

For discussion
on 22 February 2011

**LEGISLATIVE COUNCIL
PANEL ON DEVELOPMENT**

**Study on the Action Plan for the Bay Area
of the Pearl River Estuary**

Purpose

This paper is to brief Members on the preliminary findings at this stage of the “Study on the Action Plan for the Bay Area of the Pearl River Estuary” (“the Study”).

Background

2. The Study is a regional planning study jointly commissioned by the Governments of Hong Kong, Guangdong and Macao. It is also one of the regional cooperation projects in the “Framework Agreement on Hong Kong/Guangdong Cooperation” signed by Guangdong and Hong Kong in April 2010.

3. The Study, focusing on planning concept, provides a platform for Hong Kong, Guangdong and Macao to exchange planning visions. It has, from a macro and regional perspective, devised a planning concept for developing the “Bay Area surrounding the Pearl River Estuary” (“the Bay Area”) into a focal point of the Greater Pearl River Delta (GPRD) region, making it an area for quality living as well as favourable to economic development. The Study Area includes the whole territory of Hong Kong and Macao and the 17 districts abutting the Pearl River Estuary under the administration of the five cities surrounding the Pearl River Estuary (Guangzhou, Dongguan, Shenzhen, Zhongshan and Zhuhai) (**Appendix 1**).

4. The Study commenced in April 2010. We reported to the Panel on relevant development issues under the “Framework Agreement on Hong

Kong/Guangdong Cooperation” on 25.5.2010, including the progress of the Study.

The Study Content and its Preliminary Findings

What is a “livable region”?

5. Having analysed in details the characteristics of global “livable regions” and with reference to the major literature on the theory of livability¹ and the practical experiences of a number of world-renowned livable regions², the Study has concluded that there are six major components of a livable region as described below (case studies are summarised in **Appendix 2A – 2F**):

- (a) quality resources and environment: The ecological system comprising forests, wetlands and sea is well conserved. Water and land resources that are vital to local development are valued and recycled for use;
- (b) comprehensive social services for the well-being of people: The living environment of communities is enhanced. Residents are provided with comprehensive and well-distributed public services including educational, medical and health as well as cultural and sports services;
- (c) sufficient leisure and recreational spaces: Sufficient, spacious and well-distributed open space as well as a variety of leisure and recreational facilities are provided. Historic and cultural heritage in the region are well protected and rationally used, from which residents can develop a sense of cultural identity and a sense of belonging;
- (d) convenient, highly efficient and people-oriented transportation: Apart from an extensive network of marine, land and air

¹ include “The Athens Charter”, “The Inhabitation Agenda” published by the United Nations and “Scientific Evaluation Index System for Livable Cities (《宜居城市科學評價指標體系》)” formulated by the Ministry of Construction, etc.

² include Greater Vancouver, San Francisco Bay Area, Grand Paris, Tokyo Bay, Greater London, New York Metropolitan Regions, etc.

transport linking with other places, there is also a compact internal public transport network. Urban commercial and residential districts are in proximity to railway stations. Non-motorised and leisure transport is not merely a travel mode but also a lifestyle;

- (e) diversified economy and employment opportunities: With a buoyant economic system, residents can fully display their talent and abilities in the right job; and
- (f) sustainable innovation ability of society: There is a well-established system for guiding active innovation in such fields as technology and management by different social groups including residents and enterprises. All major social groups may display their talent and abilities under this ambience.

Why “livability” is selected as the theme of study?

6. The Bay Area has diversified natural features and a rich cultural heritage. It has also established a good basis for development of industries. However, the rapid pace of development in the region in the past has generally resulted in extensive use of resources and damages to the ecology of certain parts of the region. It has also given rise to problems such as lack of leisure space, deterioration of environmental quality and inadequacy of social facilities. Since the Bay Area still lags behind famous global livable regions, the Study has adopted the concept of “livability” and analysed the above six major components of a livable region in pursuance of the objective of making the Bay Area highly livable.

7. Having conducted a comparative assessment of the existing situation of the Bay Area and its opportunities and challenges, the Study has put forward initial views on the strategies of and actions for enhancing the livability of the Bay Area. On the basis of the analysis of the above components, the Study has recommended that the future development of the Bay Area should capitalise on the advantages of Guangdong, Hong Kong and Macao with a view to setting up a spatial framework which is “favourable to living, working, leisure and ecological protection” and that the livability of the Bay Area should be enhanced by adopting new strategies including protection of environmental resources, provision of enhanced services for the

well-being of people, optimisation of leisure space, enhancement of transport efficiency, strengthening of economic vitality and more open towards innovation.

Preliminary Findings

8. Key actions put forward under the Study include:

a. To establish a “Green Network”:

Through establishing a “cross-boundary greenway network in the Bay Area” and preserving “regional green space” (including forestry parks, country parks, wetlands and outlying islands), an integrated green open space system will be established to satisfy the increasing needs of people in eco-recreation, to increase the region’s “carbon sequestration capacity”, and to coordinate environmental protection with leisure and recreation uses.

b. To establish a “Blue Network”:

Actions should be taken to link up the important historic and cultural resources along the waterways and coastal areas. Actions should be taken to distinguish the functions of the coastlines for production, living and ecological preservation; to coordinate the different functions along the coastlines; and to integrate the natural resources, local cultures and new leisure activities in order to create a charming waterfront region with unique cultural setting so as to strengthen the sense of cultural identity, and to promote tourism and cultural and creative industries.

c. To promote “Green Transport”:

A green transport system, which emphasises on regional public transportation network and non-motorised transport with railway as the backbone, should be established so as to realise a highly efficient, convenient and people-oriented green mode of transport.

d. To promote “Sense of Place”:

Public squares and parks scattering in various locations of the city centres should be integrated through a network of greenways, non-motorised modes of transport and public transport. Actions to promote multi-functioning of specific landuses, good urban design and provision of ample green open space and infrastructure should be encouraged so as to establish a regional public open space system with rational landuse layout, exquisite design and good maintenance, and to establish a number of world-class “City Hallways” to showcase the image and development achievements of the “Livable Bay Area”.

e. To establish “Low-carbon Communities”:

On the basis of public transportation network, developments along the public transport corridors and stations should be duly intensified, while setting residential land in areas with highly efficient transportation means and a mix of landuses should be encouraged. Energy saving measures like green buildings, provision of integrated social services and facilities, mass transit and non-motorized transport should be promoted to improve the living quality for people.

f. To establish “Cultural Villages”:

For villages with high historical and cultural values, high priority should be given to preserving the rural ambience and historic sites. On the basis of traditional custom and intangible cultural heritage resources, activities like tourism and leisure, demonstration of culture, etc should be encouraged to establish Southern China villages for cultural tourism to help improve the living standard of villagers.

g. To facilitate “Easy Boundary Crossing”:

By strengthening the connection of cross-boundary transport links and enhancing the efficiency of the boundary control points, the integration of cross-boundary transport infrastructure

in Guangdong, Hong Kong and Macao will be actively promoted so that more integrated and efficient cross-boundary transport services could be provided. The cooperation mechanism in the planning and construction of cross-boundary transport projects among the three places should also be enhanced to facilitate movement of people and goods.

h. To cooperate in cross-boundary environmental protection:

The environmental quality in the region could be improved by enhancing the management of water resources and protection of aquatic environment and undertaking joint management of the regional atmospheric environment.

9. The Study mainly put forward some principles and directions that could serve as a reference by the three places when formulating their own policies and measures. They do not involve individual developments or works projects. The three Governments will formulate their respective action plans and projects to realise the objectives and directions of the Bay Area Study, taking into consideration their individual social conditions and in accordance with their established mechanisms. As far as Hong Kong is concerned, we will formulate plans and development projects making reference to the principles and directions put forth in the Study and in accordance with the mode of development and priority in Hong Kong. We will carry out consultation in accordance with the established procedures, including the Legislative Council (LegCo), the concerned organisations and members of the public. If funding for further studies and implementation of development projects are required, we will also need to obtain approval from the LegCo.

10. In the course of the Study, the three Governments have established an Expert Panel, comprising academics and different sectors of the community of the three places to provide expert views on the issue of “Livable Region” and the related subjects.

Public Consultation Exercise

11. The public consultation exercise of the Study commenced in Hong Kong, Guangdong and Macao simultaneously on 14 January 2011. A press release was issued by the Planning Department (PlanD) on the same day to disseminate relevant information. The three sides also launched the Study's website at the same time, so that residents of the three places could have an understanding of the preliminary findings of the Study and express their views. To facilitate public understanding of the Study, the consultant has compiled a Public Consultation Digest, to briefly explain the major content and preliminary findings of the Study for uploading onto the website and for distribution in the public consultation forum (**Appendix 3**).

12. The public consultation forum of the Study was held on 29 January 2011. PlanD issued about 150 invitation letters in respect of the forum to many experts, academics, representatives of social organizations (including environmental and professional bodies) and research institutes in Hong Kong. Invitation letters were also sent to the Chairmen of relevant panels of the Legislative Council (including the Panels on Development, Environmental Affairs, Transport, Economic Development, Commerce and Industry, Home Affairs and Security). PlanD also uploaded the details of the forum onto the website and issued a press release to invite public participation. On that day, more than a hundred people attended the forum, including many members of the public. Right after the forum was held, PlanD issued a press release to notify the public on the same day, and the document presented in the forum was also uploaded onto the Study's website for public viewing.

