

Hong Kong, March 27, 2006

Panel on Planning, Lands and Works  
Legislative Council  
Legislative Council Building  
8 Jackson Road  
Central, Hong Kong  
(Fax: 2869-6794 / email: cshiu@legco.gov.hk)

**Re: Future development of Central, Tamar and Wanchai**

Honorable Chair and Members,

The current plans for the Central waterfront are part of an **urban plan developed for the north shore of Hong Kong Island in the 1980s and 1990s**.

Where this urban plan has been implemented, **significant shortcomings have become evident** as is documented in **two recent studies** involving thousands of members of the public:

**Wanchai North (Convention Plaza/Great Eagle Centre):** Final draft of the "Public Engagement Report, Envisioning Stage Harbour-front Enhancement Review – Wan Chai, Causeway Bay and Adjoining Areas," completed in March 2006 by the Sub-committee on Wan Chai Development Phase II Review of the the Harbour-front Enhancement Committee;

**Central Reclamation Phase II (Central Ferry Piers/Exchange Square):** Final draft of the "Final Report, Central Harbourfront and Me", covering the Central Ferry Piers and adjoining areas, completed in February 2006 by the Sub-committee on the Harbour Planning Review of the Harbour-front Enhancement Committee.

The shortcomings include: **little or no activity at street level**, oversized land parcels, lack of diversity in land uses and ownership, no sustainable transport solutions, lack of access, limited interface between land and water, and the ground - and sea - levels are **dominated by roads and infrastructure** rather than by vibrant activities.

**Question: how we can avoid and mitigate the effect of these mistakes in the planning for Central?**

We support the call for a Central Harbour-front Enhancement Review to **update the proposals for transport, land and marine uses** in Central and to **optimize the mix of open space, areas of greenery, as well as appropriate government, cultural and commercial developments**. The Tamar site is the crucial link between Central and Wanchai, and needs to be included in this Review.

Herewith we so submit for your consideration,

Yours sincerely,

Paul Zimmerman  
Convenor, Designing Hong Kong Harbour District  
Principal, The Experience Group, Limited

Enclosed:

1. Public Engagement Report, Envisioning Stage Harbour-front Enhancement Review – Wan Chai, Causeway Bay and Adjoining Areas, March 2006.
2. Final Report, Central Harbourfront and Me, February 2006.



**Harbour-front Enhancement Committee  
Sub-committee on Wan Chai Development Phase II Review**

**Harbour-front Enhancement Review –  
Wan Chai, Causeway Bay and Adjoining Areas**

**Envisioning Stage  
Public Engagement Report**

**March 2006**

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## **FOREWORD**

The public engagement project titled “Harbour-front Enhancement Review – Wan Chai, Causeway Bay and Adjoining Area” (HER) was initiated by the Harbour-front Enhancement Committee (HEC) for the purpose of enhancing public participation in the Wan Chai Development Phase II (WDII) Review. Result of the HER project will provide inputs to the WDII Review.

The HER project, which comprises the Envisioning, Realization and Detailed Planning stages, is designed to engage the public before the preliminary planning concepts are produced so that members of the community can express at an early stage their visions and aspirations for the sustainable development of the harbour-front with a view to building a consensus. Views and ideas expressed by the public will form the basis for preparing the preliminary planning concepts. It is hoped that with enhanced public participation at an early stage, the subsequent planning concepts can better respond to public needs and aspirations.

The Envisioning Stage lasted six months from May to November 2005. Public engagement activities held at this Stage included five public forums, two community design charrettes, opinion surveys, an Expert Panel Forum on Sustainable Transport Planning and Central – Wan Chai Bypass (Expert Panel), and a Consolidation Forum. Outcome of these activities are described in this report. Generally speaking, there is consensus on the harbour-front enhancement ideas. Having considered the whole package of recommendations of the Expert Panel, the HEC Sub-committee on WDII Review supported the construction of a Central – Wan Chai Bypass (CWB). However, detailed design of surface transport infrastructure is subject to further study, specifically the impact on harbour-front land use and enjoyment, and reclamation.

Ideas and proposals received during the Envisioning Stage and a number of the recommendations of the Expert Panel have implications which extend beyond the WDII area, the scope of HER and the WDII Review. These proposals and recommendations are noted in the Appendix to this report, and require follow up at appropriate forums.

Having completed the Envisioning Stage, the HER project will progress to the Realization Stage during which Concept Plans including development proposals will be created for evaluation and consensus building using the Harbour Planning Principles and specific sustainability principles and indicators which we have developed during the Envisioning Stage. The Realization Stage will be confined to the ambit of the WDII Review, which extends from the Gloucester Road corridor to the harbour, and the eastern construction limit of the Central Reclamation Phase III project near Lung King Street to the eastern breakwater of the Causeway Bay Typhoon Shelter including some extension into North Point that is contingent upon the construction of the CWB. The harbour immediately in front of this area is also included in this review.

On behalf of the HEC Sub-committee on WDII Review, I would like to express my gratitude to all who participated in the Envisioning Stage of HER, without which the Envisioning Stage would not have been so successful. We hope there will be the same, if not more, public enthusiasm in the ensuing stages of the HER project. We look forward to joining hands with the public towards developing a world class harbour-front for the enjoyment of the residents of Hong Kong as well as the tourists.

Signature of K.Y. Leung

Mr. Leung Kong-yui

Chairman, HEC Sub-committee on WDII Review

March 2006



## **1. INTRODUCTION**

### **1.1. Purpose of HER**

- 1.1.1. The draft Wan Chai North Outline Zoning Plan (“OZP”) was gazetted on 19.4.2002 proposing reclamation of about 26 hectares for the construction of Central-Wanchai Bypass, relevant road network and land uses. On 9.1.2004, the Court of Final Appeal (“CFA”) handed down its judgment in respect of the judicial review on the Draft Wan Chai North OZP (S/H25/1). According to CFA judgment, the presumption against reclamation specified in the Protection of the Harbour Ordinance can only be rebutted by establishing an overriding public need for reclamation.
- 1.1.2. In the light of the CFA judgment on reclamation, the Government has undertaken to conduct a comprehensive planning and engineering review of the Wan Chai Development Phase II (“WDII Review”) to ensure full compliance with the requirements of the Protection of the Harbour Ordinance (“PHO”) and the CFA judgment.
- 1.1.3. The Harbour-front Enhancement Committee (“HEC”) was established in May 2004 to advise the Secretary for Housing, Planning and Lands on the planning, land uses and developments along the existing and new harbour-front of the Victoria Harbour. The HEC has set up a Sub-committee, namely the Sub-committee on WDII Review, to advise on the WDII Review.
- 1.1.4. The Government has accepted the recommendation by the Sub-committee on WDII Review that enhanced participation should be a key element of the Review. To achieve this, a public engagement exercise, namely the “Harbour-front Enhancement Review (“HER”) – Wan Chai, Causeway Bay and Adjoining Areas”, is being carried out under the steer of the Sub-committee on WDII Review. Results of the HER project will provide inputs to the WDII Review.
- 1.1.5. In order to achieve a better understanding of the opportunities for waterfront enhancement and

to ensure a high degree of community support for the future draft OZP and the draft Recommended Outline Development Plan (“RODP”), a 3-stage Public Engagement Strategy has been formulated so as to enable a more structured approach to be adopted to the HER public engagement activities:

“Envisioning Stage” – Public to provide their visions, wishes and concepts, as well as Sustainability Principles and Indicators forming as a basis for the development of the Concept Plans

“Realization Stage” – Public to evaluate Concept Plans to arrive at consensus

“Detailed Planning Stage” – Ensure draft OZP and draft RODP reflect consensus

## **1.2. Envisioning Stage**

1.2.1. The Envisioning Stage was formally launched on 22.5.2005. The envisioning exercise is to engage the public in identifying the key issues and establishing principles in terms of improving the waterfront. The concept of sustainable development is underpinning the whole HER project. A preliminary set of sustainability (“SD”) principles and indicators were prepared by the collaborators at the meeting held on 23.1.2005. The public was subsequently invited to comment on these preliminary principles in order to generate an agreed list of SD principles and indicators. These agreed SD principles and indicators will be used to evaluate the Concept Plans to be developed in the Realization Stage. A wide range of the public engagement activities was undertaken during the two-month public engagement period.

1.2.2. During the first phase of public engagement, the following topics were presented to the public to invite views on the scope of the WDII Review:

- Background leading to Review
- Study methodology and program

- Overall public engagement framework
- Major issues, constraints and opportunities along the subject harbour-front
- Visions/ Alternative Scenarios
- SD principles and indicators prepared by the collaborators

1.2.3. To facilitate public discussion, a Public Engagement Kit (“PEK”), in both English and Chinese, was prepared and widely distributed. In addition, background information, consultation materials and other relevant reports were uploaded onto the HEC’s website for public information. An independent website was also launched to provide a platform for the public to respond to an on-line survey and to submit views during the study process. To further publicize the HER, a leaflet summarizing the PEK was prepared and widely distributed for easy reference.

1.2.4. To promulgate the Envisioning Stage consultation, over 4,000 territorial and local organizations including various Associations of Incorporated Owners within the study districts were invited to participate in the engagement activities. Advertisements were posted on Chinese and English newspapers to reach the general public as much as possible.

### **1.3. Collaborators**

1.3.1. To ensure an open and inclusive engagement process, a number of organizations representing different sectors of the public, including the relevant District Councils, community, business, green groups as well as academic and professional institutions have been invited to act as collaborators. They include the following organizations:

- *District Councils*
  - Central and Western District Council
  - Wan Chai District Council

- Eastern District Council
- Southern District Council
- Yau Tsim Mong District Council
- *Local/Community Group*
  - St. James Settlement
  - Caritas
  - Hong Kong People’s Council on Sustainable Development
- *Business Groups*
  - Real Estate Developers Association
  - Hong Kong General Chamber of Commerce
  - The Federation of Hong Kong Industries
  - The Chinese Chamber of Commerce
- *Concerned Groups*
  - The Conservancy Association
  - Hong Kong Marine Conservation Society
- *Professional Groups*
  - Hong Kong Institute of Architects
  - Hong Kong Institute of Planners
  - Hong Kong Institute of Surveyors
  - Hong Kong Institute of Engineers
  - Hong Kong Institute of Landscape Architects

- The Chartered Institute of Logistics and Transport
- American Institute of Architects (Hong Kong Chapter)
- Associate of Engineers in Society
- *Academic Institutions*
  - Department of Architecture, The University of Hong Kong
  - Department of Architecture, The Chinese University of Hong Kong
  - Department of Civil Engineering, The University of Hong Kong
  - Department of Public and Social Administration, The City University of Hong Kong

1.3.2. The collaborators have kindly contributed to the Envisioning Stage in the following areas:

- (i) reviewing the constraints and opportunities of harbour-front development;
- (ii) establishing the preliminary set of sustainability principles and indicators;
- (iii) promoting the public participation activities through their network;
- (iv) ensuring a transparent and fair process;
- (v) acting as panel members or convenors in public forums/ community charrettes

1.3.3. Two collaborators' working group meetings were held on 23.1.2005 and 2.4.2005 respectively.

The first meeting focused on the establishment of the preliminary set of SD principles and indicators, while the second one collected advice and comments on the PEK as well as public engagement activities.

#### **1.4. Public Engagement Activities**

1.4.1. A wide range of public engagement activities have been undertaken during the Envisioning Stage to elicit views and suggestions. To ensure wide public participation from various target groups including those more active concerned groups, stakeholders, local citizens within the

WDII project area and citizens not immediately affected by the WDII study, various means of public engagement have been adopted as follows:

*Public Forums*

1.4.2. To allow face-to-face dialogue and to solicit views from more active concerned groups and stakeholders, forums had been organized in 5 locations on Hong Kong Island and Kowloon. The major objectives of the forums are to collect views and concerns of these groups on their aspirations and principles for waterfront enhancement at Wan Chai, Causeway Bay and adjoining areas, as well as their impact on infrastructure and transport provisions, in particular the possible construction of the Central-Wanchai Bypass. The public forums are also intended to contribute towards establishing a set of SD principles and indicators which will be adopted in evaluating Concept Plans during the Realization Stage of HER.

1.4.3. The 5 public forums were held on the following dates:

- 23.5.2005 (Wan Chai)
- 31.5.2005 (Eastern)
- 2.6.2005 (Central and Western)
- 7.6.2005 (Southern)
- 13.6.2005 (Yau Tsim Mong)

*Community Charrettes*

1.4.4. Two community charrettes were organized to collect views systematically from the active concerned groups and stakeholders. Unlike public forums which focused on concepts and principles, the community charrettes focused more on design concepts and preliminary concepts within the context of highway options. Very broadly based layout plans had been created by the public at these charrettes to reflect their views. The physical model of the harbour area and 3D models of the highway possibilities were also presented at these public events to ensure that the participants had a clear idea of the issue.

1.4.5. The two community charrettes were held on the following dates:

- 18.6.2005 (Wan Chai)
- 25.6.2005 (Yau Tsim Mong)

*Opinion Surveys*

1.4.6. To ensure a wider coverage of the public, especially for those who are not immediately affected by the study, different opinion surveys based on different target groups had been undertaken:

- Telephone survey covering all areas on Hong Kong Island, Kowloon and New Territories (randomly selecting respondents who may not be immediately affected by the study);
- Road-side survey around the WDII area (targeting residents, workers, tourists as well as passers-by who may be affected by the WDII study)
- Self-administered questionnaires collected from public forums, community charrettes, online, fax, email and letter (targeting those more proactive members of the public who may not be available for forums/ charrettes)

*Written Submissions*

1.4.7. To allow the public freely to express their views and suggestions on the WDII study, even though they do not participate in any forums/ charrettes, view collection forms had been designed to solicit public views, and they were attached in the PEK as well as uploaded onto the web-site. During the public forums and charrettes, participants were encouraged to make a written submission about their “One Biggest Wish” for the future harbour-front. Moreover, the public were encouraged to submit their comments, suggestions and proposals in their own format.

## **1.5. Purpose of the Report**

- 1.5.1. The main purpose of this report is to summarize the public comments received at the Envisioning Stage public engagement exercise. Detailed records of various events, surveys and written submissions have been compiled in the separate Annex Volume.
- 1.5.2. As these various forms of activities were intended to address slightly different targets in order to allow a more detailed understanding of the public's views, separate chapters (2 to 5) are dedicated to report on the different activities. Chapters 6 and 7 depict discussions in Expert Panel Forum on Sustainable Transport Planning and Central – Wan Chai Bypass and Consolidation Forum respectively. Parallel discussions in the HEC Sub-committee, District Councils, Town Planning Board and Legislative Council are included in Chapter 8. Chapter 9 covers the Conclusions and the Recommendations to the Government for the preparation of Concept Plans and Chapter 10 briefly talks about the Next Steps.



## **2. PUBLIC FORUMS**

### **2.1. Introduction**

2.1.1. The objectives of the five public forums were to brief the public on the study background and process and encourage the public to voice their concerns and suggestions over the study area.

2.1.2. Public forums began with briefings on the study background and objectives, existing challenges of the harbour-front including the need to address infrastructure and transport issues by the Government officials and the consultants. A floor discussion session was subsequently held to provide a dialogue among the general public, the Government officials and the consultants over the two focus topics, namely harbour-front enhancement and transport issues. Finally, the participants were asked to form groups to provide comments and advice on the preliminary set of SD principles, which were prepared by the Collaborators.

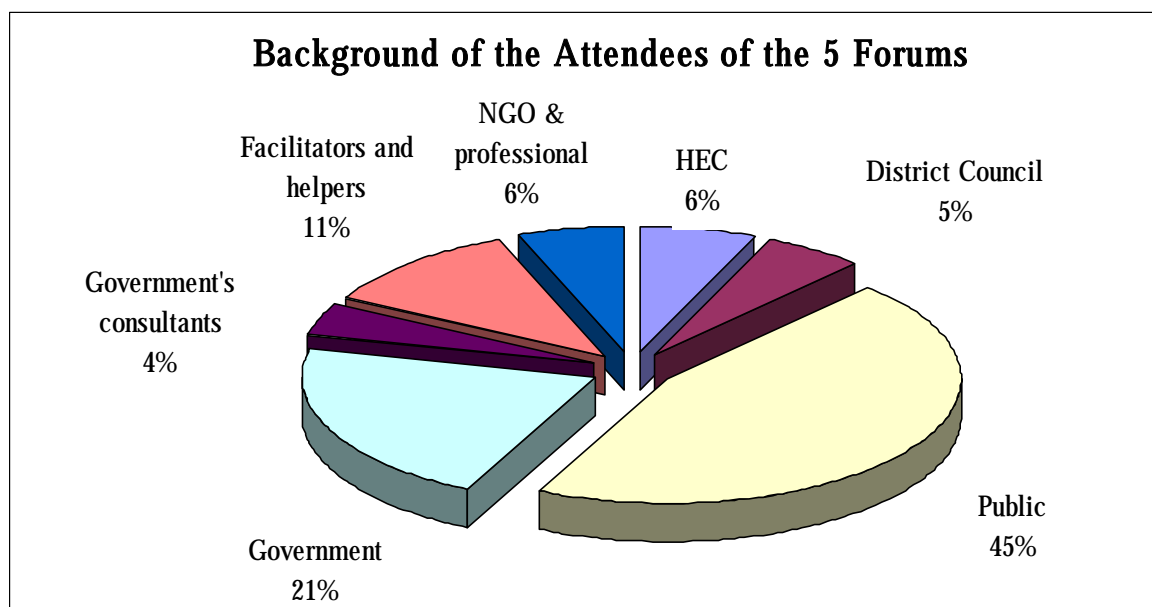
2.1.3. A profile showing the cross section of participants is presented in Section 2.2, followed by a summary of the major points raised in relation to the two focus topics in Section 2.3. The common elements of the sustainability principles and indicators emerging from group discussions are consolidated to a revised set of principles and indicators as shown in Section 2.4. Forum minutes and individual group reports on the discussion are in the Annex Volume.

### **2.2. Cross Section of Participants**

2.2.1. Public forums were well attended by participants with different backgrounds, including the general public, representatives of Non-government Organizations (“NGO”) and professional groups, HEC members, District Council members, Government officials and Government’s consultants. A total of 421 attendees participated in the five public forums (Figure 2.1). The general public including citizens, teachers, students and representatives from consultant firms represented the largest group.

**Figure 2.1 Background of the Attendees of the Five Public Forums**

	HEC	District Council	Public*	Government	Government's consultants	Facilitators and helpers	NGO & professional #	Total
Forums	27	23	191	90	18	48	24	421



\*Public includes citizens, teachers, students and other consultant firms.

# NGO and professional groups includes the Association of Engineering Professionals in Society, Hong Kong Trade Development Council, Hong Kong Fishermen's Association, Green Student Council, Save Our Shorelines, Clear The Air, Hong Kong Institute of Architects, New Century, Society for the Prevention of Cruelty to Animals, The Institute of Civil Engineers Hong Kong Office Online, the Associations Of Incorporated Owners, St. James' Settlement, Hong Kong People's Council for Sustainable Development and Hong Kong Marine Conservation Society.

## **2.3. Main Points of Floor Discussions**

### *Harbour-front Enhancement*

#### Vibrancy

- 2.3.1. There is a general consensus that the vibrancy of the waterfront should be enhanced with the provision of leisure activities, like cycling, walking, fishing and alfresco dining, and cultural activities. Water sports should also be encouraged to enliven the harbour. Image of harbour-front was considered important.

#### Connectivity/ Accessibility

- 2.3.2. Most attendees commented that the connectivity and accessibility of the existing waterfront must be improved to bring more public to the waterfront. To achieve this, an east-west continuous waterfront should be ensured for public enjoyment but more particularly, north-south pedestrian accessibility to the waterfront through a well-designed pedestrian network system should be provided. The present separation of the waterfront from the hinterland should be rectified. Many attendees proposed the extension of Victoria Park towards the waterfront, possibly through a new landscape deck.

#### Land/ Marine Use Compatibility

- 2.3.3. Many attendees agreed that to ensure maximum land / marine use compatibility is an important design principle for the waterfront. There should be no large-scale or high-rise buildings along the waterfront, so as to protect the ridgeline. There should also be no residential or office uses along the waterfront, in order to maximize public enjoyment and minimize traffic generation. Moreover, the land requirement for the construction of distributor roads should be minimized to release more land for waterfront and leisure activities.

#### Cultural and Historical Heritage

2.3.4. The public in general shared the sentiment that the existing cultural and historical heritage along the waterfront, including the Noon-day Gun should be conserved. Reclamation should be minimized to preserve the Victoria Harbour, the natural asset of the society. Causeway Bay Typhoon Shelter is also considered as an important cultural asset. Revitalization of past activities in the Typhoon Shelter like seafood cuisine and sampan tour is recommended to reflect its historical value and to attract tourism.

#### Environmental Quality

2.3.5. There is a general concern on the environmental quality along the waterfront. Improvement on air and water quality, and noise aspect is highly recommended. To further enhance the surrounding environment, more greenery and landscaping with trees and grassland along the waterfront should be planned.

#### Immediate Waterfront Improvement

2.3.6. In addition to long-term waterfront enhancement proposals, many attendees were of the view that immediate improvement measures should be implemented, such as releasing available government land for public enjoyment, clearance of illegal uses and installing temporary planters and seating to facilitate public use and enjoyment.

#### *Transport Case—Arguments for the construction of Central-Wan Chai Bypass (“CWB”)*

2.3.7. Many attendees considered that traffic congestion along Connaught Road/ Gloucester Road every weekday has become unacceptable. Road traffic conditions in Central, Admiralty and Wan Chai could be highly unreliable. Traffic congestion has substantially lengthened the travelling time between the east and the west.

