fan	27.7.2004	2.2.1, 3.1.1, 3.1.9, 3.3.27, 3.3.37
Fung, V.	V. Fung	12.9.2004	3.1.7, 3.2.1, 3.3.11, 3.3.12, 3.3.13, 3.3.19
Herbert, John	J. Herbert	5.8.2004	2.2.5, 3.3.19
Hirst, Emily	E. Hirst	5.7.2004	4.1.2
Kam, Kin Pong	K. P. Kam	1.8.2004	3.2.21, 3.2.23, 3.2.27
Kwong, Walter	W. Kwong	1.8.2004	3.1.15, 3.2.1, 3.2.10, 3.2.11, 3.2.14, 3.2.20, 3.2.26, 3.3.53
Lee	Lee	1.7.2004	3.1.11, 3.3.25, 3.3.52
Lee, Joseph	J. Lee	2.7.2004	4.1.1, 4.4.1
Lo, Toby	T. Lo	27.8.2004	1.1.1, 3.3.33, 6.2.2
Lung, Helen	H. Lung	26.8.2004	1.1.1, 1.2.1, 1.2.4, 3.2.15, 3.3.62, 3.3.70, 5.1.1, 6.1.1, 6.2.1, 7.1.2
Ma, Mary	M. Ma	30.7.2004	4.4.4

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Name	Abbreviation	Date	Paragraph Index
Shum, Dan Fung*	D. F. Shum	27.7.2004	3.1.8, 6.1.2
Sin, Ada	A. Sin	24.8.2004	3.2.1, 3.3.22, 3.3.34, 3.3.61
Wong, Ada	A. Wong	30.7.2004	8.2.3
Wong, Jennifer	J. Wong	5.9.2004	3.2.16, 3.2.18, 7.1.5, 8.2.1
A resident of Causeway Bay	A resident of Causeway Bay	4.8.2004	3.3.68
A resident in Happy Valley	A resident in Happy Valley	-	3.3.29, 3.3.35
A Hong Kong Resident	A Hong Kong Resident	30.8.2004	3.3.38

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IV INDEX OF COMMENTS FROM BOARDS AND COMMITTEES CONSULTED

<i>Name</i>	<i>Abbreviation</i>	<i>Date of Meeting</i>	<i>Paragraph Index</i>
Wan Chai District Council	WCDC	28.6.2004	1.1.1, 1.1.3, 3.1.1, 3.1.13, 3.1.16, 3.1.17, 3.1.22, 3.2.1, 3.2.2, 3.2.10, 3.2.11, 3.3.16, 3.3.51, 3.3.71, 4.1.1, 4.4.2, 4.6.2, 7.2.3, 8.2.1
LegCo Panel on Planning, Lands and Works	LegCo	29.6.2004	1.1.1, 1.1.3, 1.2.1, 3.1.2, 3.1.14, 3.1.18, 3.1.20, 3.1.21, 3.2.24, 3.2.25, 3.2.29, 3.3.23, 4.3.1, 4.4.1, 4.4.2, 8.2.1
Town Planning Board	TPB	9.7.2004	1.1.1, 1.2.1, 1.2.5, 3.1.8, 3.2.1, 3.2.10, 3.2.11, 3.3.22, 3.3.34, 3.3.55, 3.3.62, 3.3.71, 4.4.1, 4.4.3, 4.4.5, 6.1.1, 7.1.1, 7.2.1
Planning, Transport and Environmental Protection Committee of Wan Chai District Council	PTEPC	27.7.2004	1.1.1, 1.1.3, 1.2.2, 3.1.6, 3.1.13, 3.1.16, 3.1.22, 3.2.21, 3.2.30, 4.3.1, 4.6.1, 6.1.1, 7.2.1, 7.3.1
Hong Kong Institute of Planners	HKIP	27.7.2004	1.1.1, 1.1.5, 3.2.6, 3.3.14, 3.3.17, 3.3.49, 3.3.50, 3.3.59, 4.2.1, 7.3.2, 7.3.3, 8.1.2
Causeway Bay Area Committee	AC	17.8.2004	1.1.1, 3.1.10, 3.1.13, 3.1.16, 3.2.10, 3.2.13, 3.3.7, 3.3.30, 3.3.34, 3.3.46, 3.3.47, 3.3.52, 4.4.1, 4.4.2, 4.6.1, 6.2.3, 7.2.1, 8.2.5

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<i>Name</i>	<i>Abbreviation</i>	<i>Date of Meeting</i>	<i>Paragraph Index</i>
Transport Advisory Committee	TAC	21.9.2004	1.1.1, 1.1.5, 1.2.4, 1.3.1, 2.2.4, 2.2.6, 3.1.6, 3.1.7, 3.2.1, 3.2.28, 3.3.9, 3.3.12, 3.3.51, 3.3.55, 4.2.2, 4.4.1, 4.4.5, 4.4.6, 6.2.4, 7.2.2