13. Since this Study is an indicative planning concept study, we will deal with the public consultation period flexibly. During the course of the Study, we will continue to collect public views on issues related to "livable cities" and "livable Bay Area". PlanD will carefully listen to and consider the views, and will continue to revise and refine the Study recommendations. In the next two months, discussion forums will be organised by PlanD to receive public views. We will also invite local experts mentioned above to share their opinions on "livable cities". Interested persons are welcome to attend the forums, and the details will be announced in due course.

14. Members are invited to give views on the preliminary findings of the Study. We will consider members' and the public views seriously received

so as to refine the recommendations of the Study. We anticipate that the Study will be completed within this year. We will then promulgate the Study Report together with the public views collected for further discussion with the community.

Appendices

Appendix 1	Study Area
Appendices 2A to 2F	Case Studies on Livable Regions in the World
Appendix 3	Public Consultation Digest

**Development Bureau
Planning Department
February 2011**



Study Area

PLANNING DEPARTMENT 規劃署	
Plan No. 圖則編號: M/SP/11/032	
Date 日期: 14/02/2011	

SAN FRANCISCO BAY AREA



San Francisco Bay Area is located between the Northern California Coastal Range and the Sierra Nevada Mountains, and connected with the Pacific Ocean through the Golden Gate. Specifically, it refers to nine counties, covering a total of 101 city regions, in the areas surrounding San Francisco Bay of the American West Coast. Having an area of 17,955 square kilometers, the San Francisco Bay Area is the fifth largest metropolitan in the United States after New York, Los Angeles, Chicago, and Houston, the livability of which is reflected in its performance in the following aspects :

- (1) Public transportation is well developed, covering the entire region. The total route mileage of public transport is 11,200 km (of which 660.8 km for the railway transport).
- (2) Establishment of a diversified economy and employment structures built upon knowledge-based economy.
- (3) Inclusive culture. The San Francisco Bay Area is an international region with a diversified population mix. There are big communities of Asians, Italians, French, Mexicans, African Americans and Hispanics, each of them has its own characteristics.
- (4) Coordinated development, utilization and management of the coast. The San Francisco Bay Area shoreline is graded for separate management. The shorelines having good conditions for navigation and deep water are

prioritized for port-related industries. The need for public recreational use of the shoreline is fully considered. The water quality within the San Francisco Bay Area has been well maintained supporting the sustainable use of its biological resources. A proper balance of development and conservation has been achieved for the coastline areas, where residents generally have a high aspiration in protecting and maintaining the ecological quality of the coastal wetlands.

The San Francisco Bay Area has long been maintaining a leading edge in high technology. In particular, in terms of electronics industry, the Silicon Valley is an important base in the United States and is the most well-known centre in the world. Being a world-renowned high-tech center, the Silicon Valley is leading the scientific and technological progress in the United States and making the trend of technological innovation around the world. Its leading role in the development of the United States and the world mainly exemplify in the following areas:

- (1) Research institutions of new technologies in the areas of biology, space, marine, communications, energy and materials have sprang up since 1980s. The area has become the cradle of high-tech. Silicon Valley is now synonymous with a global semiconductor industry hub. Innovation and development in the San Francisco Bay Area had spurred the transformation of United States to knowledge-based economy. The United States is apparently the forerunner in the emerging knowledge-based economy and in the leading position of key indicators.
- (2) The high-tech development of the San Francisco Bay Area has attracted talents of high-tech industry from around the world. This constitutes a highly developed technological society and creates a multi-ethnic and multi-cultural community. At present, the proportion of its population with higher education like degree or post-graduate qualifications holders is the highest in the United States. The area has a large number of high standard research centers. The number of patents per employee is more than two times of the country average.
- (3) The San Francisco Bay Area has the highest concentration of venture capital in the world. With a mere 2% of the country's population, the San

Francisco Bay Area has in fact attracted 35% of the venture capital in the United States.

- (4) The San Francisco Bay Area is the home to over 10,000 electronics companies of different sizes, accounting for 1/3 and 1/6 of the semiconductor integrated circuits and computer productions in the United States respectively. Among the 100 largest global electronics and software companies, 20% of them thrived in the Silicon Valley. One third of America's 100 largest technology companies have set up their headquarters in the Silicon Valley. In the world's 500 fastest growing companies, the Silicon Valley accounted for 62.

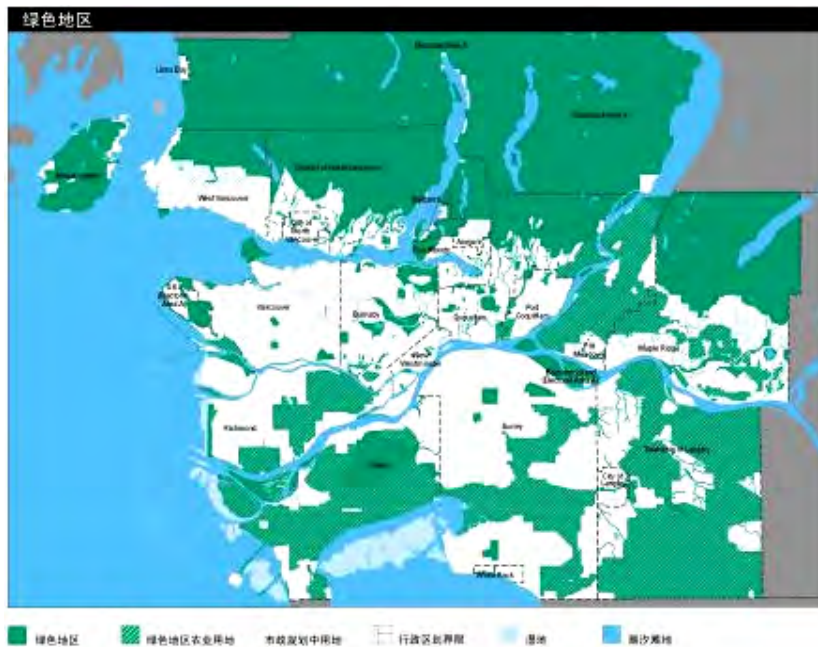
Insights for the Pearl River Bay Area

The San Francisco Bay Area has actually become an icon of a specific living style : full of sunshine and energy, brevity in innovation and risk-taking, diversified culture and inclusive society. The multi-faceted factors that have contributed to the emergence of this living style, such as the cultural background, spatial and locational advantages, socio-economic system embedded in the San Francisco Bay Area, all worth further study.

This San Francisco Bay Area living style has contributed to supporting the emergence and sustainable growth of the knowledge-based economy. This robust and continuous growing economy has improved the quality and standard of living of the people, which in turn sustain the continuation of such living style. This positive feedback relationship and its process is good reference for us.

As regards spatial planning, the planning and management of the conservation and use of the water body and coastal area of the San Francisco Bay has involved a lot of coordination among many city authorities. The experience and system that has made such coordination works and produces excel result would also be valuable reference for us.

THE LIVABLE REGION STRATEGIC PLAN OF THE GREATER VANCOUVER



Surrounded by coastal mountains and water with a moderate oceanic climate, the Greater Vancouver Regional District (GVRD) is ranked as one of the “World’s Most Livable Cities” according to the United Nations. In addressing the urban issues such as the loss of agricultural land reserves due to suburban sprawl, rising transport costs, escalating sewerage and water supply fees, as well as exacerbating pollution problems, the Livable Region Strategic Plan (LRSP) was adopted in 1996 by the GVRD’s Board of Directors and has formed the regional growth strategy for quality living. The LRSP aims to help the region develop in a way that maintains and protects the environment in order to achieve the continued livability for the region. The four strategies put forward in the Livable Region Strategic Plan are as follows:

(1) Protect the Green Zone

In order to establish a closer tie with the natural environment, the Greater Vancouver Regional District focuses on dealing with the environmental impacts that may be caused by various types of urban activities. The “Green Zones” are established to designate distinct areas of green space including major parks, watersheds, ecologically important areas and farmland so that the natural assets

in the Greater Vancouver can be well protected. Moreover, the Green Zones aims to set a long-term boundary for urban growth so that land can be secured for the use of green space and natural ecology.

In order to protect Greater Vancouver's Green Zone, the strategy shall: (1) contribute to the development and maintenance of the Green Zone in the management of lands held by the GVRD; (2) enter into partnerships with GVRD member municipalities, the provincial and federal governments, First Nations, and private organizations for the establishment of Greater Vancouver's Green Zone; (3) seek for the establishment of Green Zones and enhance the viability of the region's ecology through such measures as an interconnected system of wetlands, upland habitats and wildlife corridors; and 4) seek development of a Parks and Outdoor Recreation System.

(2) Build Complete Communities

These communities would offer greater diversity, choice and convenience, where people could live, work and play without having to travel great distances to do so. The strategy calls for: (1) a diversity of housing types, tenures and costs in each part of the region in balance with job distribution; (2) an equitable distribution of public social and cultural services and facilities; and (3) development of telecommunications services and infrastructure that facilitate a reduction in travel demand, remove barriers to job location within the region, and support growth of a modern economy.

(3) Achieve a Compact Metropolitan Region

The strategy supports accommodating medium and higher-density residential areas and job opportunities in the urban core. In order to achieve a compact metropolitan region, the GVRD would: (1) targets for population, employment and housing in the concentration growth area; (2) developing higher housing densities in the concentration growth area; and (3) provision of transportation services and facilities required to support the population and employment growth targets.