2.3.8. An expert in transport planning advised that urban developments including new towns, port and airport have in the past 2 decades been shifting to the west. These activities require the strengthening of the connection between the east and the west. The Bypass has to be built to

satisfy the demand that was initiated a long time ago as well as the demand associated with the continuous economic growth.

2.3.9. Some attendees point out that the Bypass, which forms part of the strategic road network in Hong Kong is basically a missing link to solve traffic congestion.

2.3.10. According to another expert in transport economics, ERP in Hong Kong may have to charge around HK\$40 for a time saving of 40 minutes to become effective, which would likely be unacceptable to the community. Moreover, building a Bypass is a pre-requisite for the implementation of ERP. From economic and transport planning point of view, pricing and road investment should be implemented to solve the congestion problem in the long term.

2.3.11. Many attendees considered that if the Bypass has to be built, reclamation is acceptable but must be minimized.

2.3.12. Most attendees did not favour an elevated road option for the Bypass, as a flyover would bring visual impact to the waterfront. Tunnel or depressed roads are to be preferred.

2.3.13. Some considered that the Bypass would probably decrease traffic congestion and hence improve air quality. Existing traffic congestion is posing serious air pollution problems in the Wan Chai area.

#### *Government's Response*

2.3.14. The Central-Wan Chai Bypass is to complete the missing strategic road link and will effectively tackle the traffic congestion problem along the Connaught Road/ Gloucester Road Corridor. The Government is committed to comply with Protection of Harbour Ordinance and Court of Final Appeal judgment and keep reclamation to the minimum. Any reclaimed land will be put to public use and no land will be reclaimed for the purpose of land sales.

*Traffic Case – Arguments **against** the construction of Central-Wan Chai Bypass (“CWB”)*

Electronic Road Pricing (“ERP”)

2.3.15. Some attendees had the strong view that ERP alone can solve traffic congestion problem. They pointed out that ERP is very successful in UK (congestion charge in London) as about 24% reduction of traffic flows could be made within 2 years. People will react to road pricing, just as people left their cars at home when the toll rose in the Eastern Cross-Harbour Tunnel in May 2005. With ERP, there would be surplus road capacity even without building the Bypass and about 24% of the traffic would disappear.

Demand Management

2.3.16. Some attendees commented that demand management is more important in solving the traffic problems. Toll pricing of the three harbour-crossings can be regulated to redirect traffic effectively and the traffic congestion on Gloucester Road may be relieved.

2.3.17. Some considered that the traffic demand projected by the Government remains questionable as population growth in Hong Kong has slowed down. The demand assumption should be reviewed and the Bypass may not be required.

2.3.18. Others have the view that sustainable land use planning could reduce traffic demand. By minimizing intensive and large-scale development projects along the waterfront, traffic demand will decrease. Additional service roads, namely P2, which would further take up the waterfront site from public enjoyment may not be required.

Mass Transit Railway (MTR)

2.3.19. Some attendees believe that MTR, which has high transit capacity, can contribute towards relieving road congestion. By providing the West Island Line and South Island Line, more passengers would be diverted from road traffic to railway transport system.

### *Government's Response*

2.3.20. The Government does not believe that ERP alone can resolve the traffic problem. ERP can at best be complementary to the CWB. The Bypass is the alternative route for those who do wish to travel into the ERP area.

2.3.21. Even if the tunnel tolls are harmonized, there is still a need to have a Bypass to channel east-west direction traffic to both Eastern and Western Harbour-crossings. The existing saturated Gloucester Road can hardly play this role. Traffic demand is not only generated from population growth, but also from job opportunities and overall economic growth. It is mainly the latter 2 components, which drive the traffic demand of Hong Kong. Moreover, intensive developments, like the International Financial Center have already been completed in the waterfront. It is impossible to demolish them and reshape the waterfront. In addition, high fuel tax, First Registration Tax and driving licence fees are all in place to limit private car ownership. It is not considered that traffic management alone is sufficient to solve the current traffic problem.

2.3.22. When modelling the traffic forecast, the MTR West Island Line and the Western Harbour-crossing have already been taken into account, but the traffic forecast still shows serious traffic congestion in 2011. MTR cannot accommodate goods movements and the demand of some for point-to-point delivery in Hong Kong. Finally, even if the South Island Line is built, only about 20,000 people would be diverted away from buses. As bus occupation rate is as low as 5% on Gloucester Road, the reduction of 150-160 bus journeys is not sufficient to alleviate the congestion of Gloucester Road.

## **2.4. Consolidated set of Sustainability Principles**

### *Sustainability Principles and Indicators as Guidelines and Evaluation Tool*

2.4.1. Sustainable development stresses the importance of a holistic approach to planning and

development. A holistic approach has two facets: the need to take into account social, economic and environmental considerations comprehensively and the need to involve all concerned individuals, organizations and stakeholders into the planning process.

- 2.4.2. The HER intends to adopt principles of sustainability to ensure holistic and comprehensive planning for the study area. The compilation of a set of sustainability principles and indicators is one of the important steps to such a goal.
- 2.4.3. On 23.1.2005, nine sustainability (“SD”) principles were suggested by the study collaborators. For each principle, some qualitative and quantitative sustainability indicators in the social, economic and environmental arenas were also proposed. The study team took forward the initial set of principles and indicators to the public forums so as to enable the public to further discuss their suitability and significance. Participants at the public forums were encouraged to add to or to amend the initial principles/indicators and they could also restructure the whole set better to reflect their vision and the needs of the study area.
- 2.4.4. After these events, the views of the public were consolidated into seven sustainability principles. The preliminary set of sustainability indicators were also re-organized to accord with the consolidated set of principles taking into account comments from the attendees. The seven sustainability principles are very similar to five of the eight Harbour Planning Principles except that they may be more specific to the concerns of the Wan Chai and Causeway Bay harbour-front. The remaining three Harbour Planning Principles are more concerned about the planning process and have been repeatedly mentioned during the Envisioning Stage by the public. They are therefore adopted as the fundamental sustainability principles. The consolidated set of principles is shown in Table 2.1 for reference. It is recommended that the list of consolidated sustainability principles and the associated indicators should be used for two purposes:



- 1) To present as **a set of publicly-initiated sustainable development guidelines** for the planning and development of the study area; and
- 2) To be used to develop **a set of evaluation criteria** for measuring how well the concept plan(s) meets/ matches the visions of the public

2.4.5. The consolidated sustainability principles represent the stakeholders' aspirations along the Wanchai, Causeway Bay and adjoining areas' harbour-front while the sustainability indicators help to further define the meanings of the principles. The indicators aim to quantify the principles into specific concerns to be addressed. However, not all indicators are quantitative. It is particularly difficult to quantify socio-cultural related indicators. Therefore, we would suggest that the set of sustainability indicators consists of two types: some of the indicators are measurable and can be evaluated (e.g. provision of activity nodes along the links, provision for different modes of access) while some are for indicative purpose to better deliberate the sustainability principles at the concept plan-making level (e.g. creative use of 3-dimensional space and provision of a secure and safe environment).

2.4.6. The sustainability principles and indicators contribute significantly to making the HER a sustainable process and to building consensus with a common yardstick.

**Table 2.1 Consolidated Sets of Sustainability Principles and Indicators**

*FUNDAMENTAL SUSTAINABILITY PRINCIPLES*

**1. Integrated Planning for a World-class Harbour**

**2. Sustainable Development for the Harbour**

**3. Early and Ongoing Stakeholder Engagement**

*CONSOLIDATED SUSTAINABILITY PRINCIPLES AND INDICATORS FOR HER (DERIVED FROM PUBLIC FORUMS)*

Access and Linkages			Uses and Activities		Comfort and Image	
1. Create a Vibrant and Attractive Waterfront that is Continuous and Accessible for All	2. Ensure Pedestrian Connectivity between the Hinterland and the Waterfront	3. Improve Traffic Conditions	4. Ensure Land and Marine Use Compatibility	5. Enhance Identity by Conserving Natural and Cultural Heritage	6. Enhance Environmental Quality along the Waterfront	7. Enhance Visual Amenity, Landscape and Quality of Space
<i>Social Indicators</i>						
<ul style="list-style-type: none"> <li>• Accessible for all ages, social groups and disability conditions</li> <li>• Access for all at no charge</li> <li>• Diversity in activities for different times and age groups</li> </ul>	<ul style="list-style-type: none"> <li>• Provision of activity nodes along the links</li> <li>• Ease of access by pedestrians including the disabled</li> </ul>	<ul style="list-style-type: none"> <li>• Shorter travelling time within and between districts</li> <li>• Provision for different modes of access</li> </ul>	<ul style="list-style-type: none"> <li>• Provision of facilities to enhance community's enjoyment of the harbour</li> </ul>	<ul style="list-style-type: none"> <li>• Provision of activities which conserve and sustain the existing cultural heritage at the waterfront</li> <li>• Provision of local activities to enhance social attachment to the harbour</li> </ul>	<ul style="list-style-type: none"> <li>• Increase diversity in activities and public enjoyment through improved environmental quality</li> </ul>	<ul style="list-style-type: none"> <li>• Open space suitable for all ages, social groups, and disability conditions</li> <li>• Provision of a secure and safe environment</li> </ul>
<i>Economic Indicators</i>						
<ul style="list-style-type: none"> <li>• Provision of business opportunities (for both day and night time)</li> <li>• Facilitate wide range of economic activity</li> </ul>	<ul style="list-style-type: none"> <li>• Provision of business opportunities along the link</li> <li>• Extension of the economic activities from the hinterland including the old inner districts to the promenade</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in cost due to shorter travelling time</li> <li>• Lower construction cost and operation cost</li> </ul>	<ul style="list-style-type: none"> <li>• Promotion and revitalization of local business</li> </ul>	<ul style="list-style-type: none"> <li>• Provision of the economic activities with cultural value</li> </ul>	<ul style="list-style-type: none"> <li>• Cost of energy consumption</li> <li>• Cost effectiveness in enhancing environmental quality</li> </ul>	<ul style="list-style-type: none"> <li>• Provision of opportunities for small business with compatible character</li> </ul>

Access and Linkages			Uses and Activities		Comfort and Image	
1. Create a Vibrant and Attractive Waterfront that is Continuous and Accessible for All	2. Ensure Pedestrian Connectivity between the Hinterland and the Waterfront	3. Improve Traffic Conditions	4. Ensure Land and Marine Use Compatibility	5. Enhance Identity by Conserving Natural and Cultural Heritage	6. Enhance Environmental Quality along the Waterfront	7. Enhance Visual Amenity, Landscape and Quality of Space
<i>Environmental Indicators</i>						
<ul style="list-style-type: none"> <li>• Safe and convenient access for all</li> <li>• Sensitive building height profile to preserve ridgeline</li> <li>• Visual access to waterfront</li> <li>• Provision of open space and community facilities</li> <li>• Create activity nodes/landmarks – identity icon</li> <li>• Provision of infrastructure that will facilitate both water and land activities</li> <li>• Support commercial marine traffic requirements</li> <li>• Minimize land for infrastructure and utilities</li> <li>• Extent of a continuous promenade</li> <li>• Provision of landscaped area with trees</li> </ul>	<ul style="list-style-type: none"> <li>• Provision of landscaped network to enhance pedestrian experience</li> <li>• Visual connectivity between existing and new areas and the harbour</li> <li>• Linkage to public transport facilities</li> <li>• Linkage to old inner districts</li> </ul>	<ul style="list-style-type: none"> <li>• Provision of parking facilities for car/bus/bicycles/coach at the fringe of the new development area</li> <li>• Provision of environmental friendly transport within the promenade area</li> <li>• Access for loading/unloading</li> <li>• Minimize vehicular traffic on surface road</li> <li>• Minimize visual impacts</li> <li>• Minimize environmental impacts</li> <li>• Provision of slip roads at Wanchai/ Causeway Bay</li> <li>• Risks involved with long tunnels</li> </ul>	<ul style="list-style-type: none"> <li>• Provision of linkages and physical connections between land use and marine use</li> <li>• Creative use of 3-dimensional space</li> <li>• Visual connectivity between the existing and new areas and the harbour</li> <li>• Minimize risk of future reclamation by not allowing large scale developments with significant traffic impact</li> <li>• Remove incompatible land uses and marine uses</li> <li>• Flexible use of space along the waterfront</li> </ul>	<ul style="list-style-type: none"> <li>• Visual connectivity between the existing and new areas and the harbour</li> <li>• Sensitive building height profile to preserve ridgeline</li> <li>• Design elements that enhance harbour image</li> <li>• Minimize reclamation</li> <li>• Minimize risk of future reclamation by not allowing large scale developments with significant traffic impact</li> <li>• Compatible land-use with the natural environment</li> <li>• Enhance water quality</li> <li>• Enhance marine ecology</li> <li>• Improve wave conditions</li> <li>• Preserve natural coastline</li> </ul>	<ul style="list-style-type: none"> <li>• Extent of reuse of building materials</li> <li>• Extent of sustainable use of natural resources</li> <li>• Better utilization of existing infrastructure</li> <li>• Facilitate air circulation</li> <li>• Improve air quality</li> <li>• Improve odour condition</li> <li>• Improve noise condition</li> <li>• Improve water quality</li> <li>• Improve marine ecology</li> <li>• Improve wave conditions</li> <li>• Enhance openness</li> <li>• Enhance greenery</li> </ul>	<ul style="list-style-type: none"> <li>• Flexible and sustainable use of space</li> <li>• Provision of facilities to cater for a diversity of user groups</li> <li>• Enhance openness</li> <li>• Provision of landscaped areas with trees</li> <li>• Segregation of pedestrian and vehicular traffic</li> <li>• Sensitive building height profile along the waterfront</li> <li>• Creative use of 3-dimensional space</li> </ul>

### **3. COMMUNITY CHARRETTES**

#### **3.1. Introduction**

3.1.1. The objectives of the two community charrettes were to encourage the participants to prepare broad concept plans to reflect their proposed design themes, solution to transport-related issues and land use components.

3.1.2. At the beginning of the community charrettes, there was a briefing on the views collected in public forums, preliminary results of road-side and telephone surveys, as well as more technical information on transport-related issues. Participants were encouraged to ask questions, if in doubt. Finally, the participants were asked to form groups to propose a main theme, transport solutions, design principles and land use components along the waterfront and to translate the concepts into broad concept plans. Six groups were formed in each charrette. As there was one group producing 2 concept plans, a total of 13 concept plans have been prepared in the two charrettes.

3.1.3. A profile showing the cross section of participants is presented in Section 3.2. The common elements of major themes and design elements are summarized in Section 3.3, while the transport-related proposals and the corresponding land use components are presented in 3 summary plans. Some groups could not agree on the potential solution to the traffic issue. However, the common harbour-front enhancement components are also incorporated into the summary plans.

3.1.4. The notes of floor discussions and individual group reports during community charrettes have been compiled in the Annex Volume.

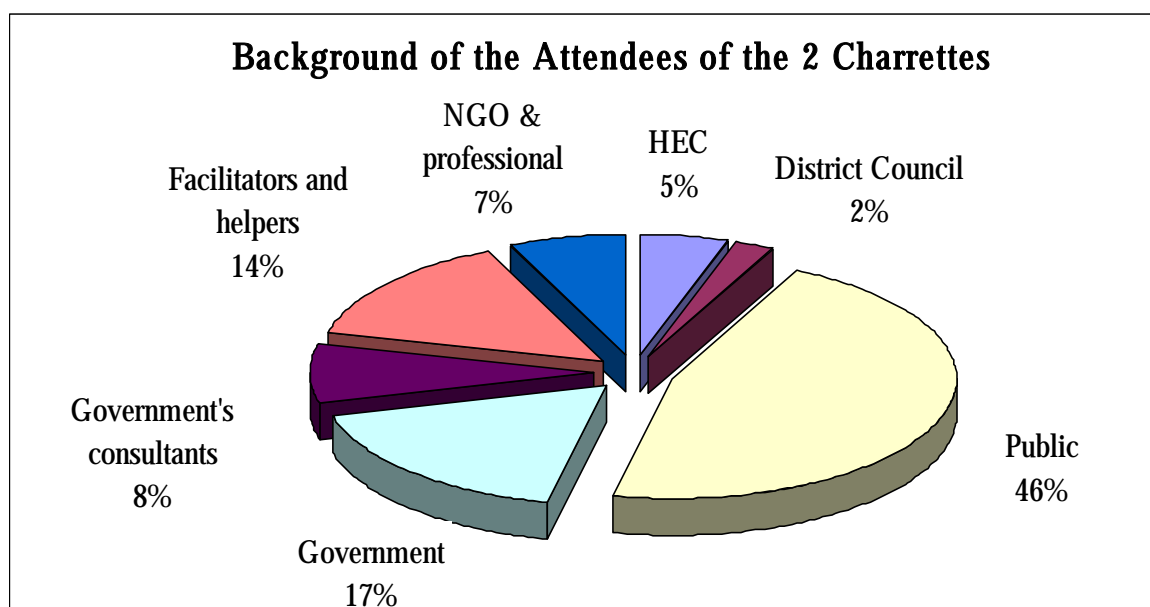
#### **3.2. Cross Section of Participants**

3.2.1. Similar to the public forums, community charrettes were well attended by participants with different backgrounds, namely the general public, Non-government Organizations (“NGO”)

and professional groups, HEC members, District Council members, Government officials and Government’s consultants. There were a total of 223 participants in the two community charrettes (Figure 3.1). The general public, including citizens, teachers, students and consultant firms made up the biggest share of participation.

**Figure 3.1 Background of the Attendees of the Two Community Charrettes**

	HEC	District Council	Public	Government	Government's consultants	Facilitators and helpers	NGO & professional	Total
Charrettes	11	5	103	39	18	32	15	223



\* Public includes citizens, teachers, students and other consultant firms.

# NGO and professional groups includes the Association of Engineering Professionals in Society, Hong Kong Trade Development Council, Hong Kong Fishermen's Association, Society for Protection of the Harbour Ltd, Clear The Air, The Chartered Institute of Logistics and Transport in Hong Kong, Hong Kong Institute of Planners, Hong Kong Institute of Engineers.

### 3.3. Major Proposed Themes and Urban Design Principles

#### *Major Themes*

- 3.3.1. Nearly all groups suggested the creation of a vibrant and continuous waterfront with sufficient greenery for public enjoyment and tourism promotion. Multi-purpose and diversified functions and activities, with respect to culture, water sports and leisure should be provided along the waterfront. Waterfront enhancement should also target the improvement of environmental quality. The current cultural heritage and natural resources, including Causeway Bay Typhoon Shelter, should be conserved and enhanced. A unique identity for the waterfront would be desirable.
- 3.3.2. Many groups proposed that the current incompatible uses, such as Government storage areas and pump houses should be removed. In order to further beautify the waterfront, some propose that space below the existing Island Eastern Corridor should be revitalized to accommodate some special design features and leisure activities.
- 3.3.3. Most groups agreed that if there is no alternative and there is an overwhelming case for the construction of the CWB to solve the traffic congestion problem, they prefer a tunnel form, ideally a submerged tube, as it allows more flexible use of the waterfront and causes least adverse visual impacts. Among the 13 concept plans, a total of 10 plans adopt the tunnel option (5 for deep tunnel; 4 for shallow tunnel; 1 for deep and shallow tunnel); 1 for semi-at grade road; 2 without consensus on the form of CWB. Based on the above three proposed trunk road concepts, the major common land use components associated with the deep tunnel, shallow tunnel and semi-at-grade road are presented in Section 3.3.

#### *Urban Design Principles*

- 3.3.4. Many groups considered that the waterfront enhancement should embrace the sustainable development concept. To create a vibrant waterfront, focal nodes with points of interest

should be added along the waterfront, which should be widened adequately for cultural and leisure activities. More greenery elements should be included in the waterfront to enhance its visual quality. No large-scale building projects, which would block the ridgeline should be allowed. Landmarks should be planned to enhance a sense of identity along the waterfront.

3.3.5. Many pointed out that the pedestrian linkage from the hinterland activity nodes to the waterfront should be strengthened to bring more people to the waterfront. Some therefore recommended extending Victoria Park to the waterfront through the provision of a landscaped deck. To further enhance the environmental quality of the waterfront, many supported the creation of a traffic free environment along the waterfront and the separation of traffic from pedestrians.

3.3.6. Many groups realized that if building the trunk road proves to be the most practicable solution in the traffic problem, some reclamation may be necessary. However, all agreed that minimum reclamation should be an over-riding principle in the design of transport infrastructure facility.

#### **3.4. Broad Concept Plans prepared by the Participants**

3.4.1. No matter there was any group consensus on the transport infrastructure issue or not, and irrespective of the form of the CWB to be adopted, there are apparently many common land use concepts for the harbourfront to enhance its vibrancy and attractiveness. These are mainly reflected in the proposed activity nodes and their disposition.

##### *Cultural Node*

3.4.2. Taking advantage of the proximity to the HKCEC, Hong Kong Arts Centre, and Hong Kong Academy for Performing Arts, any available land around HKCEC should be planned for additional cultural, leisure and supporting activities, such as performing arts venues, floating stage, open air informal performing spaces, museums, flea market, fun fair, exhibition area as

well as underground shopping center and car park. Some groups proposed to locate a helipad at the north-eastern pier area of HKCEC to promote tourism.

*Sports/Water Activity/Entertainment Node*

3.4.3. Two main sports/water activity/entertainment nodes were proposed in Kellet Basin (ex-Public Cargo Working Area) and Causeway Bay Typhoon Shelter. The first node offered space for water sports such as sailing and yachting activities. The land area around the basin would be best for promenade with outdoor cafés, alfresco dining outlets.

