

For information on
28 January 2014

Legislative Council Panel on Development

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

Purpose

This paper briefs Members on the revised recommendations of the “Study on the Action Plan for Livable Bay Area of the Pearl River Estuary” (“the Study”) and details of the Stage 2 Public Engagement Activities.

Background

2. The Study is jointly commissioned by the Governments of Hong Kong, Guangdong and Macao under the premise of respecting the different administrative jurisdictions of the three places. It is a conceptual study of regional planning based on the established cooperation mechanism in town planning between Guangdong and Hong Kong and that between Guangdong and Macao. The Study area includes Hong Kong and Macao as well as the 19 districts abutting the Pearl River Estuary under the administration of the five cities (viz. Guangzhou, Dongguan, Shenzhen, Zhongshan and Zhuhai) surrounding the Pearl River Estuary. The purpose of the Study is to provide a liaison and communication platform for the Governments of the three places to jointly explore ways to turn the “Bay Area of the Pearl River Estuary” (“the Bay Area”) into a core area of quality living which is favourable to prosperous economic development within the Great Pearl River Delta as well as to provide recommendations mainly on principles and directions in respect of this vision that serve as reference for the three places in undertaking their respective planning work.

3. The Study commenced in April 2010. On 22 February 2011, during the Stage 1 Public Engagement of the Study, we briefed the Panel on

Development (“the Panel”) its initial recommendations (LegCo Paper No. CB(1)1308/10-11(03)).

Stage 1 Public Engagement

4. The Stage 1 Public Engagement exercise was simultaneously conducted by Guangdong, Hong Kong and Macao in January 2011 to collect views of general public on the initial recommendations of the Study. Apart from briefings for the Panel, the main activities conducted in Hong Kong included three public consultation forums and a total of eight talks, seminars and forums organized by various organizations. The main views collected during the public engagement activities and our responses are at **Annex 1** – “Stage 1 Public Engagement Report”.

5. Among the public opinions collected, some suggested that the Study should be fully used as a platform for regional cooperation for Guangdong, Hong Kong and Macao to jointly explore ways to complement each other’s strengths in order to achieve mutual benefits and better development of the region. However, quite many also viewed that regional cooperation might affect Hong Kong’s autonomy in local planning.

6. Regarding the above concerns, we have to stress that Hong Kong is closely related to Guangdong and Macao geographically and in terms of economic and social relations, and it is necessary to strengthen cooperation and exchanges on ways to improve the overall living environment. The Study can provide a liaison and communication platform for Guangdong, Hong Kong and Macao for such work. At the same time, the recommendations of the Study are mainly on principles and directions that serve as reference for the three places in formulating their policies and relevant measures. The governments of the three places should take into account their respective circumstances, established mechanism and regulations to formulate their own measures. As for Hong Kong, we would make reference to the principles and directions mentioned in the Study and undertake relevant planning and works proposals, etc. to suit Hong Kong’s mode and priority of development. We will conduct consultations in respect of respective plans and projects in accordance with the established procedures including consultation with the LegCo, relevant interest bodies

and the general public. If funding is required for any study or works project, it must be approved by the LegCo.

Recommendations of the Study

7. After analyzing in detail the empirical experience of many “livable regions” worldwide, the Study made conclusion on the elements of livable regions applicable to the Bay Area including six major aspects such as good use of resources and quality ecological environment; diversified leisure spaces and good heritage conservation; comprehensive public services; convenient, efficient, smooth and people-oriented transport modes; diversified economy facilitating employment/business opportunities as well as sustainable innovation capability of the society, which would form the basis for achieving the vision of a “Livable Bay Area” under a series of proposed objectives, strategies and recommendations.

8. After making reference to the opinions received during the Stage 1 Public Engagement Activities, the Study made a number of amendments to the initial recommendations. The revised recommendations could be summarized into 10 major categories with a view to upgrading the residents’ living quality by means of conserving the natural ecology and historical and cultural resources, enhancing the waterfront environment and public spaces, promoting transport mode through public transport, walking etc., promoting the compact land use mode, enhancing the quality of public services, enhancing cross-boundary transport linkages as well as improving the regional environment through major planning on enhanced air and water quality. Details of these ten key recommendations are at **Annex 2** – “Summary of Recommendations of the Study ” and the main points are summarized as follows:

- “Green Network” – formulated on the basis of the Greenway Network currently in the Pearl River Delta and the existing ecological conservation systems of Hong Kong and Macao. Through the establishment of ecological corridors to link up ecologically sensitive areas into a network, this recommendation aims at conserving precious and scenic natural landscape, providing adequate space for wildlife to flourish and at the same time

improving the leisure and hiking networks of the three places to meet people's aspiration for enjoying nature.