(4) Increase Transportation Choice

The strategy aims to create a transportation system that supports protection of the Green Zone, complete communities, and a compact metropolitan region. It targets: (1) to provide a variety of local transit services and networks to serve the

compact metropolitan region (2) to assign priority for public transit, cycling and walking and (3) to encourage certain commuting methods such as restrictions for automobile use.

Insights for the Pearl River Bay Area

The Greater Vancouver has a multitude of open and spacious “green areas”. These “green areas” are owned and managed by different levels of government, First Nations and private entities. The regional plan for the Greater Vancouver has called upon different levels of government and other organizations to work effectively together in order to safeguard the continuity and integrity of the ecosystems in the green areas. As shown from the Vancouver experience, this inter-departmental and inter-agency coordination strategy is worthwhile for further examination and study.

Vancouver is ranked amongst the highest for its livability standards. The low-rise single family homes with dependence on the private vehicles reflect the development model of Vancouver as a region. Nonetheless, the unsustainability of such development pattern has become a growing concern. The Livable Region Strategic Plan is an antidote to combat suburban sprawl and the entrenched use of automobile as a major mode of transportation. It underpins the importance of providing different housing types and creating mixed-use communities in order to develop Vancouver as a compact city with sustainable economic and job opportunities. Priority for public transit and pedestrian only zones is also another main focus of the Livable Region Strategic Plan to eradicate the dominant use of private vehicles. These key elements should form the basis in developing livable region.

**RELEVANT CAMPAIGNS FOR IMPROVING THE QUALITY OF LIFE
IN THE THIRD REGIONAL PLAN
FOR THE NEW YORK-NEW JERSEY-CONNECTICUT METROPOLITAN AREA**

The New York-New Jersey-Connecticut Metropolitan Area (the Region), covers an area of 13,000 square miles and has nearly 20 million population. In the end of the last century, the Region led the world with unrivalled advantages on the aspects of international finance, media, information production, arts and culture. Nevertheless, the Region also faces series of serious problems, i.e. traffic congestion, threats to the ecology, poverty and crime, etc. In response to these challenges, the Third Regional Plan recommends five major campaigns, including creating a regional greensward, concentrating growth in centres, improving mobility, investing in a competitive workforce, and reforming governance. These campaigns combine the objectives of economic, equity and environmental improvements with the overall goal to enhance the quality of life and competitiveness of the Region, leading it to a more competitive, prosperous, fair and sustainable future.

(1) Greensward

To protect the Region's green infrastructure including watersheds, estuaries, forests and farms, etc., which is very important to the living environment, and establish green limits for future growth. The environmental infrastructure that would otherwise require costly cleanup and pollution controls should be protected. It will provide important benefits to people, safeguarding access to recreation, natural and agricultural landscapes.

(2) Centres

New York City is the centre of the Region, and the centres of each city district are their urban areas. The Region must work to improve quality of life and economic opportunities in its centres. The kind of desirable mixed-use communities that will attract jobs and residents to centres should be fostered. Centres provide a more efficient use of resources and reduce costs for the entire regional economy. Centres also reduce land consumption and allow conservation of a greater portion of the remaining open space. And because they are more accessible to less-advantaged communities, investing in and creating new employment to centres brings new opportunities to the residents who need them most.

(3) Mobility

To demand a regional transport infrastructure which supports the growing city centres, provides efficient access to the airports and “seamless” connection among various modes of transport. Mobility would bring progress to the society. The less-advantaged communities would become better connected to employment opportunities. Improved mobility would strengthen the Region’s economy by reducing travel times and transfers to employment centres and airports, improving freight connections, and using the road system more efficiently with less congestion.

(4) Workforce

To call upon the Region’s business, citizens and local governments to develop a system of life-long learning which ensures the workforce continually meets the requirements of the economy. Workforce development initiatives should be coordinated by reconnecting education and workplace, and bringing new workforce into the mainstream economy.

(5) Governance

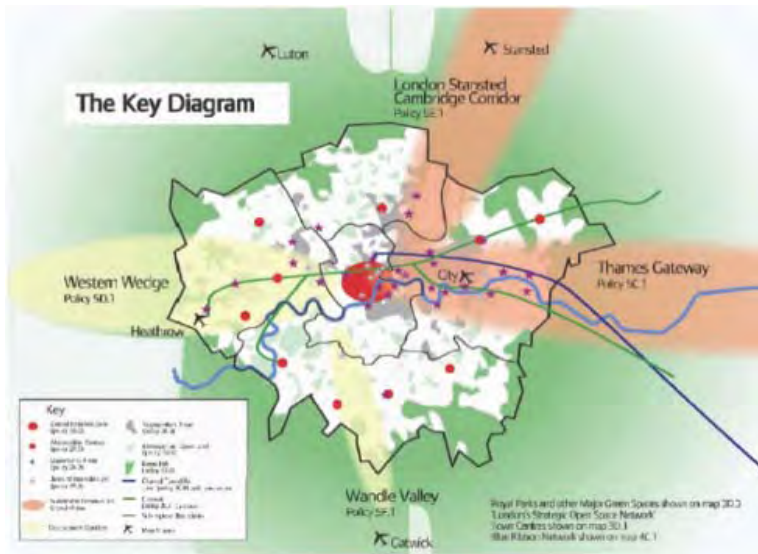
To explore effective means to improve the effectiveness of governance, promote equity in accessibility to public services with particular attention to rationalisation of the institutional behaviour and expenditure, and reform of land use regulations which encourage urban sprawl and cause inner city decay.

Insights for the Pearl River Bay Area

The Third Regional Plan for the New York-New Jersey-Connecticut Metropolitan Area” released by the America’s Regional Plan Association in 1996 proposed five campaigns to combat the crisis of the Region. These five campaigns remain relevant in the “PlaNYC” (the strategic plan published by the Mayor of the City of New York in 2006); and provide useful reference for the Pearl River Bay Area.

The campaigns on “Greensward” and “Centres”, and their interactions worth our particular attention. In the 30 years prior to the release of the Third Regional Plan, the urbanised area of the Region had increased by 60% whilst the population growth was only 13%. Such a growth pattern had led to serious suburban sprawl, decay of the inner city and series of social problems. The important lessons brought to us may be that quality city centres are pre-requisite for livable region; and that the pace of urbanisation and the urban footprints must be effectively controlled to avoid degradation of the urban area and environmental damage to the countryside, rendering a lose-lose situation.

SUSTAINABLE DEVELOPMENT OF THE GREATER LONDON REGION



Greater London comprises of London, the capital of the United Kingdom, and its surrounding regions and towns. It has been assessed as one of the “World's Most Livable Cities” by the authoritative Economist Intelligence Unit of The Economist magazine. In order to realize sustainable development for London, The London Plan (Spatial

Development Strategy for Greater London), published in 2008, has set out London Mayor's sustainability vision for London to become "a city for people, a prosperous city, a fair city, an accessible city and a green city", along with specific strategies, inter alia:

(1) To accommodate London's growth and meet the housing needs.

To promote robust, mixed and balanced communities by protection and enhancement of social infrastructure and community facilities to all walks of people, thereby minimizing social exclusion. Future development can take place more intensively on existing brownfield sites without encroachment, supported by integrated provision of employment, schools, retail and public transport. The supply of housing, including social and intermediate housing, should encompass a range of choices in terms of the mix of housing sizes and types.

(2) To improve employment opportunities.

The emergence of new sectors of strategic importance supports a dynamic economy, thereby sustain growth. These new sectors include e-business, creative and green industries, etc. Tourism should also be seen as an industry with strategic importance. For London to benefit from the creation of jobs in such a dynamic economy, its residents, workforce and businesses should be offered the right mix of learning and training to enhance their

skills and remove barriers to employment, especially for the ethnic groups, disabled people and women. London's long-term aim is to improve the balance between people and jobs, to meet social as well as wider sustainability objectives.

(3) To ensure mobility of people and goods.

Maximising access by public transport, promoting access on foot and by cycling, and reducing dependence on automobiles are essence of promoting sustainable development. While good accessibility and capacity should be provided at major activity nodes, London should promote major developments at nodes of best access. To sustain London's exceptional dynamism, attractiveness and advantages in the new era of economic globalization, the city should promote better orbital routes around London and seek to improve access to airports, ports and international rail termini by well-integrated public transport.

(4) To offer better accessibility of shopping and leisure activities.

London supports polycentric development across Central London, London's town centres, and other proposed growth areas such as Thames Gateway in a complementary manner, as well as the concentration of higher-level shopping, leisure activities and other services in easily-accessible areas. Following the enhancement of functions, these towns should see an improvement in robustness and dynamism. Mixed-use town centres should hence become major attractions in the region, thereby enjoy an enhanced economic development and sustainability.

(5) To improve the environment and use of resources.