3.4.4. The second node at Causeway Bay would have larger spaces for rafting, dragon boat rowing and water taxi/junk boat operations. The breakwater could be utilized for fishing and as a promenade if the top could be flattened to achieve a greater width. Depending on the form of CWB adopted, there would be different land availability. For the shallow tunnel concept, there would be some reclamation within the typhoon shelter which would allow a wider and continuous promenade along the existing waterfront. In the deep tunnel concept, the typhoon shelter would likely be retained in its existing state, including its narrow promenade along Victoria Park Road. In this case some groups proposed to provide links between the breakwaters to increase promenade provisions.

3.4.5. Nearly all the groups proposed to promote at the typhoon shelter seafood on sampans, fishermen's wharf, Dai Pai Dong, Lan Kwai Fong on water, sight-seeing boat trips, etc.

*Heritage Node*

3.4.6. Many groups also proposed a heritage node at the typhoon shelter and adjoining areas as there were the typhoon shelter itself, the Royal Hong Kong Yacht Club, the floating Tin Hau Temple, and the Noon Day Gun. It was also suggested that a fishermen's museum be built to commemorate the history of Hong Kong as a fishing community. A-King boatyard was considered a suitable site for such a museum.



### *Green Leisure Zone*

3.4.7. Most of the participants would like to see more green space for leisure activities. Simple lawns and areas with trees were most welcome. Two such zones were identified, one to the west of Kellet Basin and the other one beneath the Island Eastern Corridor. The latter one is only possible in the deep tunnel concept for the CWB. Activities like fishing, fun fair, walking dogs, skating were envisaged in this zone in addition to passive recreation. It would enhance the living quality of the residents who had been under the environmental impacts of the IEC. However, even in the shallow tunnel concept in which no reclamation was envisaged beneath the IEC, the participants would still like to see boardwalk/floating bridge, arts and design features, namely landscaped dolphins beneath the corridor to liven up the space.

### *Pedestrian Linkages*

3.4.8. All groups urged for strengthening of pedestrian linkages between the waterfront and the hinterland, through Tonnochy Road, Marsh Road, Watson Road, etc. Existing footbridges should be upgraded and more footbridges should be provided. Many groups would like to see an extension of Victoria Park to the waterfront by a new landscape deck. A few groups suggested to build an underground car park and shopping mall beneath Victoria Park.

3.4.9. In the land use concept plans with a semi-at-grade CWB, landscape promenade above the road was proposed which allowed the public to get close to the harbour. If it was not possible to achieve a continuous deck, landscape decks at suitable locations would also be considered acceptable. Some kiosks would be welcome on the deck.

3.4.10. Figures 3.2, 3.3 and 3.4 summarize the common land use concepts in the context of different forms of the CWB, viz, shallow tunnel, deep tunnel and semi-at-grade road.

## **4. OPINION SURVEYS**

### **4.1. Introduction**

4.1.1. Opinion surveys had been designed to solicit views from the public who might not be immediately affected by the WDII Study. To collect views from different target groups to ensure a wider coverage of the public, three sets of survey questionnaires had been designed as follows:

#### *Telephone Survey*

4.1.2. To ensure a wide coverage of respondents over the territory, a concise questionnaire for telephone survey was drawn up to deal with critical concerns. The telephone survey was conducted from 30 May to 13 June 2005 and were targeted at respondents aged 15 and above, who were selected randomly.

4.1.3. A total of 921 successful interviews with at least 300 from each broad district of Hong Kong Island (311 nos.), Kowloon (307 nos.) and the New Territories (303 nos.) were carried out.

#### *Road-side Survey*

4.1.4. In order to collect the views of the local people who may be more directly affected by the WDII project area, a road-side survey was conducted so as to have a better understanding of the aspirations of the local people. A set of questionnaires was designed, modified and agreed after a pilot survey. The interviews were also targeted at people aged 15 and above and include both pedestrians and drivers.

4.1.5. A total of 161 interviews were completed during 21 May to 28 May 2005, on both weekdays and weekends, at different locations in Central, Wan Chai and Causeway Bay areas.

#### *Self-administered Survey*

4.1.6. In order to further facilitate public engagement, another set of questionnaire was prepared and

attached at the PEK and distributed during forums and charrettes. Moreover, the questionnaire was uploaded to online to gather views from the wider general public.

4.1.7. These questionnaires are largely the same as that used in road-side survey, except that they are self-administered and are also open to younger children of under 15. Besides, since this form of survey is self-administered, there is no information to confirm if one person has actually submitted several questionnaires. Nevertheless, such form of engagement is useful in raising public awareness and discussion.

4.1.8. A total of 306 completed questionnaires were collected during the Stage 1 public engagement period. Of these, 231 were received on-line and 75 questionnaires were collected through mail, fax, email or at various public engagement events.

4.1.9. An overall analysis of the abovementioned surveys, based on key discussion topics is presented in the following section. A comparison of the results of the three types of surveys has been undertaken, highlighting their major similarities and differences. Detailed analysis of each survey type with figures is provided in the Annex Volume.

## **4.2. Overall Analysis**

### *1) Knowledge on “Protection of the Harbour Ordinance” and “Judgment of Court of Final Appeal”*

4.2.1. Although the issue of reclamation in Victoria Harbour has become a public agenda, it is noted that only about 35% of the general public in the territory consider themselves being aware of the “Protection of the Harbour Ordinance” and “Judgment of Court of Final Appeal”. This percentage increases to 50% in the Wan Chai, Causeway Bay and Adjoining Areas, and further increases to 79% when the survey was completed on-line or self-administered.

4.2.2. This shows that people who live in areas away from the Harbour are less concerned about the issue on reclamation, while those who proactively completed the questionnaires were rather

concerned and have more knowledge on the issue.

- 4.2.3. Nevertheless, it should be noted that a significant percentage of people are unable to point out the major feature/principle of the Ordinance or have some misconception on the Ordinance. Therefore, it is considered that more education of the general public on this aspect is required.

2) Attractions and Problems of Wan Chai, Causeway Bay and Adjoining Areas

- 4.2.4. People who were interviewed at around Wan Chai are more attracted by its proximity of “convenient shopping and cheap commodities”, “easy accessibility by transport”, “variety of eating places and entertainment”. On the contrary, the self-administered questionnaire findings reveal that more respondents are attracted by the “mixture of old and new culture”, “old character streetscape” as well as “many eating places”, “easy accessibility by transport” and “variety of entertainment”. Overall, there is consensus that traffic congestion, air pollution and noise pollution are the three most significant issues of the area.

3) Wishes for the New Harbour-front and its Future Roles

- 4.2.5. As revealed from both the road-side survey and self-administered survey, “beautiful landscaping and high visual quality” and “improvement in traffic congestion” are the two top wishes for the new harbour-front.
- 4.2.6. It is interesting to note that findings from telephone survey covering the whole of Hong Kong, Kowloon and New Territories show that 31% prefer to maintain the status quo, although the next two top wishes are the same as the other counterparts, i.e. on beautiful and high visual quality and removal of traffic congestion. This may be due to the fact that the respondents in the telephone survey are less concerned about the local situation and have little initiative to improve them.
- 4.2.7. The wishes expressed are also consistent with the intended future roles of the area in various surveys where Visual Role with provision of high quality and landscaped harbour-front

environment and Traffic Role with improvement in traffic condition and connectivity are the most preferred future roles of the study area.

#### 4) Principles for Planning for Harbour-front Development

4.2.8. Among the 10 principles, “ensure vibrant and attractive waterfront”, “maximize opportunities for public enjoyment”, “enhance visual amenity, landscape and quality of space”, and “improve traffic condition and pedestrian connectivity” are the most popular across the surveys.

4.2.9. Nevertheless, it is noted that the results of the self-administered questionnaire establishes that “ensure community participation in the planning process” is the second most important principle and this is in line with the proactive nature of completing the self-administered questionnaires done on-line or sent back by respondents.

4.2.10. The telephone survey, on the other hand, shows that “enhance visual amenity, landscape and quality of space”, “minimize energy consumption” and “preserve natural and cultural heritage and identity” are very important and this may be attributed to the more “remote” attachment or less opportunity to enjoy the area.

#### 5) Traffic Congestion between Sheung Wan/Central and Causeway Bay Including Connaught Road Central/Harcourt Road/Gloucester Road Corridor is a Problem which Needs to be Tackled

4.2.11. Both the telephone and road-side survey reveal that about 75% and 81% of the respective respondents consider that traffic congestion is an issue which needs to be tackled. However, a smaller percentage of 67% consider it a problem which needs to be tackled in the case of the self-administered questionnaires.

4.2.12. Overall, about 5-7% of respondents do not think this to be an issue, whilst 3.2% (telephone survey), 5% (road-side survey) and 21% (self-administered survey) of respondents recognize

it is an issue but do not think it has to be tackled at the present time.

#### 6) Measures to Tackle the Congestion Problem

4.2.13. “Trunk road and other traffic management measures” are considered by most respondents across the surveys as preferred measures to tackle the problem. “Traffic management measures only” ranks second and “trunk road only” ranks third.

#### 7) Form of Trunk Road

4.2.14. With regard to the form of the trunk road, it is interesting to note that majority of respondents (about 46%) from road-side and self-administered survey prefer tunnel whereas respondents of telephone survey have higher preference for flyover probably because they can enjoy the beautiful scenery of the harbour as they drive or travel along the flyover.

4.2.15. Among those who have chosen tunnel, most of them support entrance/exit at Wan Chai and Causeway Bay.

4.2.16. It is noted that there are people who would rather tolerate traffic congestion than to build a trunk road which involves reclamation. This ranges from 9% of the road-side respondents and 28% of the self-administered respondents who show such preference.

#### 8) Reclamation for a Continuous Promenade

4.2.17. Although there is a general wish for a continuous promenade from Sheung Wan/Central to Causeway Bay, the majority of the respondents do not favour reclamation in order to provide a continuous promenade.

#### 9) Profile of the Respondents

4.2.18. It is noted that the age group of the respondents in all three surveys are relatively similar. More respondents of road-side survey tend to receive higher education in Wan Chai, Causeway Bay and adjoining areas than those in the telephone survey with 50% and 28%

respectively with tertiary education level. However, respondents of self-administered survey have the highest percentage (85%) of tertiary education.

## **5. WRITTEN SUBMISSIONS**

### **5.1. Introduction**

5.1.1. In each forum and charrette, participants were given a sheet of paper for them to write down their one biggest wish for the Wan Chai and Causeway Bay harbour-front area. A total of 123 returns were obtained. Other forms of written submissions were received through fax/ email/ post and in questionnaires. There are four submissions with more detailed proposals with plans and illustrations, made by Mr. Sam Lam, the Royal Hong Kong Yacht Club (RHKYC), Swire Group (Swire), and the Hong Kong Regional Heliport Working Group (RHWG).

5.1.2. Many of the biggest wishes and written comments/ proposals share similar views expressed in the forums and charrettes. Therefore, only the major additional comments under similar headings as in Chapter 2 are reported here for easy reference. Details of the submissions are compiled in the Annex Volume.

### **5.2. Harbour-front Enhancement**

#### *Vibrancy*

5.2.1. People stress on diversity of usage (cultural exchange, heritage and history, entertainment, food & beverage, relaxation, pet lovers, enjoyment of natural beauty, community integration, etc.).

5.2.2. RHKYC proposes a lot of water sports and tourism activities including:

- sailing training centers, moorings for historical ships with tourism value, aquatic displays and entertainment at the Kellet Basin (ex-Public Cargo Handling Area)
- re-organize moorings within typhoon shelter to make way for a dragon boat race course along the waterfront
- public landing areas for leisure crafts along the breakwater
- moorings for large visiting yachts along the new seawall to the east of HKCEC
- multiple use facilities for performance and public gathering



- on shore service facilities for boating activities
- water taxi/ferry pontoons

5.2.3. Swire proposes an informal waterfront along the study area as compared with a formal waterfront along Central waterfront with extension of Victoria Park to the waterfront, urban beach, amphitheatre along the typhoon shelter, and water sports and restaurants/dining quay at and multi-purpose pier at Kellet Basin.

5.2.4. Mr. Sam Lam's 'Harbour Dream' shares many similar land use elements as suggested at the public charrettes and written submissions, some more unique features are highlighted below:

- illuminated fountains along the shore of Lung King Road and Convention Avenue
- depress Lung Wui Road, Fenwick Pier Street and Convention Avenue for providing more pedestrian areas above
- underground bus and coach terminal Expo Drive East with a performances venue on top
- heliport on offshore island to the West of HKCEC
- cultural square at existing bus terminus site north of Great Eagle Centre
- car park underneath Victoria Park

5.2.5. RHWG proposes a domestic and cross boundary heliport at the north-western tip of the HKCEC to serve both business and tourism sectors. The proposal also includes upgrading the existing ferry terminal building for exhibition, restaurant, and helicopter service uses, as well as revamping the existing Star Ferry Pier for museum use.

#### *Connectivity/Accessibility*

5.2.6. Many would like to see a sky train/ tram/ people mover along the promenade. Public access through the Yacht Club or above the cross harbour tunnel portal, and boardwalks beneath IEC are proposed to achieve a continuous promenade. Water transport is also stressed. Both Swire and RHKYC champion a landscape deck from Victoria Park to the waterfront over roads to improve accessibility.

### *Land/Marine Use Compatibility*

5.2.7. Quite a few people support removal of incompatible uses along the waterfront such as the sewerage plant, waste collection point, cargo handling areas, etc., and the provision of more facilities for water sports and water transport. Width of promenade could vary with a general width of 25m proposed. Some opine that only very limited advertisements should be permitted along waterfront.

### *Cultural/Historical Heritage*

5.2.8. Some urge the provision of exhibition areas for the history of harbour reclamation, return of sovereignty to China, helicopter and seaplane transport and Star Ferry operation in Hong Kong. Others propose to conserve the remaining natural coastline at Kellet Island.

### *Environmental Quality*

5.2.9. RHWG recognizing the public's concern on noise pollution from the heliport operations emphasizes its great distance from residential uses and proposes noise barriers along the waterfront.

5.2.10. Some propose to rehabilitate the harbour for ecological diversity including the creation of an urban beach to generate attractions for the public, as well as tourists.

## **5.3. Transport Case**

5.3.1. There are many similar proposals for improving general traffic conditions and pedestrian connectivity as raised in the forums/charrettes, stressing on the need for exhausting all other alternatives before building new road infrastructure. Some comments support the building of CWB in tunnel form and implementing ERP together.

5.3.2. Swire has made specific proposals for the strategic road network. The main features are the realignment of existing Victoria Park Road underneath the Victoria Park, allowing the alignment of the CWB to be closer to the existing shoreline. Swire submits that this will

minimize reclamation and allow more water surface above the CWB within the typhoon shelter area. The existing elevated section of IEC to the west of A-King Boatyard site is proposed to be submerged to achieve an open view of the proposed urban beach.

5.3.3. RHKYC proposes yet another set of road alignments. Victoria Park Road will be kept in the existing location but the elevated section joining the IEC will be lowered into a tunnel to the west of A-King Boatyard site (similar to the Swire’s proposal). As for the Causeway Bay, the sections within the Kellet Basin and the typhoon shelter are proposed to be submerged with water above. In this case, no slip road connections with Causeway Bay are proposed.

## **6. EXPERT PANEL FORUM ON SUSTAINABLE TRANSPORT PLANNING AND CENTRAL – WAN CHAI BYPASS**

### **6.1. Introduction**

6.1.1. In the public forums and design charrettes, while there were many common views on ways to enhance the harbour-front, the public expressed diverse views on the transport issues. The Sub-committee decided that an in-depth discussion on the transport issues was necessary before embarking on the next stage of the HER project. In this respect, an “Expert Panel Forum on Sustainable Transport Planning and Central – Wan Chai Bypass” (“Expert Panel Forum”) which aimed at reviewing and making recommendations on the sustainable transport planning for the northern shore of the Hong Kong Island, including the necessity of CWB was held on 3 September 2005.

6.1.2. The Expert Panel consisted of local and overseas experts were nominated by the Task Force on HER, Chartered Institute of Logistics and Transport in Hong Kong, Hong Kong Institute of Engineers, Hong Kong Institute of Planners, Department of Civil and Structural Engineering of the Hong Kong Polytechnic University, Department of Civil Engineering of the Hong Kong University of Science and Technology, and Department of Civil Engineering of the University of Hong Kong. The Panel Experts worked on a voluntary basis and they were:

- Professor William H.K. Lam (Chairman), Chair Professor in Civil and Transportation Engineering of the Department of Civil and Structural Engineering, The Hong Kong Polytechnic University
- Prof Michael Bell, Chair Professor in Transport Operations of the Department of Civil and Environmental Engineering, Imperial College London
- Dr Timothy D Hau, Associate Professor of the School of Economics and Finance, The University of Hong Kong

- Dr Hung Wing-tat, Associate Professor of the Department of Civil and Structural Engineering, The Hong Kong Polytechnic University
- Ir Wilfred Lau, Director of Ove Arup & Partners Hong Kong Ltd
- Prof Lo Hong-kam, Associate Professor of the Department of Civil Engineering, The Hong Kong University of Science and Technology
- Ms Y. Y. Pong, Vice President of Hong Kong Institute of Planners
- Dr James Wang, Associate Professor of the Department of Geography, The University of Hong Kong
- Dr S. C. Wong, Associate Professor of the Department of Civil Engineering, The University of Hong Kong

6.1.3. To encourage interflow of views and ideas, the Expert Panel Forum was open to the public and opportunities were provided for stakeholders and interested parties to make written submissions to the Forum. Nineteen submissions were received from different organizations and members of the public prior to the Forum. Transport Department also made a detailed submission. Views and arguments expressed on the transport issues were similar to those received in the public forums and charrettes.

6.1.4. The Expert Panel Forum began with explanations of Government's transport case by the Government officials, followed by presentation of a summary of public submissions, and initial responses from the Government officials. A floor discussion session was subsequently held to provide a dialogue between the general public and the Panel.

6.1.5. An Expert Panel report had been prepared making recommendations on sustainable transport planning for the northern shore of the Hong Kong Island, taking account of the views from the Government as well as the public.

6.1.6. The Report of the Expert Panel on Sustainable Transport Planning and Central – Wan Chai Bypass has been uploaded onto the HEC website for detailed reference.

Website Link:

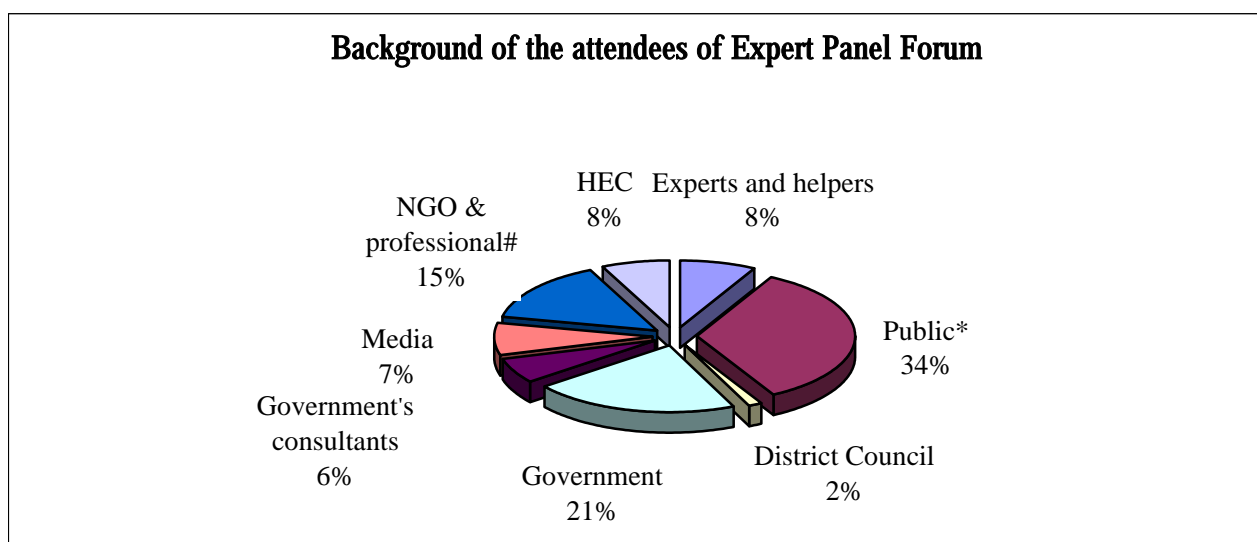
[http://www.harbourfront.org.hk/eng/content\\_page/doc/report\\_of\\_the\\_expert\\_panel.pdf](http://www.harbourfront.org.hk/eng/content_page/doc/report_of_the_expert_panel.pdf).

## 6.2. Cross Section of Participants

6.2.1. The Expert Panel Forum was well attended by 129 participants with different backgrounds, including the Panel Experts and helpers, the general public, representatives of Non-government Organizations (“NGO”) and professional groups, HEC members, District Council members, Government officials, Government’s consultants, working team and media.

**Figure 6.1 Background of the attendees of the Expert Panel Forum**

HEC	Public*	District Council	Government	Government's consultants	Experts and helpers	NGO & professional <sup>#</sup>	Media	Total
10	44	2	27	8	10	19	9	129



\*Public includes citizens, teachers, students and other consultant and commercial firms.