- “Blue Network” – focus on the protection, rational utilization and upgrading of the coastal belts and riverfronts for improving the water quality, and more efforts would be made to strengthen coordination in respect of management of coastlines to protect the ecological resources and natural landscape of coastline and waterfronts, to create an enjoyable environment, and to provide more leisure areas with characteristic waterfront and riverside features for the residents.
- “Regional Public Transport Network” – actively develop public transport and build a diversified, extensive and seamless regional public transport system to link up the entire region as well as to enhance transport linkages among Guangdong, Hong Kong and Macao. While improving the city transport network, a compact mode of land use should also be promoted.
- “Cultural Precincts” – actively conserve, revitalize and reuse the cultural heritage resources for the provision of more venues of historical and cultural characteristics so that the residents could experience the diverse culture of the Bay Area.
- “Featured Public Spaces” – strengthen and highlight the local character through proper planning and design of public spaces to build diverse urban landscape and to enhance the quality of the living environment.
- “Public Service Network” – improve public services to form a comprehensive public service network to meet the needs of the residents and to provide incentives to attract more people to live and work in the Bay Area.
- “Livable Communities” – enhance residents' quality of living by improving public service facilities and public activity spaces at the community level.

- “Walkable Cities” – improve the pedestrian networks and walking environment to establish a smooth, safe and pleasant walking system to encourage walking by the residents and enhance the vibrancy of street life.
- “Convenient and Efficient Boundary Crossing” – focus on strengthening the cross-boundary infrastructure and providing convenient cross-boundary facilities to enhance closer and more convenient transport linkages among Guangdong, Hong Kong and Macao for promotion of the economic and social development of the three places.
- “Cross-boundary Cooperation on Environmental Protection” – ensure adequate and steady supply of quality water in the region and solve the river-water pollution problem and the regional air pollution problem for the implementation of joint environmental protection and management in the region.

Stage 2 Public Engagement

9. The revised recommendations of the Study have been promulgated through press release and the specific website for the Study (“the Study website”) (<http://www.prdbay.com/ft/home.asp>). We have also uploaded the “Summary of Recommendations” and “Stage 1 Public Engagement Report” at the annexes of this paper, as well as a copy of the “Summary Report” including the detailed background and analysis of the Study onto the Study website for the public’s information. In addition, a public forum (details to be announced later) will be conducted in April 2014 for further discussion about the Study by the public. Views on the Study from the public are welcome. The views received will be forwarded to relevant policy bureaux and departments for their reference when they consider relevant planning matters.

10. Members are invited to note the recommendations of the Study and the arrangements in respect of the Stage 2 Public Engagement.

Annexes

Annex 1 Stage 1 Public Engagement Report

Annex 2 Summary of Recommendations

Development Bureau

Planning Department

January 2014

**Study on the Action Plan for Livable Bay
Area of the Pearl River Estuary
Stage 1 Public Engagement Report**

**Housing and Urban-rural Construction Department, Guangdong
Province**

Development Bureau/Planning Department, Hong Kong SAR

Secretariat for Transport and Public Works, Macao SAR

**(Study Consultants : Guangdong Urban and Rural Planning and Design
Institute, Shenzhen Graduate School of Peking University)**

January 2014

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1. Introduction

In 2006, the governments of Guangdong, Hong Kong and Macao, under the framework of “One Country, Two Systems”, jointly conducted the “Planning Study on the Co-ordinated Development of the Greater Pearl River Delta Townships”. The aim of this regional strategic planning study was to establish a communication platform among the three sides in undertaking analysis on the opportunities and challenges for the development of the Greater Pearl River Delta (GPRD) from a forward-looking perspective, and to formulate a coordinated development strategy which could foster regional cooperation, enhance the quality of living, achieve sustainable development in the GPRD, and raise the global competitiveness of the region.

In 2008, the State Council promulgated the “Outline of the Plan for the Reform and Development of the Pearl River Delta” (“the Outline”), which provided new opportunities and platform for the cooperation among Guangdong, Hong Kong and Macao. In February 2009, the governments of Guangdong, Hong Kong and Macao, after further discussion, reached a consensus to jointly undertake the “Study on the Action Plan for Livable Bay Area of the Pearl River Estuary” (“the Livable Bay Area Study”). This task was committed by Guangdong in the “Decision on Thoroughly Implementing ‘the Outline’ in the Guangdong Province” (Guangdong Circular [2009] No.10) promulgated in April 2009. It was also adopted by the governments of the three sides as one of the key recommendations under the “Planning Study on the Co-ordinated Development of the Greater Pearl River Delta Townships” and a key planning cooperation item under the “Framework Agreement on Hong Kong/Guangdong Co-operation” and the “Framework Agreement on Cooperation Between Guangdong and Macao”.