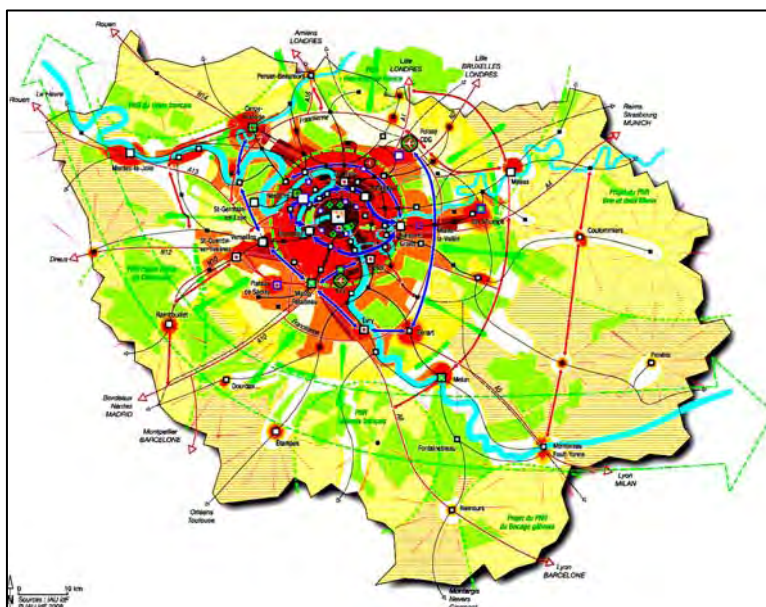
This involves the setting out of an environmental improvement and resources management framework that improves management of energy consumption, development of green industries, management of flood risk and water resource, protection and enhancement of the townscape through historic conservation and public realm enhancement. Sustainable development of London would rely on prudent use of natural resources, re-use / recycling of resources and better management of waste, and preventing further degradation of the environment.

Insights for the Pearl River Bay Area

Not only is London renowned as one of the most economically vibrant world cities, it ranks quite high as a livable city. Its rich cultural and artistic atmosphere, comprehensive urban greenery and park system, efficient public transport system, excellent higher education system and facilities, outstanding conservation of historic buildings and townscape are often regarded as important features of its livability.

This case study outlines the sustainable development strategy of the Greater London region which is very comprehensive. The case study would serve as an important reference for the Pearl River Bay Area.

DEVELOPMENT GUIDELINES OF GRAND PARIS REGION TO ACHIEVE LIVABILITY



The regional development plan outlines the development for achieving livability in Grand Paris Region. The following five aspects are focused in the Grand Paris Regional Development Outline (2008-2030):

(1) Sufficient housing provision

As the population of Paris grows continuously because of immigrants, there is a shortage in housing supply within the region. Many low to medium income families are forced to move to suburban area out of the city centres causing social segregation. In view of the problem, an average of 60,000 flats per year are planned to be built in the Grand Paris Region, increasing the proportion of public rental housing to 30% in year 2030.

(2) Diversified economy

With the accelerated process of urban renewal, more and more small and medium enterprises and individual artisans face the risk of being marginalized. However, these enterprises provide not only necessary services to the city for its smooth operation, but also employment opportunities for many urban dwellers. The Grand Paris Region therefore plans to retain their businesses by renovating the existing economic zones

and reorganizing the areas where their economic activity patterns have been changed.

(3) Improving public transport and the non-motorized transport system

The mass public transport services in Grand Paris Region are well developed. However, the transport network connecting to residential zones, especially those in remote locations, is still inadequate. Whilst the existing public transport routings are quite saturated, the development of public transport service that serves shorter distance is emphasized and the areas which have not established good transport connections are given priority for upgrading. Moreover, there has been persistent request from citizens for an improvement of the walking and cycling environment. Walking and cycling are considered to be more efficient transport modes for short distance travel and can provide a more pleasant commuting experience. As a result, the provision of facilities for the non-motorized mode of transport will be enhanced and a regional cycling network will be developed, especially its connections with the public transport nodes.

(4) Natural environment closer to urban living

There are 2,800 square kilometers of woodland in the Grand Paris Region which constitutes 24% of the total area. The woodland has provided urban dwellers with space for outdoor leisure activities and opportunities of being close to the natural environment. Therefore, the Grand Paris Region has planned to expand the woodland areas designated for public use, enhance the provision of ancillary facilities and connection to public transport services. Whilst bringing the natural environment closer to urban living, the continuity and integrity of the ecosystem will be safeguarded by protecting the eco-network, conserving habitats and preventing encroachment of the ecosystem through more effective control over urban sprawl.

(5) Equitable distribution of public service facilities

From the past experience, important facilities for public services of the region were usually located in the core development areas. The demands for public services in other areas were often not well considered. This leads to an imbalance of quality living across the region. To improve the situation, a multi-level network of service facilities will be developed in the Grand Paris Region. Priority should be given to those areas where the provision of public service facilities is not adequate so that such facilities can be more accessible to residents within their neighbourhood.

Insights for the Pearl River Bay Area

The main objective in the development plan for quality living of the Grand Paris Region focuses on solving their city problems. Sufficient and stabilized housing supply, sustainable economic development, efficient and environmentally friendly transport and equitable distribution of public service resources are the core issues that have to be dealt with by every region of high livability.

In the Grand Paris Region, enhancing the linkage between urban living and natural environment is also adopted as one of the development strategy. Whilst expanding the woodland areas designated for public use, the Region also strengthens conservation of the natural environment and creates continuous green corridors to enhance continuity and integration of the ecosystem. This helps better integration of the nature and urban living.

TOKYO BAY AREA



Surrounded by the Kanto Plain (the granary of Japan) to its north, the Boso Peninsula to its east, the Miura Peninsula to its west and the Pacific Ocean to its south, with the coastline of 170 km, the Tokyo Bay Area contains a number of metropolis such as Tokyo, Yokohama and Chiba and a number of important industrial areas of Kawasaki, Funabashi and Kimitsu. The Bay area is home to around 26 million persons and is one of the world's renowned "Livable Region", which specifically reflect in:

(1) Efficient living and movement – The Tokyo Bay Area has the world's highest density of railway networks (950m/km² in the central area). About 86% of daily trips are taken by rail-based transport. With the comprehensive rail-based transport networks, people living within 60km of central Tokyo could reach the railway stations within 15 minutes on foot and spend less than 60 minutes on the commuting trips.

(2) People-oriented community with good urban infrastructure – The physical design of residential area has been conducive towards achieving a people-oriented community. With the vision to become "Tokyo Teleport Town", the Tokyo Waterfront Secondary City Center is planned with world-class information infrastructure such as information centre, telecommunications centre and broadband networks. Other infrastructure such as Magnetic Levitation Trains and utility common trenches for accommodating water pipes, power lines, telecommunications, communications, gas, central heating and waste pipes are also introduced in the area.

(3) The winding river not only brings a flow of vibrancy, but also reflects the historical change of Tokyo – The Sumidagawa (or Sumida River), with the

length of 23.5 km, is a river which flows through Shitamachi, Nihonbashi and Odaiba, and finally enters the Tokyo Bay. Visitors could follow the Sumidagawa from the historic district of Asakusa to Odaiba (the new development area) to appreciate the changes and development of Tokyo.

By the development of port facilities to drive the economic development of its hinterland, the Tokyo Bay Area successfully reveals how to fully exploit the locational advantages of the waterfront area to make up for its lacking of natural resources. With the development of a number of prominent commercial and industrial activities, its port cities house 27% of the total population and contribute to one-third of the gross product by economic activities even though it only accounts for 3.5% of the total land area. The Tokyo Bay Area contributes significantly to Japan's national development and economic prosperity:

(1) Shipping centre and manufacturing base – The total cargo volume handled by the ports of Tokyo Bay is about 500 million tons annually and thus driving the development of two major industrial areas, Tokyo-Yokohama and Tokyo-Chiba. The two industrial areas account for 24% of the total number of manufacturing enterprises and employment of the nation.

(2) Financial centre and information centre – The Tokyo Bay Area accounts for 24% of the total number of financial and insurance companies and 35% of the total population working in the financial and insurance sector. Two-thirds of Japan's import and one-third of Japan's export are handled through the ports and cities of the Tokyo Bay.

(3) Scientific research and education centre and intellectual hub – The Tokyo Bay Area is a place of high concentration of educational and research institutions, accommodating more than one-fifth of Japan's 120 universities and 30% of the university staff. Journalism, publishing, broadcasting, media and advertising industries are also prosperously developed.

(4) Most influential consuming and activities centre. Highly intensive flow of people and goods make the Tokyo Bay Area the world renowned commercial and consumption hub, and accounts for one-third of the nation's wholesale and retail sales. Not only with extremely rich variety of merchandises, the Tokyo Bay Area possesses a large number of global leading quality brands. Its unique consumption pattern also plays a leading and demonstrating role to other regions and even the world.

Insights for the Pearl River Bay Area

The Tokyo Bay Area and the Pearl River Bay Area are quite similar in terms of geographical forms as both are dominated by a number of metropolis. The two areas are supported by diversified industries such as finance, business services, cultural and creative industries, light and heavy industries and shipping, etc. They also have similar population density and land use intensity.