<sup>#</sup> NGO and professional groups includes St James’ Settlement, Hong Kong Democratic Foundation, Hong Kong People’s Council for Sustainable Development, Society for Protection of the Harbour Ltd., Hong Kong Regional Helipad Working Group, The Chartered Institute of Water and Environmental Management Hong Kong, Hong Kong Trade Development Council, Society for the Prevention of

Cruelty to Animals, Clear The Air, Civic Exchange, Save Our Shorelines, Airport Authority, Hong Kong, Hong Kong Marine Conservation Society, Citizen Envisioning @ Harbour, and Hong Kong Institute of Architects

### **6.3. Key Questions to be Answered**

6.3.1. In the Expert Panel Forum, six key questions were discussed and the responses from the Expert Panel are summarized as follows:

- (1) *Is doing nothing sustainable?* “No”. Based on the analysis of the government, the Panel agreed that the existing road network would not be able to cope with travel demand a decade from now even assuming no growth in vehicle number and no further land development in the Central and Wan Chai area.
- (2) *Is the provision of the Central - Wan Chai Bypass alone sustainable?* “No”. Since the Bypass has a finite capacity, growth of travel demand over a decade would overrun its capacity.
- (3) *Can implementing road pricing per se solve the problem at hand?* “No”. No measure alone can serve as a panacea and it may not be socially acceptable.
- (4) *Is CWB and accessibility to the waterfront mutually exclusive?* “No”. Harbour-front enhancement to facilitate access to the waterfront and the enjoyment thereof by the public should be made a priority in the development of the Bypass.
- (5) *Is stopping development an acceptable and sustainable solution to road congestion?* “No”. Sustainability calls for a proper balancing of economic, social and environmental considerations. This balance could not be achieved by halting development.
- (6) *Are the Bypass and electronic road pricing mutually exclusive?* “No”. Long-term sustainability warrants the implementation of both electronic road pricing and the construction of the CWB.

## **6.4. Recommendations**

6.4.1. The Expert Panel in their report provided the short-, medium- and long-term recommendations for the sustainable transport planning of the Central and Wan Chai area.

### 6.4.2. Short-Term Measures

#### (1) Transportation Management Measures

Measures include loading/unloading restrictions, junction improvement, public transport route rationalization, etc..

#### (2) Tunnel Toll Adjustment

The Panel recommends that the Government should revamp the tolling arrangements of the three tunnels traversing the Victoria Harbour as a mitigating measure prior to the opening of the CWB.

#### (3) Managing Development Programme

The Panel recommends that the Government should address the need to regulate land-use developments throughout the Corridor area in order not to aggravate the congestion problem in the Corridor before the Bypass opens.

#### (4) Pedestrian Access to the Waterfront

Facilities for improvement of pedestrian access to the waterfront should also be provided in the interim.

### 6.4.3. Medium-Term Measures

#### (1) Enhancing the Multi-modal Transport Network

Since the existing transport infrastructure facilities could not meet current and future vehicular demand by 2016, the Panel members support the construction of the CWB to



improve the reliability of the road network and to make use of the opportunities for enhancing multi-modal public transportation in the Corridor. They also support the provision of slip roads at the Hong Kong Convention and Exhibition Centre area and at the Victoria Park Road/ Gloucester Road/ Hing Fat Street passageway to magnify the benefits of the CWB.

#### (2) Environmental and Social Concerns

The Panel recommends that the Government should properly address the visual and environmental impacts and social concerns arising from the construction of the CWB.

#### (3) Road P2

The Panel recognizes the need for Road P2 as an important *ad interim* measure in addressing traffic congestion in the Central reclamation area before the Bypass comes about. The Panel suggests that the Government also review the scale of P2 to match the gradual land development programme. While it may be necessary to reserve sufficient land for the full-scale development of Road P2 over the longer term, the Government should explore introducing pro tempore traffic calming measures on Road P2 and greening the reserve area in the meantime.

#### (4) Road Pricing

The Panel recognizes the importance of road pricing as a sustainable transport measure. The Panel also recommends that the Government should undertake a detailed assessment of the viability of alternative pricing schemes (electronic or otherwise), their relative effectiveness and social acceptability.

#### (5) The Complementariness of Road Pricing and the Bypass

The Panel recognizes that road pricing is a complementary measure to the construction of the CWB. The Panel also recognizes a window of opportunity exists to introduce ERP at the

opening of the CWB. Integrating ERP with road capacity enhancement thereby constitutes a package of measures that is more likely to be publicly acceptable and truly sustainable over the long term.

#### 6.4.4. Long-Term Measures

##### (1) Holistic Approach towards Transport/Land Use Planning

The Panel recognizes that the Government has been taking an interactive approach towards land use and transport planning, and further recommends that the Government should further fortify this integration, placing due emphasis on the limitation of excessive transport infrastructural development in heavily congested areas.

##### (2) An Area-wide Pedestrian Network to the Harbour-front

An area-wide pedestrian network linking the waterfront with the hinterland as well as to all means of transport modes should be developed, thereby connecting motorized and non-motorized transportation in a holistic way.

##### (3) Incident Management Capability

The Panel recommends that the Government should strengthen the management of traffic incidents along the Corridor to augment the reliability of the expanded road network.

##### (4) The Maintenance of Reserve Capacities

The Panel recommends that the Government review reserve capacities in the transport infrastructure to better the safety margin. It should be taken as a signal for stemming land use development.

##### (5) Sustainable Transportation

The Panel recommends that the Government should review and adopt best practices in sustainable transportation for Hong Kong. The Government should also develop integrated

policies, strategies and packages for sustainable transportation in Hong Kong for both motorized and non-motorized transportation.

## **7. CONSOLIDATION FORUM**

### **7.1. Introduction**

7.1.1. Before the government proceeds with the preparation of the Concept Plans for the development and enhancement of the harbour-front of Wan Chai, Causeway Bay and the adjoining areas, it was considered useful if the public could also be involved in the process of screening and consolidating the comments, ideas and proposals received during the Envisioning Stage. A consolidation forum was therefore suggested.

7.1.2. The objectives of the consolidation forum are as follows -

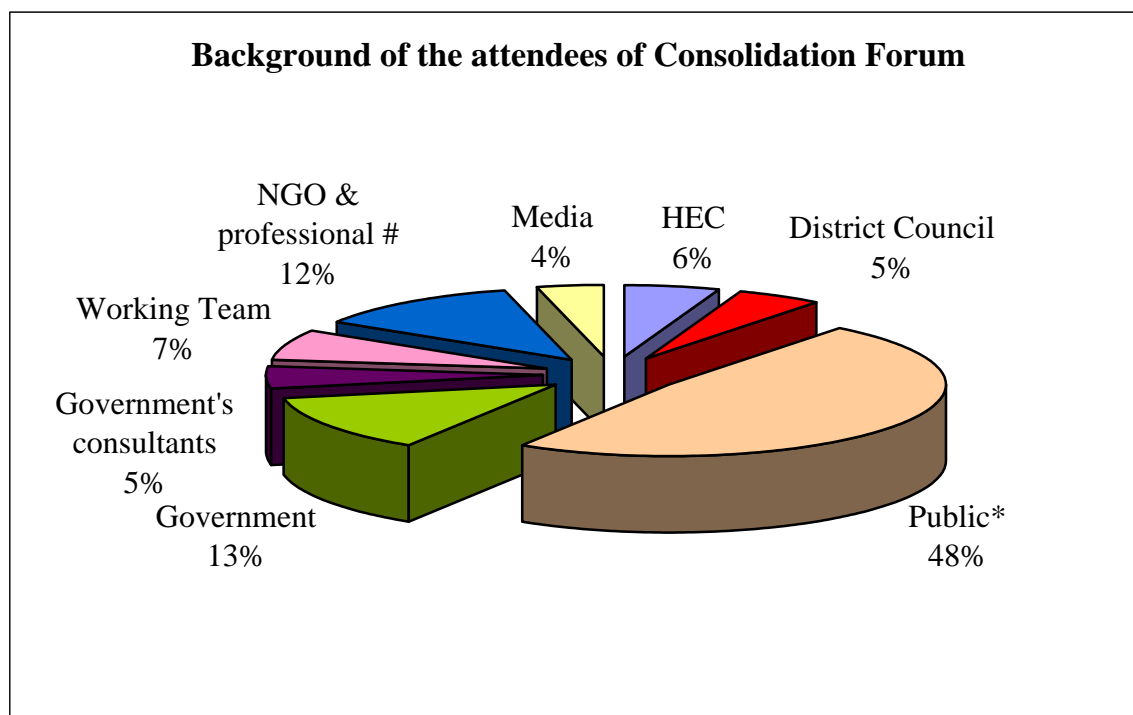
- (a) To report to the public the major findings of the Envisioning Stage.
- (b) To explain to the public the technical problems and other considerations of those proposals which may not be suitable for being carried forward in the Concept Plans.
- (c) To outline the framework for the Concept Plans to be prepared for further public engagement at the Realization Stage.
- (d) To gauge the views of the public on the format of the Realization Stage.

## 7.2. Cross Section of Participants

7.2.1. It was held on 12 November 2005 and 132 people participated

**Figure 7.1 Background of the attendees of Consolidation Forum**

HEC	District Council	Public*	Government	Government's consultants	Working Team	NGO & professional #	Media	Total
8	7	63	17	7	9	16	5	132



\* Public includes citizens and representatives from other consultant and commercial firms.

# NGO includes Clean the Air, HK Regional Heliport Working Group, Servicemens' Guides Association, The Association of Engineering Professionals in Society, Council for Sustainable Development, The Chinese Chamber of Commerce, Causeway Bay Typhoon Shelter Mutual-Aid Committee and The Chartered Institution of Water & Environmental Management Hong Kong.

### 7.3. Key Discussions

7.3.1. Maunsell Consultants Asia Ltd. (MCAL), government's engineering consultants for the WDII Review, after preliminary studies of the proposals submitted by the public, proposed not to take forward some of the proposals in the future concept plan generation that were considered contradictory to the Harbour Planning Principles and Sustainability Principles discussed in Chapter 2:

- Deep tunnel to North Point – significant reclamation and high costs
- Ground-level road concept – significant reclamation but little land available for enhancing harbour-front
- Flyover concept (along the existing coastline) – visually intrusive and adverse impact on water recreation at Kellet Basin.
- Flyover concept (along the breakwater) – visually intrusive and adverse impact on usage of typhoon shelter.
- CWB to be provided on existing land - conflict with the existing Wan Chai Electric Substation, Wan Chai Sewerage Plant, basement and structures of buildings along Gloucester Road, i.e. Hong Kong Convention and Exhibition Centre, Great Eagle Centre, Sun Hung Kei Centre, the proposed North Island Line and the proposed Shatin-Central Link, structure of the highway system around the entrance of the existing Cross Harbour Tunnel
- Berthing facilities along Wan Chai waterfront for visiting vessels – even floating piers may be defined as reclamation, and may be subject to strong winds and waves without new breakwater.
- Openable footbridge link to the breakwater – feasibility of enhancing the existing breakwater for public use has to be established before an openable footbridge can be justified.

- Urban beach at Causeway Bay Typhoon Shelter – the public’s aspiration to get in touch with water is appreciated, but water quality is not suitable for regular primary-contact water-based activities even after HATS Stage 2 and odour problem may persist due to poor circulation.

7.3.2. MCAL further recommended a framework for the Concept Plans to be prepared:

- Adopt basically a shallow tunnel form for CWB with variations for different Concept Plans
- Enhance the new waterfront along Wan Chai after the construction of the CWB with activity nodes as suggested by the public
- Develop the previous Cargo Handling area into a lively harbour-front area
- Extend Victoria Park to the waterfront
- Retain the existing Causeway Bay Typhoon Shelter
- Improve the water quality at Causeway Bay Typhoon Shelter by suitable but minimal reclamation
- Adjust the width of the CWB to accommodate the required lanes, road buffer area and structure wall, etc. The design should fulfill the road safety requirements within the tunnel.
- The CWB alignment should avoid the existing Cross Harbour Tunnel alignment and sufficient visual distance should be provided at road bends.
- Add a westbound Victoria Park Road as the slip road to the CWB to relieve traffic from the Causeway Bay area.
- Adjust the curvature and height of the existing Causeway Bay and Gloucester Road footbridges
- Connect the CWB to Island Eastern Corridor.

7.3.3. Participants expressed their views as follows:

*Waterfront Enhancement*

- Some participants urged the government to implement interim enhancement measures.
- Some people opined that the openable bridge linking the breakwater should be carried forward and better use of the breakwater should be explored.
- Even if swimming is not allowed, the urban beach concept should not be dropped. It could be a landmark in the city centre.
- Some people objected to heliport at the waterfront and would only tolerate emergency services for environmental reasons.
- A representative of Hong Kong Regional Heliport Working Group championed their latest proposal which involves no reclamation and a new building providing noise mitigation as well as area for public enjoyment.
- Some show support to the restructuring of the IEC for waterfront enhancement near Victoria Park.

*Transport Solutions*

- While most people agreed to a tunnel option, a few expressed that the flyover option should not be dropped yet as a good architectural design may bring about visual amenity and flyover is much cheaper in construction and maintenance costs.
- Many expressed their support to the Transport Expert Panel's recommendations to have integrated land use/transport planning and to implement the CWB together with traffic management measures including ERP.
- Many were worried that the slip road at Causeway Bay would bring more congestion to the district. MCAL and the government officials confirmed that the slip road indeed exits from Causeway Bay diverting traffic away from the district.



- Some discussion was made on the design of a tunnel and whether an S-curve in a tunnel was desirable or not. MCAL and the government officials confirmed that safety was one of the most important design criteria for a tunnel and S-curve was not desirable from road safety point of view.

7.3.4. After presenting the recommendations for the way forward, the floor commented that it would not be easy for the public to evaluate the Concept Plans with the complicated matrix of indicators. The consultant team would take note of the presentation format and would devise methods to facilitate evaluation by the public in the Realization Stage.

7.3.5. MCAL's presentation materials were uploaded onto HEC's website right after the Consolidation Forum for public comments for two weeks. Seven written submissions were received and details are in the Annex Volume. The following are the major views expressed:

- (1) there should be a holistic and integrated planning framework
- (2) the concept plans should aim at creating long-term public value rather than going for short-term, least cost options
- (3) the harbour is a natural heritage and should be cleaned up rather than filled up to remove pollution
- (4) Government should reduce incompatible waterfront uses at the same time
- (5) extend Victoria Park to the waterfront
- (6) support retaining the following ideas in Concept Plan
  - pedestrian connection to breakwater (increase utility value of breakwater by introducing fishing docks, etc.)
  - artificial beach (not necessarily for swimming)
  - floating pontoons (could be temporary facilities)
  - dragon boat race course within typhoon shelter

(7) suggest the following for the CWB:

- should be in tunnel form with minimum reclamation
- minimize slip roads to Causeway Bay and Wan Chai

## 8. PARALLEL DISCUSSIONS

### 8.1. Introduction

8.1.1. Apart from collecting suggestions and opinions from the stakeholders and the public in forums, charrettes and written submissions, a number of discussions with District Councils, HEC Sub-committee, Town Planning Board and Legislative Council were held in parallel. They include the following discussions (Table 6.1) and the main points are summarized in the subsequent sections:-

Table 6.1 Parallel Discussions during the Envisioning Stage

Meeting Date	Discussions
	<b>District Councils (“DC”)</b>
18 January 2005	- Wan Chai District
14 April 2005	- Eastern District
21 April 2005	- Southern District
19 May 2005	- Central and Western District
8 April 2005	<b>Town Planning Board</b>
	<b>Legislative Council Panel on Planning, Lands and Works</b>
26 April 2005	Item V: Wan Chai Development Phase II Review – Harbour-front Enhancement Review – Wan Chai and Adjoining Areas: A Public Engagement Exercise
28 June 2005	Item IV: Wan Chai Development Phase II Review and South East Kowloon Development (refer to section concerning HER project only)
	<b>Harbour-front Enhancement Committee (“HEC”) Sub-committee on Wan Chai Development Phase II Review</b>
21 July 2005	Discussion on Proposed Extension of the Atrium Link at Hong Kong Convention and Exhibition Centre (“HKCEC”) (presentation by Hong Kong Trade Development Council (“TDC”))
9 August 2005	Discussion on the Proposed Development of a Government Helipad at the Hong Kong Convention and Exhibition Centre (presentation by Economic Development and Labour Bureau, Security Bureau,

	Civil Aviation Department and Government Flying Service)  Discussion on the Proposed Regional Hong Kong Heliport (presentation by Hong Kong Regional Heliport Working Group)
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## **8.2. District Councils**

8.2.1. Consultations with the four concerned District Councils, namely Wan Chai District, Eastern District, Southern District and Central and Western District on the public engagement exercise of the HER project were held between January and May 2005. The DC members were all in support of the public engagement process. They also made suggestions on further refinement of the draft public engagement kit and the improvement of the engagement process. These suggestions have been taken into account in finalizing the public engagement kit and the conduction of forums and charrettes. Details of the meeting minutes have been uploaded onto the respective websites of District Councils.

Website Links:

<http://www.districtcouncils.gov.hk/wc/english/welcome.htm>

<http://www.districtcouncils.gov.hk/east/english/welcome.htm>

<http://www.districtcouncils.gov.hk/south/english/welcome.htm>

<http://www.districtcouncils.gov.hk/central/english/welcome.htm>

## **8.3. Town Planning Board**

8.3.1. Details of the public engagement process of the Envisioning Stage of the HER project were presented to Town Planning Board at its meeting on 8 April 2005. The Town Planning Board members show support to the public engagement process. Regarding the draft public consultation digest, the Board members provided their suggestions, which were taken into account in finalizing the public engagement kit.

## **8.4. Legislative Council -- Panel on Planning, Lands and Works**

8.4.1. Two discussions with members of Legislative Council -- Panel on Planning, Lands and Works

concerning the subject HER project were held on 26 April 2005 and 28 June 2005 respectively. The first meeting focused on commenting on the draft public engagement report and the engagement process during the Envisioning Stage, while the second one focused on the progress and concerns of the HER project.

8.4.2. During the first meeting, the LegCo members gave their support to the public engagement process of the Envisioning Stage. Suggestions on further refinement of the draft public engagement report were raised and were taken into account in the preparation of the final report.

8.4.3. In the second meeting, after briefing members on the initial public views collected during the public engagement exercise of the Engagement Stage, the LegCo members expressed diversified views over various topics as shown below:

- Consolidation and analysis of public views involving questionnaires
- Role of public views in making the final planning decision
- Concerns on reclamation related to in the construction of CWB
- Considerations of alternatives other than road construction to relieve traffic congestion
- Conduction of another forum inviting experts and academics to debate on the possible transport solutions
- Progress of HER

8.4.4. All these concerns will be taken into account in the generation and evaluation of Concept Plans in the next Realization Stage. Details of the minutes of the above two meetings have been uploaded onto the website of Legislative Council.

Website Links:

<http://www.legco.gov.hk/yr04-05/english/panels/plw/minutes/pl050426.pdf>

<http://www.legco.gov.hk/yr04-05/english/panels/plw/minutes/pl050628.pdf>

## **8.5. HEC -- Sub-committee on Wan Chai Development Phase II Review**

### *Proposed Extension of the Atrium Link at HKCEC*

8.5.1. A briefing on the proposed Atrium Link extension of HKCEC by TDC was presented to HEC members at its special meeting of Sub-committee of Wan Chai Development Phase II Review on 21 July 2005. In brief, the HEC Sub-committee members did not object to the project, but had a few concerns highlighted in the meeting as follows:

- In view of concerns over the traffic, visual and environmental impacts associated with the project, the conduction of a sustainability impact assessment should be considered.
- The project did not propose any enhancement to the harbour-front.
- Whether TDC could defer their application so that their proposal could be considered comprehensively with the Concept Plans to be prepared for Wan Chai North.
- TDC should confirm whether the effective “decking over” of the harbour by the HKCEC expansion proposal would comply with the Protection of Harbour Ordinance.

8.5.2. The above views were submitted to the Town Planning Board as comments on the HKCEC proposal and would be included in the concept plans to be generated at the Realization Stage. Details of the meeting minutes have been uploaded to the HEC website.

Website Link:

[http://www.harbourfront.org.hk/eng/content\\_page/doc/subcom\\_3\\_agenda\\_7\\_m.pdf](http://www.harbourfront.org.hk/eng/content_page/doc/subcom_3_agenda_7_m.pdf)

*Proposed development of a Government helipad at the HKCEC and Proposed Regional Hong Kong Heliport*

- 8.5.3. Two briefings were presented to HEC members at its 7<sup>th</sup> meeting of Sub-committee of Wan Chai Development Phase II Review on 9 August 2005. The first one involved the proposed Government helipad at the HKCEC by Economic Development and Labour Bureau, Security Bureau, Civil Aviation Department and Government Flying Service, while the second one involved the proposed Regional Hong Kong Heliport by Hong Kong Regional Heliport Working Group. The meeting concluded that a helipad, irrespective of whether it would be for government use only or shared use, should be included in the Concept Plans to be produced at the Realization Stage of HER. The meeting also confirmed their agreement to the principle that the helipad should not induce any form of reclamation, irrespective of whether it is in the form of conventional or unconventional reclamation. An HEC member proposed that the option of turning the existing temporary helipad at Kellet Bay into a permanent facility should be explored. Details of the meeting minutes have been uploaded onto the HEC website.
- 8.5.4. At the 9<sup>th</sup> HEC Sub-Committee meeting on 12 December 2005, the members agreed that the option of keeping the helipad at Kellet Bay should be dropped as it would adversely affect the public's aspirations to turn Kellet Bay into a water sports and entertainment area.
- 8.5.5. Details of the meeting minutes are available at HEC website.

Website Link:

[http://www.harbourfront.org.hk/eng/content\\_page/subcom\\_3\\_meetings.html?s=1](http://www.harbourfront.org.hk/eng/content_page/subcom_3_meetings.html?s=1)

## **8.6. Presentation after Consolidation Forum**

- 8.6.1. Subsequent to the Consolidation Forum, the consultants on behalf of the Wharf (Holdings) Limited made a presentation of the proposed youth hostel and arts centre cum hotel development at the ex-A-King slipway site at the 9<sup>th</sup> HEC Sub-Committee meeting on 12 December 2005. Details are available in the meeting minutes.