The Pearl River Bay Area can draw on the experience of the Tokyo Bay Area in the following aspects:

- *a mode of development which balances urbanization and conservation;*
- *priority given to rail-based transport;*
- *extensive use of underground space;*
- *incorporation of river, water body and coastline as important urban design and urban landscape elements;*
- *variety in cultural services and facilities;*
- *aggregating human resources through concentration of higher education and research facilities.*

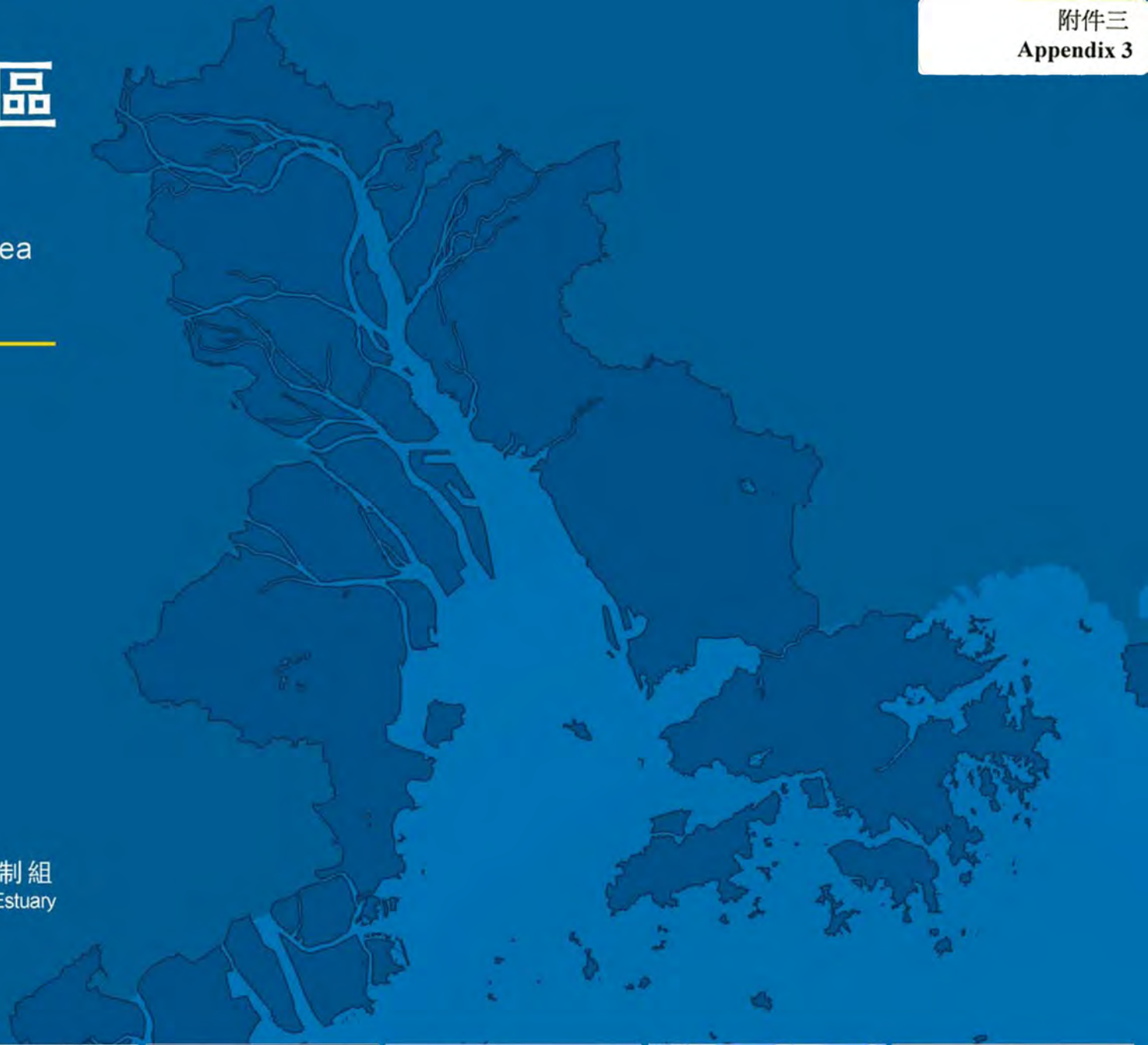
環珠江口宜居灣區 建設重點行動計劃

Study on the Action Plan for the Bay Area
of the Pearl River Estuary

公眾諮詢稿
Public Consultation Digest

《環珠江口宜居灣區建設重點行動計劃》編制組
Study Team of the Action Plan for the Bay Area of the Pearl River Estuary

2011年1月
January 2011



澳門



珠海



中山



廣州



東莞



深圳



香港

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■ 研究目的

為配合《珠江三角洲地區改革發展規劃綱要（2008-2020年）》的實施，粵港澳三地政府同意了共同編制《環珠江口宜居灣區建設重點行動計劃》（以下簡稱《灣區計劃》）。2010年4月，粵港兩地政府簽署的《粵港合作框架協議》亦將此列為區域合作規劃項目之一。

項目於2010年4月開展，計劃以“宜居”為目標，以行動為落足點，共同將環珠江口灣區打造成為大珠三角優質生活圈的精華區、引領大珠三角轉變經濟發展方式的示範區，並通過明確的重點行動計劃，按粵港澳三地各自實際情況積極進行引導實施。

■ Study objectives

To facilitate implementation of the “Outline of the Plan for the Reform and Development of the Pearl River Delta (2008-2020)”, the governments of Guangdong, Hong Kong and Macau agreed to jointly commission the “Study on the Action Plan for the Bay Area of the Pearl River Estuary” (hereinafter referred to as “the Bay Area Study”). The Study is also one of the regional cooperation projects in the “Framework Agreement on Hong Kong/Guangdong Cooperation” signed by the two sides in April 2010.

The Study commenced in April 2010. With an objective of enhancing livability and emphasis on actions, the Study aims to facilitate development of the Bay Area as the focal point of “quality living area” in the Greater Pearl River Delta (GPRD) region and a “pioneer area” for the transformation of the mode of economic development of the region. Action plans would be formulated to realize the objectives, which are to be implemented by the three places taking into account individual circumstances.



■ 研究範圍

“環珠江口灣區”（以下簡稱“灣區”）是大珠三角城鎮群的核心空間，區位優越、資源豐富、經濟繁榮、生態良好。按照有利於統計分析和評估考核、有利於落實實施主體和分工、有利於陸海統籌的海岸帶綜合管理的原則，並經反覆徵求環珠江口五市意見，灣區範圍由鄰接珠江出海口水域的區（片區或組團）一級行政單元組成，共包括廣州、深圳、珠海、東莞、中山等廣東5市所轄的17個區和香港、澳門兩個特別行政區全境，陸地面積約6894平方公里，海域面積約8684平方公里，2009年底常住人口約2520萬人，地區生產總值約3萬億元人民幣。該區域集中了大珠三角地區主要的機場群和港口群，還擁有以灣區為中心的放射狀鐵路幹網，而且區域內森林、海洋和濕地生態系統完備，形成了大珠三角地區的地理中心和生態核心。

■ Scope of Study

The Bay Area surrounding the Pearl River Estuary (hereinafter referred to as “the Bay Area”) constitutes the core of the GPRD City-region, which occupies a strategic geographical location with rich resources, prosperous economy and good ecological value. In this Study, the Bay Area is defined as comprising all the 17 districts abutting the Pearl River Estuary under the administration of Guangzhou, Shenzhen, Zhuhai, Dongguan and Zhongshan, and the whole territory of Hong Kong and Macau Special Administrative Regions. The boundary is set out having regard to the ease of statistical analysis and assessment, identification of implementation agencies of the proposed actions as well as the principle of adopting an integrated approach of coastal area management. The views of the concerned cities have also been taken into account. The Study Area covers a land area of about 6894 km² and water area of about 8684 km², with a population of usual residents of about 25.20 million and local GDP of about RMB 3 trillion as at end-2009. Covering the major airport and port clusters and hubs of regional railway network in the GPRD as well as a comprehensive ecological system with forests, sea and wetlands, the Bay Area is the geographical and ecological core of the GPRD region.



城市City	研究範圍Study Area
香港 Hong Kong	香港全境Whole territory of Hong Kong
澳門 Macao	澳門全境Whole territory of Macao
廣州 Guangzhou	越秀區、天河區、荔灣區、海珠區、黃埔區、南沙區、番禺區 Yuexiu District, Tianhe District, Liwan District, Haizhu District, Huangpu District, Nansha District and Panyu District
深圳 Shenzhen	福田區、南山區、寶安區Futian District, Nanshan District and Baoan District
珠海Zhuhai	香洲區、橫琴新區、金灣區Xiangzhou District, Hengqin District and Jinwan District
東莞 Dongguan	西南片區（虎門鎮、長安鎮、沙田鎮、厚街鎮）Southwest Area (Humen Town, Chang'an Town, Shatian Town and Houjie Town)
	西北片區（莞城區、東城區、南城區、萬江區、道滘鎮、洪梅鎮、麻涌鎮、望牛墩鎮）Northwest Area (Guancheng District, Dongcheng District, Nancheng District, Wanjiang District, Daojiao Town, Hongmei Town, Machong Town and Wangniudun Town)
中山 Zhongshan	中部組團（北城區、港口鎮、沙溪鎮、大湧鎮、五桂山鎮） Central Group (Downtown, Gangkou Town, Shaxi Town, Dachong Town and Wuguishan Town)
	東部組團（火炬區、南朗鎮、民衆鎮、三角鎮） East Group (Torch Development Area, Nanlang Town, Minzhong Town and Sanjiao Town)

■ 研究思路

根據國內外有關宜居理論的主要文獻闡述，以及多個世界著名宜居區域的實踐經驗表明，宜居區域的內涵主要包括以下六大方面：優質的資源和環境、完善的民生服務、豐富的休閒遊憩空間、便捷高效和以人為本的交通出行、多元化的經濟和就業機會、可持續的社會創新能力。

目前大珠三角地區離宜居區域的建設要求仍有一定差距，故仍需改善。灣區憑藉其處於大珠三角地理中心和生態核心的地位，是建設大珠三角宜居區域的核心和突破口。《灣區計劃》編制組通過系統分析國內外經驗，嘗試歸納“宜居區域”的特徵和標準，對比評估灣區離宜居要求的差距以及目前面臨的機遇和挑戰，提出了宜居灣區行動計劃的行動方向、重點行動計劃等初步建議。

■ Study Approach

With reference to literatures in both China and overseas concerning the concepts of livability as well as practical experience of various world-renowned livable regions, a livable area should meet six major requirements, namely, good resources and environment; comprehensive services for the well-being of people; sufficient leisure and recreation spaces; convenient, highly efficient and people-oriented transportation; diversified economy and employment opportunities; and sustainable innovation ability of the society.

At present, the GPRD has not yet fully met the requirements and there is a need for improvement. In this regard, the Bay Area, being the geographical and ecological core of the GPRD, would play a pivotal role. Based on systematic analyses undertaken both in China and overseas, the Study Team has made an attempt to summarize some characteristics and standards of livable regions, examine the current situations as well as the opportunities and challenges facing the Bay Area, and puts forward some preliminary suggestions in terms of development goals, strategies and key action plans for the promotion of livability of the Bay Area.



■ 優勢與劣勢

灣區森林、濕地和海洋等自然生態系統完備，擁有深厚的文化傳統，產業發展有良好基礎，已建立起連通國際國內的海陸空交通體系，為建設宜居區域奠定了良好基礎。

另一方面，灣區沿續的發展模式使資源利用方式較為粗放，目前灣區部分地區表現出區域生態本底遭受破壞、環境質量下降、休閒遊憩空間匱乏、高品質社會服務設施缺乏、社會創新能力有待提高等問題。

■ 機遇與挑戰

在經濟全球化與區域經濟一體化背景下，國際性產業轉移加快，灣區內大型基礎設施加快建設，粵港澳合作日益加強等機遇，優質生活圈建設受到重視，為灣區的宜居發展提供了新的動力。

但隨著其它地區的加速發展，灣區面臨區域競爭日趨激烈，對人才的吸引力不足等挑戰，迫切需要轉變發展方式，並通過粵港澳緊密合作，採取切實可行的行動打造宜居區域，提升區域的整體吸引力和競爭力。

■ Strengths and Weaknesses

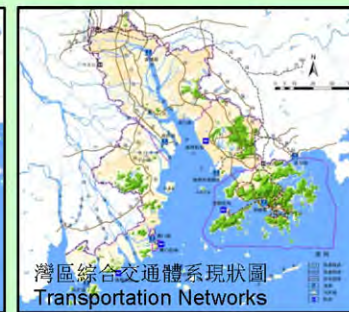
The Bay Area comprises a comprehensive ecological system including forests, wetlands and sea as well as a rich cultural heritage. It has also established a good industrial basis and transportation system by sea, land and air linking with other places in China and overseas. All these set a good foundation for livable development.

On the other hand, the mode of development of the Bay Area has generally based on extensive use of resources. As a result, some parts of the Bay Area are confronted by problems such as the deterioration of ecological and environmental quality, shortage in leisure and recreation spaces, lacking of high-quality social services and facilities, innovation ability of the society yet to be enhanced, etc.

■ Opportunities and Threats

Under economic globalization and regional economic integration, there is a trend of increasing economic restructuring and development of major infrastructure, strengthening of cooperation among Guangdong, Hong Kong and Macau, and growing emphasis on quality-living. All these provide new driving forces for promoting livability in the Bay Area.

On the other hand, the Bay Area is facing various challenges arising from rapid development of the surrounding regions, such as keen competitions with the surrounding regions and insufficient attractiveness to talents. To promote the Bay Area's attractiveness and competitiveness, there is an imminent need to change the mode of development and to enhance its livability through strengthened cooperation among Guangdong, Hong Kong and Macau.



灣區的未来發展，應融合粵港澳三地優勢，聯手打造“宜居、宜業、宜遊、宜自然生態”的發展新格局，實現“共建粵港澳優質生活圈的精華區”和“引領大珠三角轉變發展方式的示範區”的發展目標，使之與美國舊金山灣區和日本東京灣區一樣，發展成為國家重要的增長極和宜居建設的重要典範。具體包括：

■ 打造一個環境資源優良的“綠色區域”，培育“生態低碳灣”

依託灣區完備的自然生態系統，豐富的海洋、濕地和森林資源，建設環境優良、生物多樣、資源利用合理的“綠色區域”，促進生態資源環境的保護與利用，促進經濟社會發展與人口資源環境相協調，實現可持續發展。

■ 打造一個民生服務完善的“幸福區域”，培育“優質生活灣”

依託公共交通網絡，建設住房類型多元、設施完善、節能環保的城市住區，培育一批用地緊湊、功能混合、生活多元的新市鎮，建立覆蓋城鄉、高品質的公共服務體系，形成城鄉協調、服務完善、安定和諧的“幸福區域”，保障和改善民生，全面提升區域的生活服務品質。



The future development of the Bay Area should capitalize on the advantages of Guangdong, Hong Kong and Macau with a view to setting up a spatial framework which is “favorable to living, working, leisure and ecological protection”. With the development goal of becoming the key “quality living area” of Guangdong/Hong Kong/Macau and a “pioneer area” for the transformation of the mode of economic development of the GPRD region, the Bay Area should aim at developing into a major growth pole of China and a showcase of livability, like the bay areas of San Francisco in the United States and Tokyo in Japan. In details, it should establish:

■ a “Green Region” with quality environmental resources – a “Natural and Low-carbon Bay”

With a comprehensive ecosystem including rich resources in the sea, wetlands and forests, the Bay Area should aim at establishing itself as a “green region” with quality environment, high biodiversity and rational utilization of natural resources. Economic/social development, utilization of natural resources and protection of environment should be well coordinated in order to realize sustainable development.

■ a “Blissful Region” for the well-being of people – a “Bay for Quality Living”

On the basis of public transportation network, the Bay Area should aim at building urban residential communities with diversified housing types, adequate infrastructure and facilities, and energy saving/environmental friendly design. New towns with a compact land use pattern, mixed functions and diversified lifestyle should be developed. High-quality public services should be provided for both urban and rural areas. The overall aim is to realize a “blissful region” with coordinated development of the urban and rural areas, good public services and harmonious living environment.

■ 打造一個遊憩活動豐富的“樂活區域”，培育“人文休閒灣”

依託粵港澳豐富的自然資源和多元的人文資源，塑造具有遊憩娛樂功能的生態和人文休閒場所，建設開放空間體系，組織豐富多彩的休閒娛樂活動，形成便於享用、歷史文化彰顯、遊憩活動豐富的“樂活區域”，培育高品質、複合多元的休閒灣，滿足人民日益增長的精神文化需求。

■ 打造一個交通便捷高效的“暢通區域”，培育“門戶樞紐灣”

依託發達的港口群和機場群，輻射周邊、通達世界各地的對外綜合運輸通道和以軌道交通為主體的城際交通網，以及多樣化的城市慢行和休閒交通網，培育內外通暢、高效便捷的“暢通區域”，進一步增強灣區內部，以及灣區與內地和國際的人流、物流、資金流等要素的高效流動。

■ a vibrant “Lohas Region” – a “Bay for Leisure and Culture”

Based on the rich natural and cultural resources in Guangdong, Hong Kong and Macau, actions should be taken to create natural and cultural places with leisure and recreational functions. Through the establishment of open space systems allowing a full range of leisure and recreation activities, a “Lohas region” which is vibrant, readily accessible to public and rich of historic and cultural elements would be formed. A “Bay for Leisure and Culture” with high-quality, diversified but integrated cultural and leisure activities would thus be created to satisfy people’s needs in this regard.

■ an “Accessible Region” with highly efficient transport linkages – a “Bay of Gateway and Hub”

Based on the well-established port and airport clusters, a comprehensive transport network connecting with the overseas, an inter-city transport network with railways as backbone, and various forms of non-motorized and leisure transport, a well accessible region with highly-efficient transport system is envisioned to enhance seamless flow of people, goods and capital within and outside the Bay Area.



■ 打造一個經濟繁榮富裕的“活力區域”，培育“優質服務灣”

依託港澳發達的服務業優勢和廣東的市場優勢，以灣區內機場、港口、軌道站點等交通樞紐為節點，建設多層次、多中心的城鄉生活服務網絡，形成就業充分、充滿活力的世界級“活力區域”，促進灣區乃至大珠三角地區產業升級，改善區域就業機遇。

■ 打造一個以創新為驅動的“智慧區域”，培育“開放創新灣”

依託粵港澳已有的研發優勢，構建產學研一體化的開放型區域創新體系，培育壯大創新經濟，把灣區培育成以創新為主導的“智慧區域”，促進區域科技進步和創新能力提升，以高科技、優良的勞動者素質和創新管理為主，推動區域經濟發展。

■ a “Vibrant Region” with prosperous economy – a “Bay of Efficient Services”

Capitalizing on the well-developed service industries in Hong Kong and Macau and the advantage of the burgeoning markets in Guangdong, and using the transport hubs at airports, ports and railways as the nodes, actions should be taken to develop a multi-level, multi-nodal service network. A world-class “vibrant region” would be formed to promote the industrial upgrading of the Bay Area and even the Greater Pearl River Delta. Job opportunities in the region would also be improved.

■ an “Intelligent Region” driven by innovation – a “Bay of Openness and Innovation”

Based on the achievements in research & development (R&D) in Hong Kong, Macau and Guangdong, actions should be taken to establish a regional innovation system through collaboration of industrial, academic and R&D sectors to develop the Bay Area as an “intelligent region”. With scientific and technological advancement as well as upgrading of innovation ability, the economy of the Bay Area would be driven mainly by hi-tech, high-quality labour force and innovative management.