## **9. CONCLUSIONS AND RECOMMENDATIONS**

### **9.1. Conclusions**

9.1.1. In the various public engagement activities in the Envisioning Stage, there is obvious consensus among the public on the need for enhancement of the harbour-front in the following aspects. Indeed, the public urges the Government to take immediate actions wherever possible to enhance the quality and the usage of the existing harbour-front.

- (a) Increase vibrancy through provision of facilities for diverse use on land and on the water.
- (b) Enhance connectivity between the harbour-front and the hinterland, and continuity of the harbour-front.
- (c) Ensure land and marine use compatibility in terms of function and design.
- (d) Enhance identity of Hong Kong by conserving natural and cultural heritage.
- (e) Harbour is the greatest natural heritage and minimize harbour reclamation is the key.
- (f) Enhance visual amenity, landscape and quality of space with emphasis on greening and flexible use of space and less building structures.
- (g) Enhance environmental quality with particular attention on the existing water quality in the typhoon shelter and the form of CWB in that more support goes to tunnel form.
- (h) Devise an acceptable and sustainable solution for the present traffic and infrastructure issues.

9.1.2. There are many specific suggestions for achieving the above enhancement objectives and a consolidated set of sustainability principles and indicators has been developed through the participation of the public.

9.1.3. There is also majority support for the need to improve the traffic conditions along the Connaught Road/ Gloucester Road Corridor for a comprehensive harbour-front enhancement.



The Government has put up a strong case for building the CWB as a fundamental solution with traffic management schemes as complementary measures. There are divided views among the public on the absolute need for the CWB. However, the results of the opinion surveys show a clear majority in favour of constructing the CWB together with traffic management measures. On this issue, HEC and the Government organized a Transport Expert Forum on 3 September 2005 to have an impartial and in-depth deliberation, from which a conclusion based on the majority view of the expert panel has been drawn. The Expert Panel was provided with detailed traffic data and models. No detailed road design information identifying the impact on harbour-front land use and harbour-front enjoyment of the various options was available at this stage.

9.1.4. The expert panel concludes that doing nothing is not sustainable, and the provision of the CWB alone or implementing road pricing alone is not sustainable either. The panel observes that long term sustainability warrants the implementation of both electronic road pricing and the construction of the CWB. To facilitate access to the waterfront and the enjoyment thereof by the public should be made a priority in the development of the CWB. The panel has put forward short-term, medium-term and long-term measures to achieve a sustainable transport strategy. Of particular reference to the current concept planning for the WDII Review, the panel's recommendations include:

- (a) Take a holistic approach towards transport/ land use planning and fortify the simultaneous integration of land use and transport planning, placing due emphasis on the limitation of excessive transport infrastructural development in heavily congested areas.
- (b) Support the construction of CWB as an essential link in the strategic road network.
- (c) Support the construction of slip roads around the HKCEC and Victoria Park Road/Gloucester Road/Hing Fat Street.

- (d) Recognize the need for Road P2 as an important *ad interim* measure in addressing traffic congestion in the Central reclamation area before CWB comes about. Suggest Government to review the scale of P2 to match the gradual land development programme. While it may be necessary to reserve sufficient land for the full-scale development of Road P2 over the longer term, the Government should explore introducing *pro-tempore* traffic calming measures on Road P2 and greening reserve area in the meantime.
- (e) Improve pedestrian connections to the harbour-front in the interim and long terms. Enhance the Victoria harbour-front and properly address the visual and environmental impacts and social concerns arising from the construction of the multi-billion dollar Bypass, in addition to improving pedestrian access.
- (f) Seize the opportunities to rationalize multi-modal public transport routes and improve connectivity with rail.

9.1.5. The public mostly provided their views and proposals for the waterfront areas between the HKCEC and the IEC. But there were also views expressed for the waterfront areas west of the HKCEC including the CRIII areas. They included the importance of sustainable land use/transport planning in that a review on the intensity of planned land uses on CRIII and Tamar was called for; a formal waterfront at CRIII as compared with an informal waterfront at WDII; and depressing existing waterfront access roads to enhance pedestrian connectivity to the harbour, etc.

## **9.2. Recommendations**

9.2.1. Based on the public opinions obtained and the transport expert panel report, the Specialist Consultant Team has the following recommendations for the WDII Review.

- (a) Fortify the integration of land use and transport planning, placing due emphasis on the limitation of excessive transport infrastructural development in heavily congested areas.
- (b) Prepare Land Use Concept Plans based on at least two highway options, viz, tunnel and flyover with minimum reclamation and harbour-front land use possible for each option or option variations. It is not necessary to have a Concept Plan without the CWB. While the public's concern over the visual impact of a flyover option is fully appreciated, it is not recommended to be dropped at this stage until more comprehensive information on the flyover option is provided at the next stage.
- (c) With regard to provision of P2, slip roads, tunnel portals and other surface infrastructure, more details should be provided including engineering details, surface land occupied, reclamation required, pedestrian connectivity and visual impact. The traffic impact for the different options should also be covered.
- (d) In preparing the Concept Plans, the Government should take full account of the sustainability principles and indicators, and the public's suggestions on the harbour-front enhancement measures, activity nodes and the possible land uses within the nodes as reported in previous sections and summarized in Figures 3.2 to 3.4. If there are technical problems for certain ideas, clear explanations should be provided.
- (e) With regard to the heliport proposals, the government's 2-pad proposal, and the Regional Heliport Working Group's 4-pad proposal may be incorporated as inserts for the Concept Plans.
- (f) To assist the evaluation of the Concept Plans by the public in the Realization Stage, it is necessary to provide information for the sustainability indicators particularly those which can be expressed in quantitative terms, e.g. construction cost, operation cost, reclamation area, reduction/increase in harbour-front land area required for surface infrastructure,

building height and building bulk, open space, pollution levels, etc. Qualitative evaluation of other indicators should also be presented.

- (g) It is also essential to help the public to visualize the concepts through perspective drawings, physical models and/or computer animations.

## **10. WAY FORWARD**

10.1.1. In the Realization Stage, the public will be invited to provide comments on the Concept Plans.

The set of sustainability principles and indicators will provide a useful evaluation framework.

The main objective of Realization Stage is to obtain public consensus as far as possible on the most sustainable infrastructure solution and the corresponding harbour-front enhancement schemes.

10.1.2. While the Government and WDII consultants are preparing the Concept Plans, the Specialist Consultant team will prepare the Work Plan for the Realization Stage.

10.1.3. Before finalization of Concept Plans for public engagement, it would be useful to have a working session with the Sub-committee Members and the Collaborators to ensure that the majority public views are reflected in the Plans and to explain the reasons for not pursuing certain proposals.

## **APPENDIX**

### **Issues arising from the HER Public Engagement Exercise for HEC's considerations**

Ideas and proposals received from the public during the Envisioning Stage and a number of the recommendations of the Expert Panel on Sustainable Transport Planning and Central – Wan Chai Bypass (Expert Panel) have implications which extend beyond the WDII area, the scope of HER and the WDII Review. These proposals and recommendations are noted in this Appendix, and require follow up at appropriate forums, including the main committee of the Harbour-front Enhancement Committee (HEC).

#### **Land Use Development**

- HEC should exchange views with Town Planning Board and advise relevant government departments on possible mechanisms to monitor the development on Hong Kong island north shore so that protection of the harbour, harbour-front enhancement, and the prospect of sustainable transport solutions will not be jeopardised.
- Members of the HEC WDII Sub-committee would like to concur with the Expert Panel's recommendation of short-term measures that "the Government should address the need to regulate land-use developments throughout the Corridor area in order not to aggravate the congestion problem in the Corridor before the Bypass opens".

#### **Traffic Management**

- Members of the HEC WDII Sub-committee would like to concur with the Expert Panel's recommendation that there is a need for short-term transport management measures such as loading/unloading restrictions, junction improvement, public transport route rationalization, etc., to tackle the traffic congestion problem prior to the opening of the Bypass.

#### **A Sustainable Transportation System**

- Besides traffic management measures such as road pricing, the Government should deepen its commitment made in the Third Comprehensive Transport Study (CTS-3) which promises to formulate the future transport framework using principles "of integrating land-use, transport and environmental planning and according priority to railways".
  - Members of the HEC WDII Sub-committee would like to concur with the Expert Panel's recommendation that we need to seize opportunities to rationalize multi-modal public transport routes and improve connectivity with rail.
-

### **Island North Shore Harbourfront Enhancement Review**

- The Government should develop a strategy to undertake an integrated harbour-front enhancement review for island north shore to ensure its sustainable development in the long run.
- The Government should endeavour to develop sustainability indicators and carry out sensitivity tests to evaluate various options. This is of fundamental importance when inevitable “trade-offs” are required, such as for example between vehicular capacity and designation of harbour-front land for incompatible uses. A transparent evaluation process is necessary.

### **Public Engagement Exercise**

- HEC should review its engagement exercises and develop a proposal to streamline the process. The proposed process should be widely deliberated to seek ways to legitimise the means of public engagement.
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This report is prepared by:

**CITY PLANNING CONSULTANTS LTD**

in association with

The Centre of Urban Planning & Environmental Management, The University of Hong Kong

PlanArch Consultants Ltd.

Urban Design and Planning Consultants Ltd.

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**CENTRAL HARBOURFRONT AND ME (CHARM)**

**FINAL REPORT**

**2<sup>ND</sup> REVISED DRAFT**

**February 2006**



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## PREFACE

The purpose of this report is to provide an overview of the various stages of the participatory programme and its findings. The report also outlines the basic principles and elements for generating the design brief.

The Task Group, formed under the Sub-Committee on the Harbour Plan Review of the Harbourfront Enhancement Committee (HEC), to oversee the public participatory programme for the enhancement of the Central Ferry Piers and its adjoining area. The programme is known as Central Harbourfront and Me (CHarM). Members of the Task Group are as follows:

Organization/ Department	Name
Chairman of the Task Group (HEC members )	Dr. Alvin N. K. KWOK
Vice-chairman of the Task Group (HEC member )	Mr. Vincent NG
Secretary	Mr. T.W. Ng / Miss Sally FONG

HEC members	Dr Andrew L THOMSON
HEC member	Mr LEUNG Kong-yui
HEC member	Mr. Kim CHAN
HEC member	Mr. Paul ZIMMERMAN
C&W DC	Ms. Lai King CHENG
C&W DC	Mr. Kin Lai LAM
Islands DC	Mr LAM Kit-sing
Islands DC	Ms LEE Kwai-chun, MH
Islands DC	Miss YUNG Wing-sheung, Amy
Island DC	Mr. KWONG Kwok Wai
HPLB	Mr. Bryan LI
HPLB	Ms. Lydia LAM
ETWB	Mr. Alex WONG
Plan D	Mr Raymond W M WONG
Plan D (DPO/HK)	Ms. Amy WU
Plan D (UD Unit)	Mr. Vincent T. K. LAI
Plan D (Landscape Unit)	Mr. John CHAN
CEDD (HKI &Is Dev Off)	Mr. Eric K. W. FUNG Mr Keith TANG
CEDD (Headquarters)	Mr. Hing Sun LAW, Michael
CEDD (Port Works Division)	Mr. Kenneth WONG
Lands Dept	Ms Prudence HO
Highways Dept.	Mr S.W. NG



Transport D	Miss Carol CHEUNG
ASD	Mr. Raymond FUNG
LCSD	Ms Joanne FU
LCSD	Mr Tony SUEN
DSD	Mr. David S. H. LEUNG
GPA	Mr. Eric Y. T. POON
Marine D	Mr. C.P. Ho / Mr. M S CHAN
IsDO	Ms Decem LAM
C&W DO	Miss LAM Yip Yan, Doris



## **EXECUTIVE SUMMARY**

The Central Ferry Piers and its adjoining area (the Study Area) occupy a prime stretch of waterfront in Central. Due to its unique location, the area plays a very important strategic role and its design and development are essential to the public at large. To enable this area to become attractive, vibrant, accessible and symbolic, the Harbour Enhancement Committee (HEC) initiated a public participatory programme to gauge the public and interested parties' views and opinion on enhancement of the Study Area.

The Public Participatory Programme is known as Central Harbourfront and Me (CHarM). The objective of the CharM programme is to provide a platform for the stakeholders, including the general public, local groups, professional bodies and government departments to express views and comments on enhancement of the Study Area. Since the launch of CHARM in April 2005, a series of public participatory events including a brainstorming session, random survey and interviews, workshop, exhibition and public forum have been held with nearly 3000 participants involved in the various stages of the programme.

Based on the findings collected at various stages of the programme, including over 600 completed survey and 44 face-to face interviews, four main categories of enhancement for the study area prevail. Ideas and visions for enhancement were generalised associated with (1) leisure, (2) tourism, (3) transportation and (4) commercial functions.

### **Leisure**

Participants enjoy the provision of greenery corridors, walkways, roof gardens and plantings. Opinions like increasing the variety of green species for various seasons and functions, improving the characteristic as well as maintaining a continuous and attractive promenade were collected from the public. Relaxing atmosphere composing romantic lighting, quality lighting fixtures and street furniture design was proposed. Visual corridors and vantage points to key landmarks across the harbour were welcomed by the public. Gathering places, recreation areas and performance venues in different size and setting accommodating a wide variety of activities for people of different age groups were also suggested. In addition to this, flexible covers were recommended to be built to suit different weather conditions.

### **Tourism**

Features like temporary or permanent exhibitions to introduce Hong Kong or its district history, integrating interesting traces and images in the fixed or movable structures, quality landscaping, exhibition gallery and a unique design with strong identity were proposed to attract tourists.

### **Transportation**

Strengthening the function of transportation hub, giving the pedestrian priority, making the transportation organically and user-friendly, utilising the opportunities of water (ferry to outlying islands, Macau and Discovery Bay), land (bus terminal and Central MTR station) and air (Airport railway, Hong Kong Station) transport, mitigating the noise from transportation and making the pedestrian move in a safe and vehicular free condition were proposed to improve the transportation.



### **Commercial Functions**

Additional shopping and dining facilities are recommended to enliven the harbour-front. Tourist-oriented shopping and dining activities are advised to be encouraged. Providing fixed or flexible locations for the leisure, souvenir shops by making them as a part of the landscape, the flexibility of holding flea market in the holidays and designing flexible or modular structures for commercial activities were recommended to improve the commercial functions as well as increase the self-employment opportunities.

Through the various events of the programme, the participants had identified the key problems associated with the existing uses of the Study Area as well as made various suggestions to the future enhancement of the Study Area. In view of its unique location, it was generally agreed that the Study Area should, in addition to its function as a transportation hubs serving the outlying islands, be enhanced to improve its accessibility, provide a wide variety of supporting commercial facilities to add vibrancy to the waterfront environment, as well as to promote the area as a tourist attraction.

Among the various visions and ideas suggested for the future enhancements, the key areas for improvement were the pedestrian connections to adjoining areas; consolidation of the various transportation modes; improvement to the existing landscape and open space facilities; creation of an identity and focus point for the Study Area and development of more shopping and dining facilities.

In addition to the above, the participants also reaffirmed the principle of not allowing further reclamation of the Victoria Harbour.

The public participatory approach adopted for CHarM had successfully aroused the interest of the general public. Participants engaged in various events had made valuable contributions and provided innovative ideas and visions for the proposal. The random survey, interviews and public forum events had provide a in-depth insights to the existing problems and gathered views and vision from a wide spectrums of users and stakeholders as well as from members of the public.

With reference to the findings of the public participatory events, a design brief will be formulated to establish a guiding framework for future implementation.



## 1. INTRODUCTION

Victoria Harbour is a special public asset and a natural heritage of Hong Kong. Lying at the heart of the Central and the Territory, areas around the Central Ferry Piers play a very important strategic role: a show-case for other harbour front areas and a landmark for promoting the image of Hong Kong. The community has a strong desire to protect and preserve the Harbour, including that important fraction at the Central Ferry Piers (Nos. 1-8) and their Adjoining Areas. Based upon this public aspiration, a series of direct public participatory events including a brainstorming session, random survey and interviews, workshop, exhibition and public forum were designed to collect public opinions. They were with the following vision, goals and objectives:

### ***Vision:***

To make the areas attractive, vibrant, accessible and symbolic of Hong Kong - a place for the people and a place of life

### ***Goals:***

- To bring the people to the Areas and the Areas to the people.
- To enhance the scenic views of the Areas and maintain visual access to the harbour-front.
- To enhance the Areas as unique attraction for the public and tourists.
- To create a quality harbour-front through encouraging attractions such as retail, leisure and recreational facilities, and providing an integrated network of open space and pedestrian links to various traffic facilities.
- To maintain a safe and efficient network for the transport of people.

### ***Objectives:***

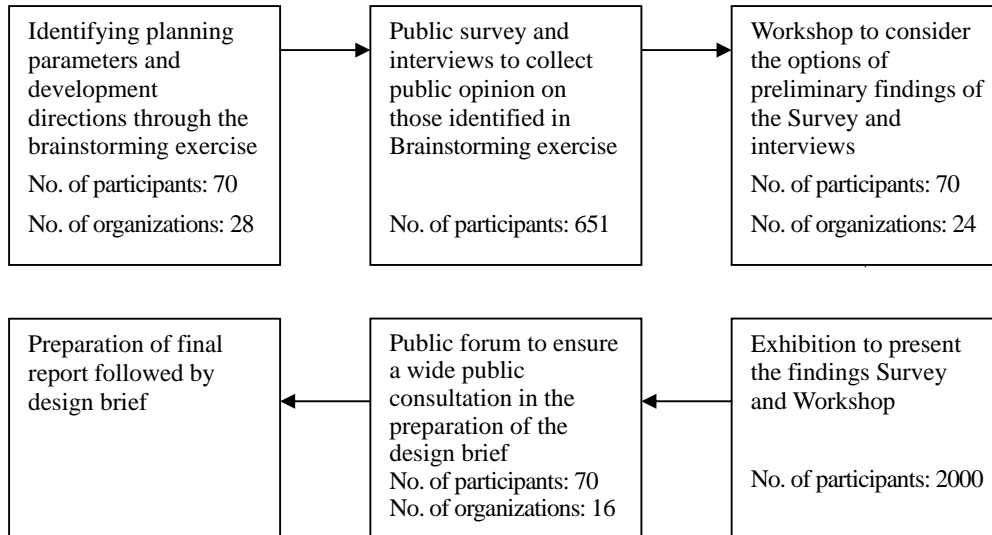
- To provide a platform for the stakeholders including the general public, local groups, professional bodies and Government departments to exchange views, visions and comments on enhancement of the Central Ferry Piers and their adjoining areas.
- To provide an opportunity for different sectors of the community and Government departments to work in collaboration with a view to formulating a design framework for future enhancement projects in the Study Area.
- To encourage public participation in the planning and design of the Central Ferry Pier Areas
- To collect public opinions for preparation of the design specifications
- To identify the design parameters through the above
- To prioritize these design parameters
- To produce a design specifications for future planning and development of the areas, having taken the above into consideration





## 2. PROGRAMME STRUCTURE

To achieve the above visions, goals and objectives, the following programme structure has been implemented:



The rationale of the above workflow is:

### **BRAINSTORMING SESSION**

The brainstorming session was designed in a form of general and open-minded approach to obtain development and design ideas from participants, with various backgrounds, views and visions for the enhancement of the study areas. The areas of discussion covered the usage/theme, design and landscape aspects.

### **PUBLIC SURVEY AND INTERVIEW**

The public survey and interviews were used to collect public opinion, aiming at focusing the design ideas identified from the brainstorming session.

### **WORKSHOP**

Having identified the various preliminary design ideas in the public survey and interviews, the workshop was used as a platform to discuss, in details, the design parameters and the various main themes to come up with some “design” concepts/schemes/alternatives for the Study Areas. In addition, the workshop offered an opportunity for participants to share information concerning the preliminary designs and obtain feedback.

### **EXHIBITION**

At the exhibition, the design ideas for the Study Areas were presented through 8 numbers of exhibition panels. At the same time, a questionnaire survey was used to invite viewers to express their preference to the various design ideas.



## **PUBLIC FORUM**

Public forum was organized to ensure a wide public consultation on all aspects before the preparation of the design brief.



### **3. BRAINSTORMING SESSION**

In order to obtain development and design ideas from participants with various backgrounds, views and visions, brainstorming session was organized in the Surveyors Learning Centre, The Hong Kong Institute of Surveyors, 8/F Jardine House, Central, Hong Kong on 21 May 2005 (Saturday) from 9:00am to 12:30pm. Discussion areas covered the usage/theme, design and landscape aspects.

Representatives from various organizations were participants in the brainstorming session. Please refer to Appendix I for the list of participants.

#### **3.1 OBJECTIVES**

In order to stimulate / generate design ideas and parameters for the Central Harbourfront Areas, the Brainstorming session was designed to fulfil the following objectives:

- To encourage public participation in the planning and design of the Central Ferry Pier Areas.
- To collect concerns and views from different sectors of the community.
- To identify the desired facilities, functions and overall appearance of the Areas.

#### **3.2 FINDINGS**

‘Accessibility’, ‘Financial Centre’, ‘Environmental Setting’ and ‘Mix of People’ were identified to be the major characteristics of the Study Areas. However, the harbourfront was currently used only by local residents, visitors, transportation operators/users, workers and domestic helpers. Being a transportation hub in the town centre and, simultaneously, close to the natural heritage of the territory (Victoria Harbour), some participants commented that the Areas unfortunately lacked any integrated planning, sufficient facilities, tourist attractions, the desired environment and transportation connectivity.

There were more than 130 functions suggested for the Study Areas. Participants expected that the future development should enhance the image of the Study Area, provide facilities and venues for organising social activities and enhance connectivity of the various transportation facilities.

Participants had generated over 150 ideas for enhancing the facilities for the Study Areas, including providing landmark/sculpture to enhance the public image, centralization of different modes of transportation, and providing various facilities for promoting activities in the Areas. The different themes for improving the appearance of the areas such as “water” (e.g., sculpture with shape of wave), “natural harbourfront” (e.g., landscaping promenade), “historical” (e.g., showing the history of Victoria Harbour), etc. were also proposed.



### **3.3 CONCLUSION**

The participants at the brainstorming session generally agreed that the Victoria Harbour is an important asset of Hong Kong and the Study Area, with a wide stretch of waterfront enjoying a good view of the Victoria Harbour, should be enhanced for the enjoyment of the public.

The participants expressed that while the Study Area is located in the Central of Hong Kong, it is not easily accessible. Pedestrian connections to and from the Central District and adjoining developments via the existing footbridges are confusing and unattractive. The existing open space, sitting out area are insufficient and the landscaping are limited and unattractive. The area is poorly layout and lacking supporting facilities such as retail and dining for visitors. In addition, air pollution from vehicles and ferries affect the enjoyment of this nature open setting of the waterfront.

During the session, participants identified over 130 functions they considered the Study Area should have. Participant expected that the future development should enhance the Study Area's public image, facilitate organization of some social activities (sports and retails) and enhance connectivity of various transportation facilities.

Based on these functions, the participants suggested over 150 enhancement ideas for the Study Area. These ideas mainly related to the introduction of various facilities such as landmark, facilities for retails and dining, better pedestrian connections and centralised transportation interchanges. Improvements to the landscaping and air quality were also considered important.



## 4. RANDOM SAMPLE SURVEY AND INTERVIEWS

Based on the results of the brainstorming session, a random sample survey was conducted to collect opinions of users of the Study Areas and on five core parameters, namely: (1) the functions of the Study Areas, (2) accessibility and transportation, (3) facilities in the Study Areas, (4) services to be provided, and (5) design and appearance.

### 4.1 OBJECTIVES

The objective of “Random sample survey and interviews” is:

- To collect users’ and stakeholders’ opinion on the core parameters of enhanced pier areas on the basis of the findings of the brainstorming session.

It comprises two major components, namely (1) a random sample survey of the users of the Study Areas on their ideas of core parameters of enhanced pier areas and (2) face-to-face interviews with, including but not limited to, professional institutes, harbourfront-related organizations, community leaders and users of the Study Areas on their suggestions of the core parameters of enhanced pier areas.

### 4.2 RANDOM SAMPLE SURVEY

Random Sample Survey was conducted from 9 July to 17 July 2005. Three locations were chosen as sampling points, namely, (1) the footbridge leading to Two International Financial Centre, the part of Man Yiu street within the Study Areas, and (2) the corridor outside the piers. A systematic sampling procedure was adopted in this survey. They were taken out as 4.2.1 to 4.2.3. A total of 651 respondents were interviewed. (*Copy of questionnaire attached as Appendix V*)

#### 4.2.1 Sampling Procedure

All users aged 12 or above (regardless of nationality, gender and purpose of using the Study Areas) constituted the sampling frame of the study. The interviewers selected every 10th user who came up in the spot after selecting a person at random as a starting point and sought their consent to be interviewed. If an individual refused to participate, the next 10th user was approached and invited to be interviewed.

#### 4.2.2 Findings

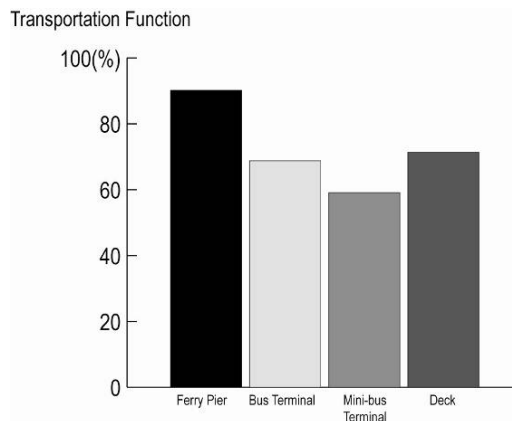
- Functions of the Study Areas  
The function that most respondents considered important was “leisure”; more than half of the respondents (62.5%) selected this. Three functions, namely “tourism”, “transportation”, and “recreation” were also considered important by more than 40% of the respondents. On the other hand, only a minority of respondents (less than 20%) favoured the idea of developing or converting the



## Study Areas for commercial or residential purposes.

- **Accessibility and Transportation**

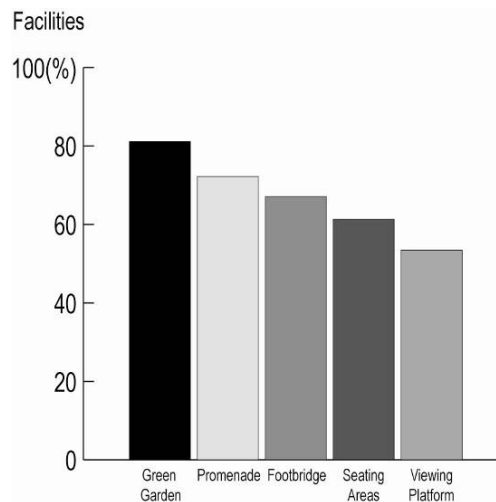
Respondents preferred the status quo. Most of them favoured retaining the ferry piers (90.2%), the bus terminal (68.8%), and the mini-bus terminal (59.1%). Also, more respondents (53.1%) preferred to maintain the bus stations at ground level and maintain its role as a traffic interchange (50.8%). Participants of the Brainstorming session suggested several measures to enhance the transportation



function of the Study Areas. Respondents in the survey were asked to indicate whether they agreed with the suggestions. Five suggestions were endorsed by more than half of the respondents, namely, building a deck above the bus stations in order to separate the pedestrians and the vehicles (71.4%), building pathways to connect the business area and the harbour-front facilities (66.5%), improving signage or traffic signs (65.4%), offering shuttle bus service (63.1%) and building travellers (61.0%). On the other hand, suggestions for mono-rail shuttle train, extended tram service, and building helicopter landing pad were deemed important by less than 35% of the respondents.

- **Facilities in the Study Area**

Participants of the brainstorming session suggested a number of facilities for the enhancement of the Study Areas. Five suggestions were endorsed by more than half of the respondents, namely a Green garden (81.1%), a promenade at harbour-front (72.2%), a covered footbridge (67.1%), public seating areas (61.3%), and viewing platform and telescopes (53.4%). The findings tallied with the view that the Study Areas should primarily perform the leisure function.

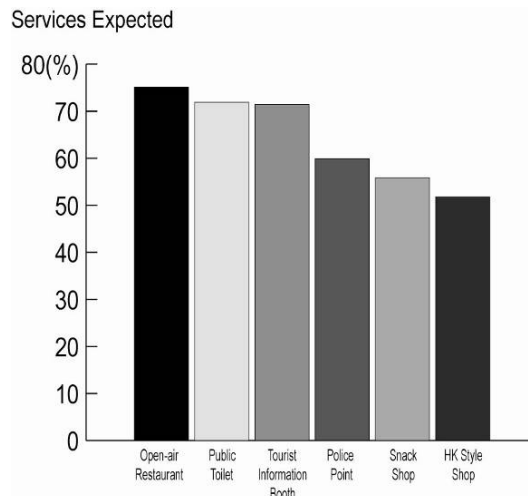


On the other hand, facilities for recreational activities such as exercise/jogging trails, children's playground or fishing area were considered important by less than one third of the respondents.



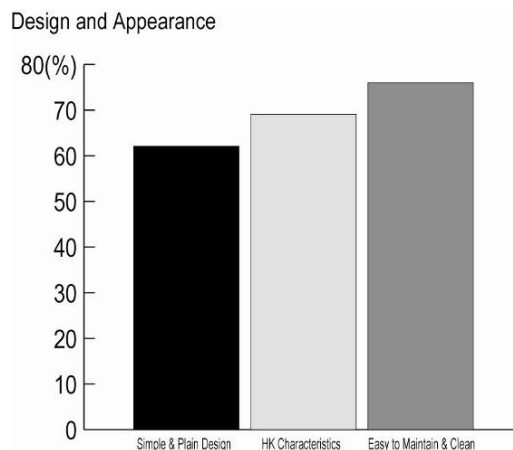
- **Services Expected in the Study Areas**

Participants of the brainstorming session suggested a number of services that could be provided in the enhanced Study Area. Six services were considered important by more than half of the respondents, namely open-air restaurants (75.1%), public toilet (71.9%), tourist's information booth (71.4%), police point (59.9%), shops for selling snacks (55.8%), and traditional Hong Kong style shops (51.8%). These are basic facilities, or services that help users relax and have an enjoyable time. On the other hand, only a minority of respondents were supportive of the more elaborate proposals such as flea market, book shops, music centre, museum, eco-park, library, rickshaw service, and marriage registry.



- **Design and Appearance**

Participants of the brainstorming session suggested a few design ideas and decorative elements. Green plants received support from most respondents (77.7%). Three other ideas, namely stylish landmark or sculptures, stylish street lamps, and fountain were also deemed important by some half of the respondents. On the other hand, elegant decorative lightings received least support (36.6%) from the respondents.



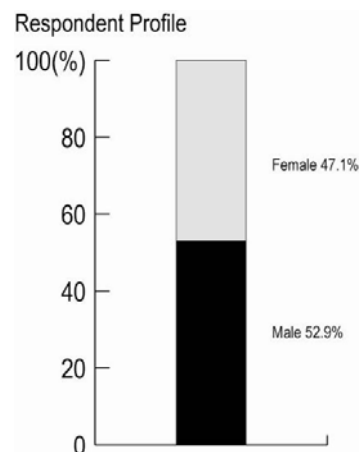
In the brainstorming session, different participants suggested ideas which were to some extent incompatible with each other. Respondents of the survey were asked to indicate their preference between the options. The single item which received support from the great majority of respondent was limiting the height of built structures (92.6%). Apart from this, more respondents tended to favour simple and plain design (62.1%), styled with Hong Kong characteristics (69.1%), and one which was easy to maintain and clean (76.0%).

Respondents were split concerning whether the Study Area should incorporate the features of the Central financial centre.



#### 4.2.3 Respondent Profile

A total of 651 respondents were interviewed. Among them, 52.9% were male, and 47.1% were female. The median age group was 31-40 years. More than half of the respondents (51.3%) had secondary education. The majority of the respondents (92.6%) were Cantonese-speaking. Most of the respondents were from districts other than the Central, Sheung Wan or outlying islands (61.6%), and 28.0% were outlying islands residents. Only a minority of the respondents (2.8%) were non-local tourists.



#### 4.2.4 Conclusion Drawn

From the findings, it can be concluded that the majority of the respondents support that the Study Area should primarily perform the “leisure” function. The “tourism” function and the transportation function also receive support from about half of the respondents. In line with this view, the facilities deemed important in the enhanced Study Area are green garden, a promenade, seating areas, viewing platform, open-air restaurants, and shops selling snacks. Serenity rather than activity or ornamentation (such as beautiful outlook, imposing design, and elegant decorative lightings) is appreciated. As to accessibility and transportation, most of the respondents prefer to maintain the existing status of the piers and the bus and mini-bus terminals. They welcome the ideas of improving signage or traffic signs and offering shuttle bus service. They also like the idea of creating a deck above the bus station to separate the pedestrians and the vehicles, and building pathways and travellators to smooth the way of pedestrians.

### 4.3 FACE-TO-FACE INTERVIEWS

Face-to-face interviews were conducted with representatives of professional institutes / academic people/ business sector and harbourfront-related organizations, community leaders and users of the Study Areas. They gave in-depth comments and suggestions on the above-said core parameters.

#### 4.3.1 Data Collection and Analysis Procedures

An invitation letter was sent to the target respondents for arranging a face-to-face interview of around 45 minutes. Follow-up phone calls were made by professional interviewers to fix the date, time and place of interview.





#### 4.3.2 Respondent Profile

A total of 44 face-to-face interviews were completed with a diverse spectrum of key stakeholders of the Study Area through a semi-structured questionnaire. *(Copy of questionnaire attached as Appendix VI)*

#### 4.3.3 Findings

- **Functions of the Study Area**  
The five commonly mentioned functions of the enhanced Study Area were, in descending order, (a) venue for leisure, recreation and community activities – a tranquil area and resting place in busy Central; (b) sea-land transportation hub with cover – to facilitate citizens' connect to land or sea transportation; (c) connecting areas; (d) landmark of Hong Kong to promote tourism; and (e) venue and facilities for cultural or performance arts.
- **Transportation elements and design of the Area**  
The majority of respondents thought that the existing ferry piers should not only be retained but be beautified into modern piers with special characteristics such as clock tower with sculptures and special lightings etc. At the roof-top of the piers, there should be open restaurants, bars or cafès for visitors to enjoy the harbour view.
- **Design of the environment of the Area**  
The most frequently suggested environmental design features of the Study included, in descending order, (a) green garden; (b) promenade at harbour-front; (c) open air plaza as performance venue; (d) covered footbridge, pathways for pedestrians to connect people with the piers; (e) viewing platform, telescopes; (f) gallery for holding exhibitions, introducing outlying islands and Central & Western District; and (g) public seating areas with abundant seats of special design.
- **Services provision in the Area**  
The dominant views on the services that should be provided in the enhanced Study Areas included, in descending order, (a) open-air restaurants, food court or fast food shops at roof-top of the piers for enjoying the sea view with cover; (b) tourists information booth; (c) traditional Hong Kong style shops that must match the style and image of these Areas; (d) open-air cafe and bars at roof-top of the piers for enjoying the sea view with cover; (e) public toilet; (f) shopping for selling snacks; and (g) police point.
- **Decorative elements and beautification of the environment of the Area**  
The dominant views of the respondents on the decorative elements and beautification of the environment of the Areas appeared to be turning the enhanced Study Area into a green area or park with a variety of plants and flowers, and with abundant, comfortable seats for the public and tourists to enjoy the harbour view and breathe fresh air.



- **Design features of the Area**  
The five most important design features for the enhanced Study Area should be, in descending order, (a) a green area with a variety of plants; (b) an open area that the buildings and structures, if built, should not obstruct the sea view; (c) easy to maintain and clean; (d) a place where the traffic and leisure activities should be separated; (e) reduce inflow of vehicles into the area; and (f) a simple and plain design.

#### 4.3.4 Conclusion Drawn

The following core parameters of the enhancement of the Central Ferry Piers and adjoining areas were generated from these interviews: (a) a greening and open area, such as a park, or a seating area with decorative designs for citizens and tourists to enjoy the sea view; (b) retaining and redecorating the piers with open restaurants, cafe, bars on the roof-top; (c) pathways or covered footbridges connecting the MTR, the buses, other land transports, surrounding buildings, and the piers to convert it into an accessible sea-land transportation hub; (d) reducing traffic to these Areas and separating the traffic from the pedestrians, preferably with the roads, terminals put underground; and (e) adopting modern, simple and plain design for the built structures in the enhanced Study Areas, with their heights limited so as not to obstruct the sea view.

## 4.4 CONCLUSION

Comparing the findings gathered from the random sample survey and the face-to-face interviews, we can see great similarities between the views of the public and the representatives of organizations and specific users. Basically, the preferred functions of the enhanced Study Area are leisure and transportation, whereas few respondents opt for converting the Area for commercial or residential purposes.

The transportation function of the Study Area was highly valued, and respondents in general thought that the piers and the terminals should be retained. In addition, respondents saw the need to further enhance the appearance of the piers and the Area.

Several principles for enhancing the Area were considered important by most respondents, including greening the area, enhancing accessibility, limiting the height of the built structures, and easiness to maintain and clean.

However, the public and the respondents in the face-to-face interviews had different opinions concerning whether the bus stations should be placed underground. More of the respondents in the random sample survey prefer maintaining the stations at ground level, whereas the respondents in the face-to-face interviews saw the merit of the conversion.



## 5. WORKSHOP

Based on the results of the Random Sample Survey, a workshop was organized in the Surveyors Learning Centre, The Hong Kong Institute of Surveyors, 8/F Jardine House, Central, Hong Kong on 8 October 2005 (Saturday) from 9:00am to 12:30pm. Five discussion groups were identified on four major topics: Commercial, Leisure, Tourism and Transportation. In order to facilitate participants to understand findings of the previous activities to establish a common platform for discussion, the Consultant had delivered a brief presentation of the harbour-planning principles, the existing site layout and adjacent areas, and the results of the survey and interviews. Representatives from various organizations were participants in the workshop. Please refer to Appendix II for the list of participants.

### 5.1 OBJECTIVES

The objectives of the Workshop were:

- to facilitate public participation in the planning and design of Central Ferry Pier Areas;
- to review and focus the information collected from the previous activities;
- to identify the primary functions (visions) for the Areas; and
- to develop different themes via a systematic decision process

### 5.2 PROCEDURE OF DELIBERATION

Five groups of participants were guided through the 'Information', the 'Vision' and the various 'Creativity' phases based upon the findings obtained from the **Brainstorming** session and the **Random Sample Survey and Face-to-Face Interviews**, and encouraged to express their ideas and opinion with the ultimate target of establishing an ideal design for the Areas.

### 5.3 FINDINGS

- 'Provision of Commercial Activities', 'Environment Enjoyment', 'Tourist Attractions' and 'Convenience' were identified as the major points to be accomplished for the enhancement of the Study Area.



- Summary of proposed ideas as shown in the following table:

Themes	Roof of piers	Promenade	Accessibility	Function Bldg /Activities
1. Commercial (alternative 1)	<ul style="list-style-type: none"> <li>- open-air café</li> <li>- restaurants</li> <li>- gardens</li> <li>- exhibition</li> <li>- mini-museum</li> </ul>	<ul style="list-style-type: none"> <li>- greenery corridor</li> <li>- chairs /seating benches</li> <li>- theme: 'romance' corridor</li> <li>- kiosks</li> <li>- screening layer</li> </ul>	Footbridge to link IFC	A low rise shopping mall
2. Commercial (alternative 2)	Ditto	Ditto	-	<ul style="list-style-type: none"> <li>A deck with 60% skylight between IFC &amp; the piers.</li> <li>A low-rise shopping mall.</li> </ul>
3. Leisure	<ul style="list-style-type: none"> <li>- landmark</li> <li>- restaurant</li> <li>- kiosks /shops</li> </ul>	<ul style="list-style-type: none"> <li>- landscaping</li> <li>- stylish landmark</li> <li>- performance space</li> <li>- observation building</li> <li>- special lighting /feature</li> </ul>	<ul style="list-style-type: none"> <li>elevated covered walkway /footbridge</li> <li>- to connect all piers</li> <li>- to extend to IFC &amp; Central MTR stations</li> </ul>	2-level podium
4. Tourism	<ul style="list-style-type: none"> <li>- huge landmark</li> <li>- piers designed with different themes (refer to the Island's characteristics)</li> </ul>	<ul style="list-style-type: none"> <li>- waterfront landscaping area</li> </ul>	<ul style="list-style-type: none"> <li>- Retain Ferry Piers</li> <li>- transportation hub on underground level</li> <li>- to extend covered walkway from IFC to pier no.3</li> <li>- to add 2 footbridges between MTR stations &amp; piers</li> <li>- to install escalators and lift facilities</li> <li>- to built a flat path</li> </ul>	<ul style="list-style-type: none"> <li>- landscaping and greening areas on ground level</li> <li>- remove existing refuse collection areas</li> </ul>
5. Transportation (1)	<ul style="list-style-type: none"> <li>- offices</li> <li>- shopping malls</li> <li>- 'creativity industry'</li> <li>- coffee shops</li> <li>- local restaurants</li> </ul> <p>To reconstruct the piers with stepwise design</p>	<ul style="list-style-type: none"> <li>- to construct a cultural and historical promenade</li> </ul>	<ul style="list-style-type: none"> <li>Connection of water-land-air traffics</li> <li>- to retain existing bus terminal</li> <li>- to widen existing walkway</li> <li>- to extend walkway from piers to town center in Central</li> <li>- to extend walkway from piers to Shun Tak Centre</li> <li>- to reconstruct staircases</li> <li>- to display transportation information</li> </ul>	
6. Transportation (2)			<ul style="list-style-type: none"> <li>- Monorail between IFC and harbourfront</li> <li>- elevated covered walkway to connect harbourfront and the</li> </ul>	<ul style="list-style-type: none"> <li>- promote economic activities</li> <li>- balance</li> </ul>




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	IFC, Central MTR & HK MTR stations.	transportation and leisure facilities
	- underground transportation network, e.g., tunnel or subway.	

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## 5.4 CONCLUSION

In total, 33 ideas were selected as the key ideas from the original 250 ideas generated in the previous Brainstorming session. Although each group was assigned with a particular topic, participants were reminded to integrate all the functions identified in their discussion of the proposed themes. As ‘accessibility’ was considered as one of the key elements for the Study Areas, the existing ferry piers, bus stations and covered walkways were suggested to be retained in the Study Areas, Open-air cafés, restaurants, gardens and landmark were proposed on the roof-top of the piers to allow commercial activities and harbour enjoyment, while a landscaped promenade was proposed along the harbourfront to attract tourists and enjoy sea viewing.

Although the participants agreed to improve the connection between the harbourfront and the town centre in Central (IFC, Central MTR station and HK station), different elements could also be designed to fulfil the demand for both leisure and transportation facilities, including (1) a full deck occupying the whole study areas with 60% skylight /footbridge, (2) a 2-level podium occupying part of the study area, (3) an underground transportation hub, (4) an extension of walkway to east, west and south, and (5) a monorail and an elevated covered walkway.