■ 行動1: “綠網”建設行動

開展以區域綠地和區域綠道為主體的“綠網”建設行動，增加區域“碳匯”能力，滿足居民日益增長的生態休閒需求，形成貫通全區域的綠色開敞空間體系。

——**建設“灣區跨界綠道網”**。依託正在建設的珠三角區域綠道網，與港澳的景觀步道和郊野公園相銜接，串聯起灣區的森林、濕地、海岸帶和近海島嶼等生態資源，維護日益稀缺的濱海生態資源，形成環繞珠江口兩岸的跨界綠道網絡，增加並完善娛樂遊憩、運動健身等設施和場所，改善城市生態環境質量。

——**保育“區域綠地”**。在灣區劃定區域性生態保護區，主要包括森林公園、郊野公園、濕地、海島等，特別是將灣區各類生態地區串聯成網，建設森林、濕地和海洋三大公園系統，保護並完整展現灣區最具魅力的自然生態景觀，實現生態保護與休閒遊憩的協調發展。

■ Action 1: To establish a “Green Network”

On the basis of the regional green space and greenways, the “Green Network” action aims to establish an integrated green open space system in order to increase the region’s “carbon sink” and satisfy the increasing needs of people in eco-recreation.

——**To establish a “cross-boundary greenway network in the Bay Area”**. Actions should be taken to link up the Pearl River Delta’s greenway network currently under construction with the hiking trails and country parks in Hong Kong and Macau such that the major forests, wetlands, coastal areas and outlying islands in the Bay Area could be connected and the diminishing coastal ecological resources could be better protected. The formation of a complete greenway network along the coast of Pearl River Estuary would provide opportunities for recreation, leisure and sports as well as improvements to the ecological environment.

——**To preserve “regional green space”**. The forestry parks, country parks, wetlands and outlying islands in the Bay Area should be designated as regional ecological preservation areas. In particular, these ecological preservation areas should be linked up to form a ecological park system with a view to protecting the charming natural landscape and coordinating environmental protection with leisure and recreation uses in the Bay Area.



■ 行動2：“藍網”建設行動

依託灣區深厚的人文積澱、豐富的珠江水系和綿長的亞熱帶海岸線，開展以河川海岸為紐帶串聯人文風情區的“藍網”建設行動，有效保護並傳承具有歷史和科學價值的文化遺產，將自然資源、地域文化與新型休閒模式相結合，形成凸顯灣區獨特文化特色和魅力的藍色濱水空間。

——**打造“魅力水道網”**。以江河水體、海岸線為紐帶，劃定生產、生活和生態三類岸線，協調不同用途的岸線和水域，串聯濱水地區的重要歷史文化資源，開展河湧整治和岸線修復，注重濱水公共功能的開發利用和景觀建設。

——**建設“人文風情區”**。通過建成一批人文底蘊濃厚的傳統文化觀光區，有效保護並傳承具有歷史和科學價值的文化遺產，延續地方文脈、展示區域文化形象。建成一批現代氣息強烈的創意產業區，完善服務配套，發展文化創意、研發、會展、教育等新興服務功能，帶動地區發展活力，促進旅遊觀光、文化創意等高端產業的發展。

■ Action 2: To establish a “Blue Network”

Given the rich cultural resources, extensive waterway system and long subtropical coastlines of the Bay Area, actions should be taken to link up places of cultural heritage along the waterways and coastal areas to form a “Blue Network”. The Blue Network can effectively protect and preserve the cultural heritage that has historic and scientific values, and integrate the natural resources, local cultures and new leisure activities in order to create a charming waterfront region with unique cultural setting in the Bay Area.

——**To create a “Charming waterway network”**. Taking the waterways and coastlines as the key corridors, it is necessary to distinguish the functions of the coastlines for production, living or ecological preservation. Actions should be taken to coordinate the different functions along the coastlines, integrate the important historic and cultural resources in the waterfront area, remediate and restore the rivers, creeks and coastlines, as well as enhance the waterfront landscape to encourage public enjoyment.

——**To establish “Cultural Precincts”**. Establishing cultural precincts that can showcase traditions and customs can help to preserve the cultural heritage with historic and scientific values, thereby allowing local culture to thrive while strengthening the sense of cultural identity in the locale. Cultural precincts could also be set up for promoting creative industries. A whole range of support services should be provided in the precincts for developing cultural and creative industries, R&D, exhibition, education and other new services in order to create more synergy and promote tourism and high-end industries in the Bay Area.



■ 行動3: “綠色交通” 建設行動

建立以公共交通和慢行系統為主導的綠色交通系統。構築以軌道交通為骨幹的“區域公交網”，優先劃定公交優先區和慢行優先區，優化城市交通結構，倡導綠色出行模式，實現灣區交通“綠色化”，為形成高效便捷、以人為本的“暢通區域”提供支撐。

——**構築“區域公交網”**。加快建設與港澳無縫銜接、連接珠三角東西兩岸的軌道交通系統，進一步強化廣深港和廣珠澳交通走廊。

——**建設“公交優先區”**。在城市中心區和新市鎮地區建設依託區域公交樞紐發展的“公交優先區”，提高公交線網的密度和覆蓋率，優化公交系統與城際軌道站點的銜接，構建以軌道交通、道路公交以及清潔能源交通等公共交通方式為主的通行區域。

——**建設“慢行優先區”**。建設一批以傳統文化體驗和商務休閒為主導特色的慢行優先區，構建與公共交通高效接駁的慢行交通系統，創建便利、安全、和諧、優美的慢行環境。

■ Action 3: To promote “Green Transport”

A sustainable transport system which emphasizes on public and non-motorized transport should be established. Railway should be adopted as the backbone of the “regional public transport network” and actions should be taken to designate priority areas for public and non-motorized transport. The goal is to optimize the urban transportation system and promote sustainable modes of transport so as to realize “green transport” to support an “accessible region” with highly efficient, convenient and people-oriented transport services.

——**To build a “Regional public transportation network”**. Actions should be taken to expedite construction of railway system for seamless connection between Hong Kong, Macau and the east and west sides of the Pearl River Delta. The transportation corridors of Guangzhou-Shenzhen-Hong Kong and Guangzhou-Zhuhai-Macao should be further enhanced.

——**To designate “Priority areas for public transport”**. Based on the regional public transport hubs, “priority areas for public transport” should be designated in urban centres and new towns. The frequency and coverage of public transport services should be increased and the connection between the intercity rail stations with other modes of public transportation should be enhanced. The goal is to build an accessible region with emphasis on railway, public transport and use of clean energy.

——**To designate “Priority areas for non-motorized transport”**. “Priority areas for non-motorized transport” allowing a mix of traditional cultures, retail shopping and leisure uses and well connected to public transport system would help create a convenient, safe, harmonious and pleasant environment for non-motorized travelers.



■ 行動4: “地域魅力場所” 建設行動

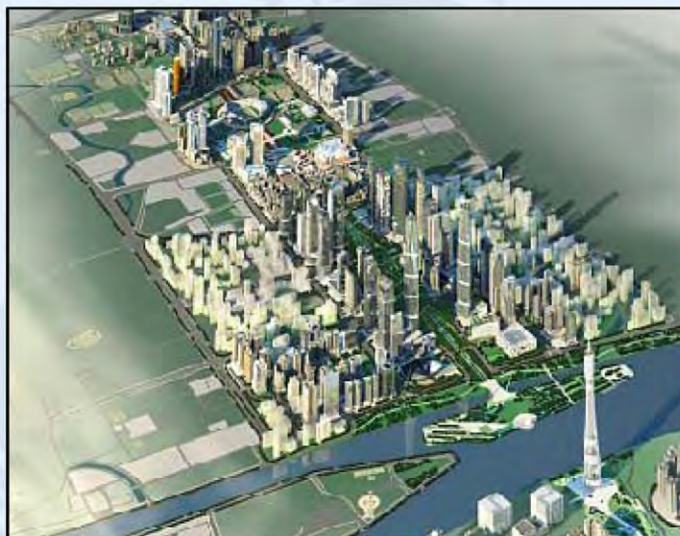
以改善區域城鄉公共空間質量為目標，積極推進“地域魅力場所”建設行動，通過綠道網、慢行系統或公共交通將城市中心區分散的廣場、公園串聯為一個整體，並鼓勵用地功能多樣化發展、推進細緻設計、提供充足的綠色開敞空間和基礎設施，形成佈局合理、設計精緻、維護良好的區域城鄉公共空間體系，打造一批集中展示宜居灣區的城市形象和發展水平的世界級“城市客廳”。

■ Action 4: To promote “Sense of place”

With an aim to improve the quality of public open spaces, the public squares and parks scattering in various locations of the city centres should be integrated through a network of greenways, non-motorized modes of transport and public transport. Actions to promote multi-functioning of specific landuses, exquisite design and provision of ample green open space and infrastructure should be encouraged to establish a regional public open space system with rational landuse layout, exquisite design and good maintenance, and also to establish a number of world-class “City Hallways” to showcase the image and development achievements of the “Livable Bay Area”.