All identified visions, selected ideas and the six themes (*shown as the above table*) will be further discussed by Exhibitions and Public Forum.



## 6. EXHIBITION

The findings from the Brainstorming and Workshop sessions were presented by means of on-site exhibition within or near the Study Areas and a Public Forum has been arranged to further collect public views on enhancing planning and design of the Central harbour-front areas. The message about “Central Harbour-front and Me” has been publicized to the public through the public media including newspaper reports and the 10-day field exhibitions. Publicity materials such as posters and pamphlets had been prepared which helped attract public’s attention and encourage expression of their views through returning the attached questionnaires.

The exhibition was organized in two major areas, they were:

- *Site 1:* Footbridge between One Exchange Square & World wide House
- *Site2:* Covered walkway between Pier no. 5 and Pier no. 6

It was held on 17 to 26 November 2005. The venues were identified through a series of site visits organized by the consultants and some Task Group members in September 2005.

### 6.1 OBJECTIVES

The objectives of the Exhibition are:

- To show the findings and enhancement ideas generated from the previous activities including brainstorming, survey and interviews, and workshop.
- To enable the public, including stakeholders of the various organizations and social groups, to provide a first-hand input on the collected ideas and schemes.

### 6.2 EXHIBITION FORMAT

Eight 1m x 2m exhibition panels with spot lights and counter-weights were placed at each site in a diamond-shape layout from 17 November 2005 to 26 November 2005. Posters and pamphlets have been designed and delivered to the major stakeholders, schools, government departments, NGOs, etc. in November 2005 to publicize the event. The eight panels were designed with the following themes:

- Panel 1: Introduction of Harbourfront Enhancement Committee;
- Panel 2: Survey Findings;
- Panel 3: Ideas from Workshop;
- Panel 4: Opportunities for Leisure;
- Panel 5: Opportunities for Tourism;
- Panel 6: Transportation;
- Panel 7: Opportunities for Commerce; and
- Panel 8: Your Comments.



Pamphlets with a questionnaire designed to solicit feedback from visitors on different topics of the exhibition panels were placed at the exhibition sites with a collection box placed nearby to collect the completed questionnaires. The questionnaire was designed according to the findings from the earlier Brainstorming and Workshop Sessions with the ideas from the two sessions being generalized into 19 ideas in the questionnaire. (*Chart of Questionnaire findings attached as Appendix IV*)

### **6.3 FINDINGS AND CONCLUSION DRAWN**

At the end of the events, 62 comments were collected, which were categorized into different subjects namely: “Needs for more facilities”, “Landscaping and Greening Issues”, “Environmental Issues”, “Transportation Issues” and “Reclamation Issues”.

A total of 131 completed pamphlet questionnaires were received as at 26 November 2005 either from the Exhibition sites or fax transmission. In these 131 completed questionnaires, out of the 19 ideas listed in the pamphlet, 64% of the respondents chose “Landscaped Promenade”; 44% chose “Observation Lookout”; 41% chose “Piers design with local characteristics”; 38% chose “New transport link to Central” and “Design with Hong Kong’s identity” and another 35% chose “Stylish landmark and Sculpture” as well as “ ‘Romantic’ corridor”. The data was collected and analyzed with the other feedbacks from the later Public Forum.



## 7. PUBLIC FORUM

Following the exhibition, a public forum was held on 26 November 2005 at the roof garden above Piers no. 3.

The Public Forum aimed at ensuring an open and wide public participation in the planning and design of the Central Harbour-front.

Five panellists were invited to host the Forum, namely:

1. Hon Patrick LAU Sau-shing, SBS, JP (*Member of Legislative Council*)
2. Dr Alvin Kwok N.K. (*Chairman of "Central Harbourfront and Me"*)
3. Mr Vincent Ng (*Chairman of HEC Sub-committee on Harbour Plan Review*)
4. Ms CHENG lai-king (*Members of Central and Western District Council*)
5. Ms LEE kwai-chun, MH (*Members of Island District Council*)

Around 70 participants attended the forum. Topics relating to the "Environmental Issues", "Transportation Issues", "Tourism / Commercial Issues", "Design Considerations", "General Observations" and "Leisure and Public Use Issues" were the main focus of the discussed. Please refer to Appendix III for the list of participants.

### 7.1 OBJECTIVES

The objectives of the Public Forum were:

- Ensure an open and wide public participation in the planning and design of the Central Harbourfront; and
- Collect public views on the enhancement of the Central Ferry Piers (nos. 1-8) and their adjoining areas.

### 7.2 ISSUES DISCUSSED

#### 7.2.1 Environmental Issues

- The harbourfront should be a place for people only, rather than vehicles.
- External pollution sources should be kept away from the harbourfront areas.
- It should stop ferries from using fossil fuel (diesel) but a clearer fuel.

#### 7.2.2 Transportation Issues

- There should be harbourfront trams connecting the harbourfront areas to the nearby CBDs.
- It is found difficult to travel from the Central CBD to the harbourfront areas while the existing elevated walkway is unattractive and inconvenient to old and disable users.
- Footbridge is not the only option for connecting the Piers with the Central CBD.





- There should be a balance between the needs of clear air (restriction of vehicles to the promenade) and the needs of residents living on the Islands to access the transport services.
- Ferry services are too expensive and the ferry operators should consider using different ferry models with less polluting fuels.
- The future development of Hong Kong should consider the use of ferry services as a major mode of transportation.

#### 7.2.3 Tourism / Commercial Issues

- It should enhance the promenade area for organizing and celebrating outlying islands' events.
- The recent administrative procedures for establishing stalls, kiosks, etc. at the harbourfront areas are too complicated, which deters people from doing so.
- Food or snacks having strong local characteristics need to be encouraged at the harbourfront areas.
- There should be more street life as street shops, which is one of the major characteristics of Hong Kong, to attract more visitors.

#### 7.2.4 Design Considerations

- The harbourfront areas should have a world class design. Detailed design should be considered carefully.
- The design should focus on connection between Central and the Outlying Islands.
- It should re-think the need of “standardized” design to enhance the “true beauty” of the harbour-front.
- Ferry Piers should be designed with Outlying Islands' characteristics.
- “Design” is the key leading to the success of an “active harbourfront”.

#### 7.2.5 Social Issues

- Complicated administrative procedures and bureaucratic mindset of some Government Departments need to be rectified in planning and design of the Areas.
- Hong Kong should set up a community planning fund for organizations to arrange public participation programmes for different areas.
- It should utilize the existing piers' rooftops to arrange social activities.
- It should use one of the Piers' rooftops as the permanent venue for the regular Town Planning Board meeting.

#### 7.2.6 Leisure

- It should introduce a “Festival Pier” concept and to arrange different “themed” activities.
- It should create a sense of mood in the areas by means by music, urban design, etc. to make the areas enjoyable by people other than ferry users.
- Open theatres and performance areas can be added to the harbourfront areas.
- The future design should bring people closer (nearly can touch it) to the water.



### 7.2.7 Educational

- Some expressed that students should be invited to join the Public Forum as a form of education.
- The Piers' rooftop forum idea and on-site education programmes should be introduced to the Schools' Headmaster Committee in the Central and Western Districts.
- Education is an important issue and should arrange more forums about the harbourfront areas, especially to the students.
- Workshops can be arranged on the Piers' rooftop for teaching local traditions or cultural arts.
- If the Forum that held regularly at the Victoria Park can be arranged on the pier's rooftops, it may attract more focus onto the harbourfront issues.

## 7.3 CONCLUSION

Majority of the feedbacks and comments from the Exhibition and Public Forum were about “against reclamation” and “against pollution” to the areas; the others included attracting people by different activities in the Harbour-front areas and providing more greenery areas, better leisure and transport facilities as well as designing and planning the promenade with a locally characterized concept.

Comparing with the earlier findings, the Exhibition and the Forum have highlighted the following issues: “Widening existing promenade”, “Transport information display”, “Providing more escalators and lifts, Performance venue”, “Observation lookout”, “Exhibition gallery/Mini-museum” and a “‘Romantic’ corridor”.

Apart from the above comments received from the Public Forum, an extra 32 of pamphlet questionnaires about “*What would you like to see?*” containing 19 most preferable ideas that generalized from public opinions were received (a total of 163 pamphlet questionnaires were received, including 131 received earlier during the exhibition period). Open and wide public participation is ensured in the planning and design of the Central Harbourfront.



## 8. CONCLUDING SUMMARY

From the series of public participatory events launched since April 2005, participants could express their opinions in a more directly way through the events. Participants were actively participating in all the events, nearly 3000 participants were involved in the programme. Opinions from participants with various backgrounds, views and visions were collected. Four main functions are suggested for the Study Areas; namely, leisure, tourism, transportation and commercial. The following summarises the proposals to strengthen these functions:

### 8.1 Leisure

To allow the general public and visitors to enjoy a green and relaxing environment, it is necessary to maximise the potential for providing green corridors, walkways and roof gardens and plantings; includes variety of green species for various seasons; and maintain a continuous and attractive promenade. Layout should be designed to minimise the noise pollution induced by ferries and vehicular traffic; create a number of spots and places for an atmosphere of natural settings; and provide featured and romantic night lighting with quality lighting fixtures and street furniture.

To facilitate the users to enjoy the harbour view, vantage locations and different layers of viewing should be provided with visual corridors to view the landmarks across the harbour

The Study Area should also provide a place for recreation, gathering and social functions, thus in the layout, gathering and recreation places in different dimensions, shape and pattern of enclosure should be provided to accommodate different activities for people from different ages and people through these provision. Weather protected areas should be provided for formal and informal performance as well as venue for street arts exhibitions. Translucent or transparent materials should be used wherever possible to minimise visual impact and allowing maximum nature lighting.

### 8.2 Tourism

To promote Hong Kong as a world-class city for tourism, features like temporary or permanent exhibitions to introduce Hong Kong or its district history are necessary to be proposed.

Other features like integrating interesting traces and providing interesting images in the fixed or movable structures were also proposed to facilitate tourist's need and attract tourist's attention.

To achieve vibrancy on the harbour-front area, quality landscaping with southern China characteristics were suggested to be provided. Exhibition gallery and a unique design with strong identity could help to impress the visitors and the tourist to enhance the entire legibility.



### 8.3 Transportation

Transportation is a critical issue that affect the accessibility of the entire area, with response to this, the function of transportation hub should be strengthened, also, the layout should be well organized to allow busy access and connection to and from various mode of transport. They should also be designed minimize air and noise pollution from it. The opportunity of water (ferry to outlying islands, Macau and Discovery Bay), land (bus terminal and Central MTR station) and air (Airport railway Hong Kong station) transport should be utilized. Linkages should be provided from the study area to the Airport railway Hong Kong Station and Shun Tak Centre in the west and CRIII.

Priority should be given to the pedestrian for the sake of pedestrian safety. Vehicular free condition could be proposed. Other facility like cantilever should be provided to protect the tourist from the bad weather.

### 8.4 Commercial functions

Commercial activities can help to enhance the vibrancy of the harbour-front area. It can also help to increase the opportunities of self-employment. Activities like flea market during the holidays or a venue that provide flexible or modular structures should be provided. In response for enhancing tourism, tourist-oriented commercial activities are advised to be encouraged.

Other leisure shopping facilities like fixed or flexible locations for the leisure and souvenir shops or making the shops or stalls part of the landscape can help to make the place more enjoyable.

The concluded design features and parameters summarized as 8.1 to 8.4 are generally in line with the findings from the series of participatory events. Four main functions are suggested for the Study Areas; namely, leisure, tourism, transportation and commercial functions. In addition to the above, the participants also reaffirmed the principle of not allowing further reclamation and causing pollution of the Victoria Harbour.

Derived from the views and comments received from the public, promoting tourism, enhancing vibrancy, improving accessibility and strengthening its functions are aims to be achieved in future development. Any future development is obligated to associate with the above findings.

In conclusion, the public participatory approach adopted for CHarM had successfully aroused the interest of the general public. Participants engaged in various events had made valuable contributions and provided innovative ideas and visions for the proposal. The random survey, interviews and public forum events had provide a in-depth insights to the existing problems and gathered views and vision from a wide spectrums of users and stakeholders as well as from members of the public. With reference to the findings of the public participatory events, a design brief will be formulated to establish a guiding framework for future implementation.



**Appendix I – Participants in the brainstorming session**

	<b>Organization</b>	<b>Name</b>
<b><u>Group 1</u></b>		
1.	HK General Chamber of Commerce	Mr. Bernard HUI
2.	People’s Council on Sustainable Development	Dr. Wing-tat HUNG
3.	HEC	Dr. Alvin N. K. KWOK
4.	Hong Kong and Kowloon Ferry Limited	Ms. April LAM
5.	ACLA	Mr. Alan LIANG
6.	CEDD (HKI &Is Dev Off)	Mr. Keith TANG
7.	ETWB	Mr. Alex WONG
8.	HK District Planning Office, Planning Dept	Ms. Amy Ming Yee WU
9.	Island District	黃開榆先生
10.	Island District	何容喜先生
<b><u>Group 2</u></b>		
1.	Chung Wan and Mid-levels Area Committee	Ms. Yim-lung, Lilianna AU
2.	The Real Estate Developers Association of HK	Ms. Selene CHIU
3.	Discovery Bay Transportation Services Ltd	Mr. Eric CHU
4.	Marine Department	Mr. C. P. HO
5.	Centre for Envir’l Policy & Resource Mgt	Dr. Pong-wai LAI
6.	CEDD (Port Works Division)	Mr. Pak-fai MA
7.	HEC	Mr. Vincent NG
8.	Planning Department	Miss Joan SO
9.	Mass Transit Railway Corporation	Mr. Steve YIU
10.	Island District	吳崇敬先生
11.	Island District	溫東林先生
<b><u>Group 3</u></b>		
1.	C&W DC	Ms. Lai-king CHENG
2.	Planning Department	Ms. Carol CHEUK
3.	Islands District Office	Mr. Decem LAM
4.	Is District	Ms. Kwai-chun LEE
5.	Centre for Envir’l Policy & Resource Mgt	Dr. Wai Ying LEE
6.	HEC	Mr Kong-yui LEUNG
7.	Chung Wan and Mid-levels Area Committee	Mr. King-tong LIU
8.	CityU Professional Services Ltd.	Dr. Thomas TONG
9.	MTRC	Mr. Wilfred YEUNG
10.	New World First Ferry Services Ltd.	Mr. Philip TUNG
11.	Is District	曾家明先生
<b><u>Group 4</u></b>		
1.	Chung Wan and Mid-levels Area Committee	Mr. Pak Fun CHEUNG
2.	Island District	Mr. Kit-sing LAM



3.	The "Star" Ferry Piers Co. Ltd.	Mr. Johnny T. H. LEUNG
4.	CityU Professional Services Ltd.	Mr. Raymond W. M. LEUNG
5.	HEC	Mrs. Mei NG
6.	HyD	Mr. S.W. NG
7.	Chung Wan and Mid-levels Area Committee	Mr. Shing-choi OR
8.	CEDD	Mr. Kenneth WONG
9.	Discovery Bay Transportation Services Ltd	Mr. Kenneth WONG
10.	Is District	陳金漢先生
<b><u>Group 5</u></b>		
1	HEC	Mr. Chit Kwai CHAN
2.	Planning Department	Mr. John CHAN
3	ACLA	Mr. Gavin COATES
4.	HK General Chamber of Commerce	Dr. Sujata GOVADA
5.	C&W DC	Mr. Kin-lai LAM
6.	-	Mr. Davy TO
7.	The Chinese General Chamber of Commerce	Mr. T.K. WAI
8.	Discovery Bay Transportation Services Ltd	Mr. Chris WONG
9.	C&W DO	Ms. Teresa WONG
10.	HKU	Mr. Arlen YE
11.	HEC	Mr. Paul ZIMMERMAN
<b><u>Group 6</u></b>		
1	Park Island Transport Co Ltd.	Ms. Jasmine CHAN
2.	HKIP	Mr. Kim CHAN
3	CEDD (Headquarters)	Mr. Kin-keung CHAN
4.	HKIA	Mr. See Chung CHANG
5.	ASD	Mr. Raymond FUNG
6.	DSD	Mr. David S. H. LEUNG
7.	Chung Wan and Mid-levels Area Committee	Mr. Chi-wah MAN
8.	Centre for Envir'l Policy & Resources Mgt	Ms. Yau Tik SHAN
9.	Planning Department	Ms. Sophie S. Y. YAU
10.	Island District	杜光標先生



## Appendix II – Participants in the workshop

Organization		Name
<b><u>Tourism Group</u></b>		
1		Ms. Carol Yuk-ming CHEUK
2	CE@H	Mr. Kay KU
3	Islands District	Ms. Amy Wing-sheung YUNG
4	Marine Officer	Mr. Chi -ping HO
5	Island District Office	Ms Decem LAM
6	HKIP	Ms. Yuen Yee PONG
7	CityU	Mr. Raymond LEUNG
<b><u>Leisure Group</u></b>		
1	HBLP	Ms. Lydia LAM
2	CEDD	Mr. Keith TANG
3	HK Arts Development Council	Ms. Wendy TSO
4		Mr. Yeuk-lun TO
5	CEDD	Mr. Kin-keung CHAN
6	中環及半山分區委員會	鍾孟齊先生
7	PlanD	Ms. Sophie YAU
<b><u>Commercial Group</u></b>		
1	HEC	Mr. Alvin KWOK
2	The Real Estate Developers Asso. of HK	Mr. Shuki LEUNG
3	HPLB	Mr Bryan LI
4	PlanD	Ms. Helen WAN
5	ACLA Ltd.	Mr. Gavin COATES
6	Centre for Envir'l Policy & Resource Mgt	Dr. Wai-ying LEE
7	Civil Div. of HKIE	Ir. Timothy SUEN
8	Hong Kong District Planning Office	Ms. Amy Ming-ye WU
<b><u>Transportation Group 1</u></b>		
1	Peoples Council on Sustainable Deve.	Dr. Wing-tat HUNG
2	MTR	Mr. Kam-shing LEUNG
3	Centre for Envir'l Policy & Resource Mgt	Mr. Man-hon LI
4	Citybus Ltd.	Mr. Mistral SIN
5	HEC	Mr. Vincent NG
6	Discovery Bay Transportation Services Ltd.	Mr. Chris WONG
7	CEDD	Mr. Ching-piu Kenneth WONG
<b><u>Transportation Group 2</u></b>		
1	KMB Co	Mr. Chi-kei FOK
2	Environment Concern Sub Committee, The Chinese General Chamber of Commerce	Dr. Tze-kong WAI
3	The Chartered Institute of Logistic & Transport in HK	Mr. Kong-yui LEUNG
4	Highways Depart.	Mr. S.W.NG
5	HEC	Mr. Paul ZIMMERMAN



### *Appendix III – Participants in public forum*

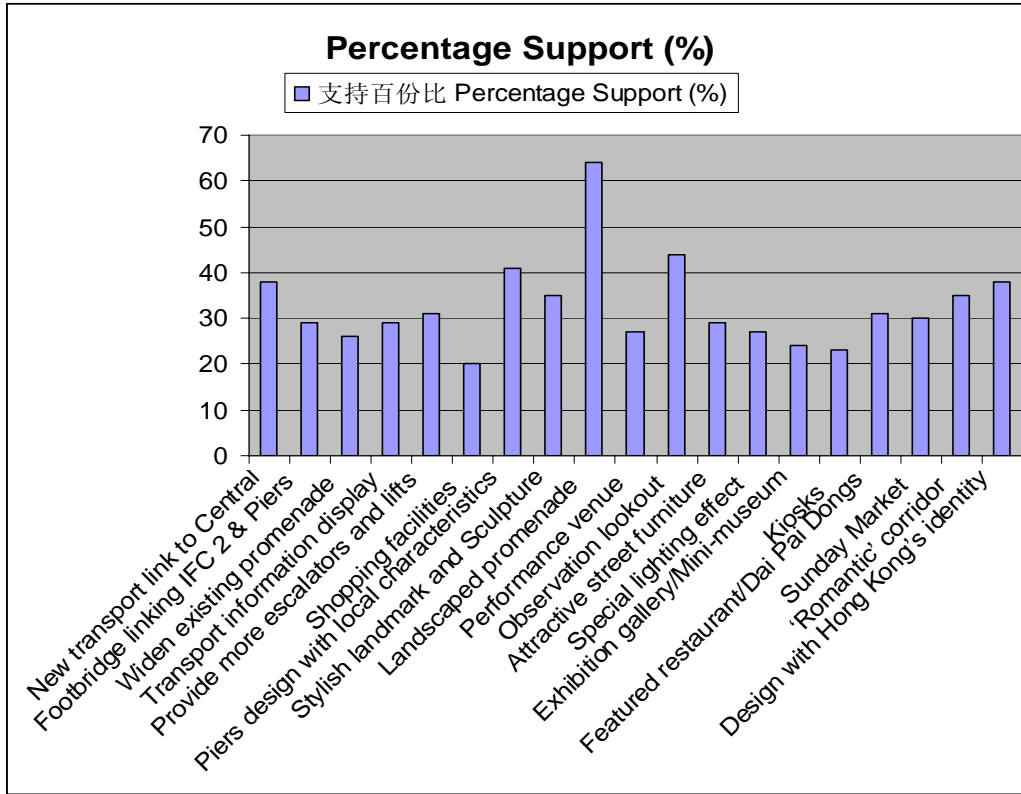
<b>Name</b>	<b>Organization</b>	<b>Name</b>	<b>Organization</b>
Annelin Connell	Clear The Air	Hon Patrick LAU Sau-shing	Legislative Council
Margaret Chan	PlanD	Dr Alvin Kwok N.K	HEC
Evonne Ko	Discovery Bay Transportation Services Limited	Mr Vincent Ng	HEC
Charlotte Leung		CHENG lai-king	Central and Western DC
Lai Pong Wai	CU	LEE kwai-chun	Island DC
To Yeuk Lun		Ava Ng	PlanD
Leung Kam Shing		Raymond Wong	PlanD
Yoki Yah	CU	T W Ng	PlanD
Joanna Lee	CU	Ernest Wong	PlanD
Cheska Ng		Edmond Chiu	PlanD
Ophelia Leung	HKU SPACE	Prof C M Tam	CPS
Keith Tang	CEDD	Dr Billy Ho	CPS
Fok Chi Kei	KMB	Dr M Y Leung	CPS
S W Ng	HyD	Dr Thomas Tong	CPS
Edward Leung		Dr Charlie Xue	CPS
Helen Cooper		Kelvin Manuel	CPS
K C Koo	Fugro (HK) Ltd.	Kalam Cheung	CPS
Prof. Bernard Lim	HKIA	Raymond Leung	CPS

**Remarks:** *The above list only includes some of the attendants as not all participants signed in before joining the Public Forum.*





**Appendix IV – Chart of Questionnaire findings**





## Appendix V – Questionnaire for The Random Sample Survey

### 「中環海濱與我」公眾意見調查 – 問卷

#### 第一部份 自我介紹

我是香港城市大學的訪問員，現正受「共建維港委員會」委託進行一項公眾意見調查，就如何改進中環碼頭及鄰近地區(出示地圖)收集意見。請花數分鐘時間回答以下問題。

#### Section One: Self Introduction

I'm an interviewer of City University of Hong Kong. The University has been commissioned to conduct a survey to solicit public opinion on the Central Ferry Piers and the adjoining areas (show the map). Please spare a few minutes to answer the following questions.

- .....
- (1) 如果需要改進中環碼頭和鄰近地區，你認為這個地方應發展作甚麼用途呢？(工作人員出示提示咭，受訪者最多選 4 項)

If the Central Ferry Piers and the adjoining areas are to be enhanced, what do you think should be the major functions of the area? (Interviewer to present cue cards; respondents can choose at most 4 items)

1. 地標：成為香港地標   
Landmark: to be Hong Kong's landmark
2. 康樂場地：如作為晨運和健身的地方   
Venue for recreation: e.g. for doing morning exercise or fitness exercise
3. 文娛：如作為文化藝術和表演場地   
Recreation: e.g., as a venue for cultural or performance arts
4. 交通：方便市民及遊客接駁海、陸、空的交通   
Transportation: to facilitate citizens' connect to sea, land, or air transportation
5. 節目場地：提供海上活動、節目   
Venue for activities: providing activities or programmes at sea
6. 小型商業：如設有小商舖、攤檔   
Small scale commercial use: e.g., establishing small shops or stalls
7. 大型商業：如發展商場、酒店   
Large scale commercial use: e.g., developing commercial complex or hotels
8. 休閒：如供市民休息的地方、供人們眺望海景   
Leisure: e.g., for citizens to relax or enjoy the sea view
9. 旅遊：成為遊客景點或好去處   
Tourism: to be an attraction or must-go site
10. 住宅：作一般地產項目發展   
Residential: for ordinary residential development
11. 連貫地區：將中環連成一起、連接灣仔海旁、信德中心   
Connecting areas: to connect the Central, Wanchai harbourfront, and Shun Tak Centre



其他，請註明 \_\_\_\_\_  
Others, please specify \_\_\_\_\_



(2) 交通而言，你較贊成...

As to transportation, do you agree with the following?

- |    |   |                          |  | 無意見<br>No idea           |
|----|---|--------------------------|--|--------------------------|
| 1. | 保留原有碼頭<br>Retain the ferry piers                      | <input type="checkbox"/> | 還是將碼頭遷離這地帶<br>Or relocate the ferry piers  | <input type="checkbox"/> |
| 2. | 保留巴士總站<br>Retain the bus terminal                     | <input type="checkbox"/> | 還是將巴士總站，改為上落客站<br>Or convert the bus terminals into pick-up and drop-off stations      | <input type="checkbox"/> |
| 3. | 保留小巴總站<br>Retain the mini-bus terminal                | <input type="checkbox"/> | 還是將小巴總站，改為上落客站<br>Or convert the mini-bus terminals into pick-up and drop-off stations | <input type="checkbox"/> |
| 4. | 將車站保持在地面<br>Maintain the bus stations at ground level | <input type="checkbox"/> | 還是將車站設於地面以下<br>Or move ground level bus stations underground                           | <input type="checkbox"/> |

你是否贊成在這地帶...

Do you agree ...

- |     |   |                          |
|-----|---|--------------------------|
| 5.  | 加設穿梭單軌鐵路<br>Build mono-rail shuttle train   | <input type="checkbox"/> |
| 6.  | 提供穿梭巴士服務<br>Offer shuttle bus service   | <input type="checkbox"/> |
| 7.  | 加設電車路線抵達這裡<br>Extend tram service to reach here   | <input type="checkbox"/> |
| 8.  | 加設直升機坪供乘客上落<br>Build helicopter landing pad   | <input type="checkbox"/> |
| 9.  | 加設行人輸送帶<br>Build travellators   | <input type="checkbox"/> |
| 10. | 加設讓乘客寄存行李的服務<br>Add left luggage service  | <input type="checkbox"/> |
| 11. | 改善路標或交通指示<br>Improve signage or traffic signs   | <input type="checkbox"/> |
| 12. | 設置連接商業區及海旁設施的通道<br>Build pathways to connect the business area and the harbour-front facilities                     | <input type="checkbox"/> |
| 13. | 在車站之上興建一個平台讓行人行走，將人和車輛分隔開來<br>Build a deck above the bus stations in order to separate the pedestrians and the cars | <input type="checkbox"/> |
| 14. | 禁止車輛進入，將它改成行人專用區<br>Restrict vehicle to enter this Area in order to convert it to a pedestrian area                 | <input type="checkbox"/> |

(3) 在改進後，你認為在這一帶的環境設計方面，以下提到的是否重要？



After the enhancement, do you think it is important to have the following items in the design of the environment?

- |   |                          |
|---|--------------------------|
| 1. 充滿綠化的花園<br>Green garden  | <input type="checkbox"/> |
| 2. 展覽長廊<br>Gallery for holding exhibition                                       | <input type="checkbox"/> |
| 3. 海濱長廊<br>Promenade at harbour-front   | <input type="checkbox"/> |
| 4. 介紹每個離島的展覽廊<br>Exhibition gallery to introduce the different outlying islands | <input type="checkbox"/> |
| 5. 介紹中上環的展覽廊<br>Exhibition gallery to introduce the Central and Sheung Wan      | <input type="checkbox"/> |
| 6. 行人專用區<br>Pedestrian area   | <input type="checkbox"/> |
| 7. 有蓋行人天橋<br>Covered footbridge   | <input type="checkbox"/> |
| 8. 利用碼頭上蓋作文娛用途<br>Use the roof tops of the piers for leisure purposes           | <input type="checkbox"/> |
| 9. 廣場、空地<br>Open air plaza  | <input type="checkbox"/> |
| 10. 人工沙灘<br>Man-made beach  | <input type="checkbox"/> |
| 11. 健身徑、緩跑徑<br>Exercise trail, jogging trail                                    | <input type="checkbox"/> |
| 12. 觀景台、瞭望鏡<br>Viewing platform, telescopes                                     | <input type="checkbox"/> |
| 13. 公眾座位<br>Public seating areas  | <input type="checkbox"/> |
| 14. 表演場地<br>Performance venue   | <input type="checkbox"/> |
| 15. 兒童遊樂場<br>Children's playground  | <input type="checkbox"/> |
| 16. 釣魚區<br>Fishing area   | <input type="checkbox"/> |
| 17. 單車徑<br>Cycling track  | <input type="checkbox"/> |

其他，請註明 \_\_\_\_\_  
Others, please specify \_\_\_\_\_



(4) 至於服務方面，你認為在這裏設立以下各項，是否重要？  
How about service? Is it important to have the following items here?

1. 售賣小食的店舖   
Shopping for selling snacks
2. 露天茶座   
Open-air restaurants, bars
3. 露天酒吧   
Open-air bars
4. 傳統香港特色商店   
Traditional Hong Kong style shops
5. 書店   
Book shops
6. 圖書館   
Library
7. 博物館   
Museum
8. 音樂中心   
Music centre
9. 跳蚤市場   
Flea market
10. 生態公園   
Eco-park
11. 婚姻註冊處   
Marriage registry
12. 公廁   
Public toilet
13. 人力車服務   
Rickshaw service
14. 旅客資訊站   
Tourists information booth
15. 警崗   
Police point

其他，請說明 \_\_\_\_\_

Others, please specify \_\_\_\_\_



(5) 至於以下一些美化環境的設計建議，你認為是否重要？  
How about the decorative elements? Are they important?

- 1. 具特色的地標、雕塑   
Stylish landmark or sculptures
  - 2. 噴水池   
Fountain
  - 3. 具特色的街燈   
Stylish street lamps
  - 4. 優美的燈飾   
Elegant decorative lightings
  - 5. 園藝花木   
Green plants
- 其他，請說明 \_\_\_\_\_  
Others, please specify \_\_\_\_\_

(6) 在設計特色方面，你較贊成...  
As to design features, do you agree with the following....

- |  |                          |  |                          | 無意見<br>No idea           |
|--|--------------------------|--|--------------------------|--------------------------|
| 1. 採用美輪美奐的設計<br>Beautiful and imposing design                                | <input type="checkbox"/> | 還是平實、樸素的設計<br>Or simple and plain design                         | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. 外觀上應是現代化的<br>Modern outlook   | <input type="checkbox"/> | 還是具香港特色<br>Or with Hong Kong characteristics                     | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. 設計應是容易維修和清潔<br>Easy to maintain and clean                                 | <input type="checkbox"/> | 還是美觀更為重要<br>Or beautiful outlook is important                    | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. 建築物不應阻礙海景<br>Built structures should not obstruct the sea view            | <input type="checkbox"/> | 還是可容許有較高的建築<br>Or permit to build tall buildings                 | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. 融合中環商業財經中心的特色<br>Incorporate the features of the Central financial centre | <input type="checkbox"/> | 還是不用考慮這特色<br>Or no need to consider this characteristic          | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. 減少車輛進入這區域<br>Reduce inflow of vehicles into the area                      | <input type="checkbox"/> | 還是將這裏保持作為交通中轉站的角色<br>Or maintain the role of traffic interchange | <input type="checkbox"/> | <input type="checkbox"/> |



(7) 請問你途經此處的原因？(請✓所有適合者)

Could you please tell me the reason(s) why you are here? (check all those that apply)

- 住在中上環及鄰近地區  
Living in Central, Sheung Wan or nearby areas
- 住在離島地區  
Living on outlying islands
- 在中上環一帶工作/上學  
Working or studying in Central, Sheung Wan or nearby areas
- 在離島工作/上學  
Working or studying on outlying islands
- 並非住在中上環或離島，只是來到這區逛逛  
Not living in Central, Sheung Wan or outlying islands, but happen to be here
- 並非住在中上環或離島，只是打算到離島消閒/探人  
Not living in Central, Sheung Wan or outlying islands, but planning to go to the islands for leisure or visiting friends/relatives
- 外地訪港旅客  
Non-local tourists
- 其他 \_\_\_\_\_  
Others \_\_\_\_\_

(8) 請問你的年齡大約是...

Your age is

- |                                  |                                |                                |
|----------------------------------|--------------------------------|--------------------------------|
| <input type="checkbox"/> 12-14 歲 | <input type="checkbox"/> 15-20 | <input type="checkbox"/> 21-30 |
| <input type="checkbox"/> 31-40   | <input type="checkbox"/> 41-50 | <input type="checkbox"/> 51-60 |
| <input type="checkbox"/> 60 歲或以上 |                                |                                |

(9) 請問你的教育程度大約是...

Your education level is

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> 小學程度或以下<br>Primary or lower | <input type="checkbox"/> 中學<br>Secondary | <input type="checkbox"/> 大專或以上<br>Tertiary |
|--|--|--|

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### 工作員填寫

#### Filled in by Interviewer

- |          |                                     |                              |                               |
|----------|-------------------------------------|------------------------------|-------------------------------|
| 日期：      | <input type="checkbox"/> 週日，星期_____ | <input type="checkbox"/> 星期六 | <input type="checkbox"/> 星期日  |
| Day:     | Weekdays _____                      | Saturday                     | Sunday                        |
| 時間：      | <input type="checkbox"/> 上午繁忙       | <input type="checkbox"/> 非繁忙 | <input type="checkbox"/> 下午繁忙 |
| Time:    | Morning peak                        | Non-peak                     | Afternoon peak                |
| 語言：      | <input type="checkbox"/> 廣東話        | <input type="checkbox"/> 普通話 | <input type="checkbox"/> 英語   |
| Language | Cantonese                           | Putonghua                    | English                       |
| 性別：      | <input type="checkbox"/> 男          | <input type="checkbox"/> 女   |                               |





Sex

Male

Female



## Appendix VI – Semi-structured Questionnaire for Face-to-Face Interviews

### 面頁 Cover Sheet

#### 由工作人員填寫 Filled in by Interviewer

受訪者姓名： \_\_\_\_\_ 職位： \_\_\_\_\_

Interviewee's name: \_\_\_\_\_ Position \_\_\_\_\_

機構/ 公司名稱： \_\_\_\_\_  
Organization / company: \_\_\_\_\_

受訪者所屬類別： (1) 區內使用者 Users in the Captioned Area  
Categories of Interviewee (2) 與中環海濱有關的團體 Harbourfront-related Organizations  
(3) 專業團體/學術界 Professional Institutes/Academic People  
(4) 社區領袖 Community Leaders  
(5) 商界 Business Sector  
(6) 其他 Others

#### 聯絡記錄 Record of Contacts :

聯絡次數 Number of Contact	日期 Date	結果 (如：不成功的原因) Result (e.g. reasons of failure)
第一次 First Attempt		
第二次 Second Attempt		
第三次 Third Attempt		

訪問日期： \_\_\_\_\_月\_\_\_\_\_日 \_\_\_\_\_上/ 下午\_\_\_\_\_時至\_\_\_\_\_時  
Date: \_\_\_\_\_ month \_\_\_\_\_ day am / pm \_\_\_\_\_ to \_\_\_\_\_

工作人員名稱： \_\_\_\_\_ 工作人員簽署： \_\_\_\_\_  
Interviewer's name \_\_\_\_\_ Signature \_\_\_\_\_

### 自我介紹 Introduction

我是香港城市大學專業顧問有限公司的訪問員，現正受「共建維港委員會」委託進行一項焦點意見調查，就如何改進中環碼頭及鄰近地區收集意見。多謝你答允接受訪問。

I'm an interviewer appointed by the CityU Professional Services Ltd. The University has been commissioned by the Harbour Enhancement Committee to conduct an in-depth interview with selected people to solicit their opinions about the enhancement of the Central Ferry Piers and the adjoining areas. Thank you for granting us the opportunity to meet you.

最後的調查報告將會向公眾發佈，而你以個人身份提供的資料及意見，將會與其他訪問的資料



整合分析。個別問卷的資料會絕對保密，只供研究員查閱。

The final report will be open to the public, but only grouped data will be presented. Your personal identity and the information as well as the opinions given will not be disclosed, and will only be examined by the investigators.

開始訪問前，先展示中環碼頭及鄰近地區的地圖及照片。

Before we start, let me show you the map of the Central Ferry Piers and the adjoining areas and some of the photos.



#### 問卷內容 Semi-structured questionnaire

- (1) 你認為現在的中環碼頭及其鄰邊用地有沒有改善的需要？  有  沒有

Do you think there is a need to improve the usage in Central Pier and its adjoining area?

Yes  No

- (2) 如果需要改善中環碼頭和鄰邊用地，你認為這個地方最適合增設那類用途呢？請說明你的原因。(如有需要工作人員出示提示卡)

If the Central Ferry Piers and the adjoining areas are to be enhanced, what do you think should be the major functions of the area? Please explain your views. (Interviewer presents cue cards, if necessary)

#### 提示卡 Cue Card

1. 加強建築設計及設備，成為香港地標之一，配套發展本地旅遊事業 Landmark: to be Hong Kong's landmark, to promote tourism
2. 增設康樂及休閒空間 Venue for leisure and recreation: e.g. for doing morning exercise or fitness exercise
3. 增設文化藝術和表演設施和場地 Venue and facilities for cultural or performance arts
4. 強化海、陸、空交通接駁系統 Transportation: to facilitate citizens' connect to sea, land, or air transportation
5. 增設商業活動：小商舖或大商場 Small scale commercial use: e.g., establishing small shops or stalls
6. 增設住宅發展 Residential: for ordinary residential development
7. 加強連貫海旁一體化的整合和功能 Connecting areas: to connect the Central, Wanchai harbourfront, and Shun Tak Centre into an integrated area
8. 有沒有其他建議 Any others suggestions

建議用途 1 ( \_\_\_\_\_ ) 原因及說明：

Function 1 ( \_\_\_\_\_ ) Reasons and explanation:

\_\_\_\_\_

\_\_\_\_\_



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建議用途 2 ( \_\_\_\_\_ ) 原因及說明：  
Function 2 ( \_\_\_\_\_ ) Reasons and explanation:

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建議用途 3 ( \_\_\_\_\_ ) 原因及說明：  
Function 3 ( \_\_\_\_\_ ) Reasons and explanation:

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- (3) 在改善後，你認為在這一帶的環境設計方面，應該包括那些項目？請加以說明你的意見。  
(如有需要可出示提示卡)  
After the enhancement, what do you think should be included in the design of the environment in these areas? (If necessary, present cue card)

提示卡 Cue Card



1. 充滿綠化的花園	Green garden
2. 展覽長廊	Gallery for holding exhibition
3. 海濱長廊	Promenade at harbour-front
4. 介紹每個離島的展覽廊	Exhibition gallery to introduce the different outlying islands
5. 介紹中上環的展覽廊	Exhibition gallery to introduce the Central and Sheung Wan
6. 行人專用區	Pedestrian area
7. 有蓋行人天橋	Covered footbridge
8. 廣場、空地	Open air plaza
9. 健身徑、緩跑徑	Exercise trail, jogging trail
10. 觀景台、瞭望鏡	Viewing platform, telescopes
11. 公眾座位	Public seating areas
12. 表演場地	Performance venue
13. 兒童遊樂場	Children's playground
14. 釣魚區	Fishing area
15. 單車徑	Cycling track
16. 其他	Others



建議環境設計項目 1 ( \_\_\_\_\_ ) 原因及說明:  
Environmental design item 1 ( \_\_\_\_\_ ) reason and explanation:

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建議環境設計項目 2 ( \_\_\_\_\_ ) 原因及說明:  
Environmental design item 2 ( \_\_\_\_\_ ) reason and explanation:

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建議環境設計項目 3 ( \_\_\_\_\_ ) 原因及說明:  
Environmental design item 3 ( \_\_\_\_\_ ) reason and explanation:

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- (4) 你認為在這一帶最適合增設那些服務？請加以說明你的意見。(如有需要可出示提示卡)  
How about service? What services should be provided here? Please give your suggestions and explanations. (If necessary, present cue card)

提示卡 Cue Card

1. 售賣小食的店舖	Shopping for selling snacks
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2. 露天茶座	Open-air restaurants
3. 露天酒吧	Open-air bars
4. 傳統香港特色商店	Traditional Hong Kong style shops
5. 書店	Book shops
6. 圖書館	Library
7. 博物館	Museum
8. 音樂中心	Music centre
9. 跳蚤市場	Flea market
10. 婚姻註冊處	Marriage registry
11. 公廁	Public toilet
12. 人力車服務	Rickshaw service
13. 旅客資訊站	Tourists information booth
14. 警崗	Police point
15. 其他	Others

建議服務 1 ( \_\_\_\_\_ ) 原因及說明:

Service 1 ( \_\_\_\_\_ ) reason and explanation:

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建議服務 2 ( \_\_\_\_\_ ) 原因及說明:

Service 2 ( \_\_\_\_\_ ) reason and explanation:

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建議服務 3 ( \_\_\_\_\_ ) 原因及說明:

Service 3 ( \_\_\_\_\_ ) reason and explanation:

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(5) 至於以下一些美化環境和設計的建議，你認為是否重要？請加以說明你的看法。









- |  |                          |                          |                          |                          |                          |
|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| 1. 採用分層式建築，作交通、商戶和休憩用途<br>Use a multi-storied architectural design which cater for transportation, commercial and leisure uses | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. 美輪美奐的設計<br>Beautiful and imposing design  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. 現代化的外觀<br>Modern outlook  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. 平實、樸素的設計<br>Simple and plain design   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. 容易維修和清潔<br>Easy to maintain and clean   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. 種植樹木，將這一帶綠化<br>Planting and greening the area   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. 建築物不應阻礙海景<br>Built structures should not obstruct the sea view  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. 融合中環商業財經中心的特色<br>Incorporate the features of the Central financial centre   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. 將交通和休閒活動分開<br>Separate traffic and leisure activities   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. 減少車輛進入這區域<br>Reduce inflow of vehicles into the area   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

原因及說明:

Reasons and explanation:

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就區域設計特色方面有否其他意見，請說明 Any other suggestions, please specify:

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- (8) 除上述的意見外，你對改善中環碼頭和鄰近地區，有什麼補充的看法呢？  
Apart from the views above, do you have other comments or opinions concerning the