香港維多利亞港海濱區 Hong Kong Victoria Harbourfront



廣州新城市中軸線地區 Guangzhou new urban axis area



珠澳共建的十字門地區 Shizimen District developed by both Macau and Zhuhai



深圳南北中軸線地區 Shenzhen north-south urban axis area

■ 行動5: “低碳住區” 建設行動

依託區域公交網，適度提高公共交通通道沿線及站點周邊地區土地開發強度，建設“低碳住區”。鼓勵高效、集約的住房用地供應，為不同收入階層的居民提供適當的住宅、完善的公共服務，將宜居區域的建設與居民的生活緊密結合，努力實現“人人享有適當住房”。

——**建設“城市低碳住區”**。依託公共交通網絡，在城市中心區內，結合城市空間擴展以及土地更新改造，通過發展以低耗能為核心的綠色建築、完善公共服務設施、發展集體公共交通、完善以自行車和步行道為主的慢行系統等措施，提升居民生活質量。

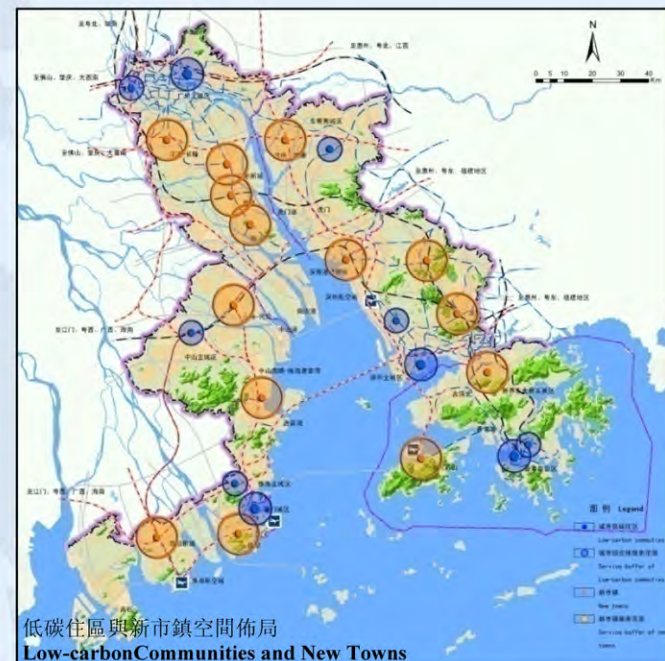
——**培育“新市鎮”**。以公共交通樞紐為組織核心，在城市中心區外圍建設新市鎮，通過配置多種類別的保障性住房，完善服務設施配套，吸引舊城區人口、城市新增人口、周邊農村居民移居，帶動新市鎮發展。

■ Action5: To establish “Low-carbon Communities”

On the basis of the regional public transportation network, “low-carbon communities” could be set up by duly intensifying developments along the routes of network and around public transport stations. By setting residential land in areas with highly efficient transportation means and a mix of landuses, people of different income levels would be provided with suitable housing and a full range of community services. Such a scenario of “affordable flats for all” would visualize the aim of improving people’s livelihood in the course of developing “Livable Bay Area”.

——**Building “Urban Low-carbon Communities”**. On the basis of the public transportation network, urban expansion in city centres should be carried out along with renewal of landuses, in which, energy saving measures like green buildings, provision of integrated social services and facilities, mass transit system, cycling and pedestrianization should be promoted to improve the living quality for people.

——**Building “New Towns”**. New towns should be built at the outskirts of city centres around the public transit hubs. These new towns should provide various types of affordable housing with a full range of servicing facilities to attract the existing dwellers in the inner cities, new urban migrants and rural villagers to move in.



■ 行動6: “文化村落” 建設行動

開展“文化村落”建設行動，培育文化觀光型、農業體驗型和商業休閒型村落，保護與發展嶺南傳統鄉村文化，帶動農村居民生活水平提高，形成環境優美、文化繁榮、生活幸福的嶺南鄉村體系。

——**培育文化觀光型村落。**對於具有重要歷史文化保護價值的村落，重點保護村落風貌和歷史遺跡，挖掘傳統民俗、非物質文化遺產資源，引入旅遊休閒、文化展示、餐飲娛樂等功能，形成展示嶺南鄉土文化的文化觀光型村落。

——**培育農業體驗型村落。**對於具有自然資源、鄉土民情特色的村落，發展特色農業、休閒農業、體驗農業，為城市居民提供農業休閒、渡假、體驗等活動空間，建設成為農業體驗型村落。

——**培育商業休閒型村落。**對於城市周邊的歷史村落，通過建築修葺和功能更新，引導城市商業、服務業、文化產業等進駐，發展成為傳統風貌良好、現代氣息濃郁的商業休閒型村落。

■ Action 6: To establish “Cultural Villages”

The traditional village culture of Southern China could be preserved and enhanced through the promotion of cultural tourism, farm life experiencing and commercial/leisure activities in villages. Such actions could also help improve the living standard of villagers and establish a system of Southern China villages which are scenic, culturally rich and blissful.

——**Villages for cultural tourism.** For villages with high historical and cultural values, high priority should be given to preserving the rural ambience and historical sites. On the basis of traditional custom and intangible cultural heritage resources, activities like tourism and leisure, demonstration of culture, entertainment/catering, etc should be encouraged.

——**Villages for farm life experiencing.** For villages rich in natural resources and unique rural ambience, activities like featured farming, hobby farming and farm life experiencing should be encouraged for the leisure, vacation and farm life experiencing of urban dwellers.

——**Villages for commercial/leisure activities.** For villages located at the outskirts of cities, rehabilitation and revitalization of old buildings should be promoted to attract commercial, servicing and cultural industries, thus allowing commercial/leisure activities within a setting of both traditional landscape and modern ambience.



文化村落示意圖
Cultural Villages



■ 行動7：“便捷通關”建設行動

為滿足粵港澳三地持續增長的客貨運交通需求，促進要素高效流動，開展“便捷通關”建設行動。以粵港澳地區跨界交通通道銜接和口岸優化建設為重點，為宜居灣區建設提供更緊密和更方便的跨界交通聯繫，促進三地的更緊密合作。

——**加強跨界通道銜接。**大力推進粵港澳跨界交通基礎設施的一體化建設，加快跨界高速公路、高速鐵路、城際軌道以及慢行交通的銜接與建設進度。

——**提升口岸通關效率。**加快各類口岸的規劃與建設速度，提供更緊密、更方便的跨界交通服務，完善粵港澳交通規劃和建設的合作機制，促進兩地人員和貨物的高效流動。

■ Action 7: To facilitate “Easy Boundary Crossing”

To meet the ever growing transportation among Guangdong, Hong Kong and Macao and to facilitate efficient flow of economic factors, high priority should be given to improving the connection of cross-boundary links and the development of boundary crossing points. The improved cross-boundary transportation network would facilitate the development of “Livable Bay Area” and foster closer cooperation amongst the three places.

——**Strengthening connection of cross-boundary transportation links.** The integration of cross-boundary transport infrastructure in Guangdong, Hong Kong and Macau should be actively promoted. The construction of cross-boundary expressways, high-speed railways, inter-city transits and non-motorized mode of transportation and their inter-connections should also be expedited.

——**Enhancing the efficiency of clearance at the boundary control points.** In order to facilitate efficient flow of passengers and cargoes among Guangdong, Hong Kong and Macao, actions should be taken to speed up the planning and construction of boundary control points so that faster and easier cross-boundary transportation services could be provided. The cooperation mechanism among the three places in the planning and construction of cross-boundary transportation should also be enhanced.



■ 行動8：跨界環保合作行動

為改善區域環境品質，以解決流域水環境污染、區域性大氣複合污染等環境問題為重點，著力開展跨界環保合作行動，實現區域環境聯防聯治。

——**加強流域水資源管理與水環境保護。**從餘水流域向缺水流域調水，通過跨流域調水，重點建設江庫聯網工程、區域調水工程、重大供水設施以及再生水廠，實現流域水資源高效管理；依託區域排水通道，通過流域水環境污染聯合控制，重點深化鄰接水域環境質量合作並完善建設重大污水處置工程，實現流域水環境齊防共治。

——**開展區域大氣環境聯合治理。**通過劃定區域性大氣環境重點監管區，加強對區域內電廠、工業源等重點污染源的監管以及對大氣環境敏感區的保護，促進區域整體空氣質量改善；通過聯合申請建立灣區海域“排放控制區”，共同制定船舶污染物減排目標和限制標準，減少灣區海域船舶大氣污染物排放，全面推進大氣污染綜合防治。

■ Action 8: To Cooperate in cross-boundary environmental protection

Cooperation amongst cities in the regional environmental mitigation and protection is crucial for the improvement of environmental quality and tackling the water and air pollution problems in the region.

——**Enhance the management of water resources and protection of aquatic environment.** Actions should be taken to enhance the management of water resources by diverting surplus water in one area to others in depletion of it. Priority should be given to linking up rivers/reservoirs in the region, delivery of water across the region as well as building major water supply facilities and water recycling plants. Furthermore, cooperation among cities should be promoted for joint control of water pollution along the regional drainage channels. Priority should be given to enhancing cooperation in protecting water bodies straddling different cities and completion of major sewage treatment projects.

——**Undertake joint management of the regional atmospheric environment.** To improve the overall air quality of the region, the control on the major pollution sources such as power plants and industrial areas and the protection of air-pollution sensitive areas should be strengthened through designating major control areas. Consideration should also be given to jointly applying for the establishment of “emission control areas” in the marine part of the Bay Area in order to set out the objectives, restrictions and standards regarding emissions from marine vessels.



你的意見

Your Views

我們希望聆聽你的寶貴意見，收集到的意見將會進一步優化灣區行動計劃的建議。

We would like to hear your comments and to optimize our proposals.

歡迎你在**2月10日**或之前將你的意見以郵寄、傳真和電郵的方式送給我們。

You are welcome to provide your opinions via mail, fax and email to us on or before **Feb 10**.

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詳細參考資料請登錄專屬網站：

Please visit the study website for details:

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