The “Livable Bay Area Study” is a conceptual regional planning study jointly initiated by the governments of Guangdong, Hong Kong and Macao. Recognizing the different administrative jurisdiction among the three places, the Study was undertaken under the established cooperation mechanisms in town planning between Guangdong and Hong Kong and between Guangdong and Macao. Through communication, coordination and cooperation on an equal basis among the three sides, the Study aims to complement each other’s strength in order to achieve mutual benefits for all parties. The recommendations of the Study are mainly on principles and directions, which could serve as reference for the governments of the three sides in undertaking their respective planning work. In giving consideration to the recommendations, the three sides should take into account their respective social circumstances and established mechanisms to formulate their own initiatives for realizing the vision of “Livable Bay Area”.

The Study process includes a series of public engagement activities, through which the Study Consultants could undertake discussions with the public on the concept of development of the “Livable Bay Area”. The public engagement activities comprise two stages:

The Stage 1 Public Engagement, commenced on 14 January 2011 and lasted for about three months, was mainly to collect public’s views on the preliminary recommendations of the Study and let the public have an understanding of the main directions and key issues and hold further discussion on them.

The Stage 2 Public Engagement commenced on 24 January 2014. The major public views received in the preceding stage would be collated and published in conjunction with the revised recommendations so as to foster further discussion and views from the public.

This report aims to summarise the public views received in Stage 1 public engagement activities and provide our responses to these views.

2. Activities of Stage 1 Public Engagement

Stage 1 Public Engagement commenced in Guangdong, Hong Kong and Macao simultaneously on 14 January 2011. A public consultation digest was compiled to outline the objectives and preliminary recommendations of the Study. Furthermore, a dedicated study website was launched to facilitate public access to the Study materials, consultation documents, details of public engagement activities, and the latest update of the Study, and to encourage the public to express their views. To fully engage members from different sectors in the three places, a series of consultation activities were undertaken to collect the views of the general public and relevant interest groups.

2.1 Overview of the public engagement activities in Guangdong

In mid-January 2011, a questionnaire survey was conducted in Guangdong. 900 questionnaires were distributed with 361 valid returns. The survey has extensively solicited the public's expectations and suggestions for the future development of the Bay Area. It has also facilitated public's understanding of the Study and encouraged public participation in it. Valuable comments were received from the public on the preliminary recommendations of the Study and the way forward.

2.2 Overview of the public engagement activities in Hong Kong

2.2.1 First public forum

The Planning Department of Hong Kong held the first public forum of the Study on 29 January 2011 at the Auditorium of The Hong Kong Federation of Youth Groups Building. More than 100 participants attended the forum, including experts, academics and representatives of the professional/research institutes in Hong Kong, as well as members of the public. The Study Consultants presented the background and main issues of the Study, and the participants gave valuable comments on the preliminary recommendations of the Study and the way forward.

2.2.2 Briefing to the Panel on Development of the Legislative Council

The Development Bureau and the Planning Department of Hong Kong presented the background and main issues of the “Livable Bay Area Study” to the Panel on Development of the Hong Kong Legislative Council on 22 February 2011. The Councillors gave valuable comments on the preliminary recommendations of the Study and the way forward.

2.2.3 Second public forum

The Planning Department of Hong Kong held the second public forum on 3 March 2011 at the Auditorium of the Duke of Windsor Social Service Building. More than 100 participants attended the forum, including experts, academics and representatives of the professional/research institutes in Hong Kong, as well as members of the public. Representatives of the Planning Department presented the background and main issues of the Study. Two expert advisors, Professor Jonathan W.C. Wong, the Director of Hong Kong Organic Resource Centre, Hong Kong Baptist University and Professor Alexis K.H. Lau, the Director of the Atmospheric Research Centre, Hong Kong University of Science and Technology attended the forum and shared their views on the "Livable Bay Area" from the perspectives of regional environmental protection and ecological conservation. Participants gave valuable comments on the preliminary recommendations of the Study and the way forward.

2.2.4 Third public forum

The Planning Department of Hong Kong held the third public forum on 9 April 2011 at the Exhibition Hall of the Hong Kong Productivity Council Building, Kowloon Tong. More than 100 participants attended the forum, including experts, academics and representatives of the professional/research institutes in Hong Kong, as well as members of the public. Representatives of the Planning Department presented the background and

main issues of the “Livable Bay Area Study”. Two expert advisors, Professor Anthony G. O. Yeh, Assistant Director of the Centre of Urban Planning and Environment Management, University of Hong Kong and Dr. James J. Wang, Head of the Department of Geography, University of Hong Kong attended the forum and shared their views on the “Livable Bay Area” from the perspectives of regional planning and transportation planning. Participants gave valuable comments on the preliminary recommendations of the Study and the way forward.

2.2.5 Briefings to various organizations

Between February and April 2011, representatives of the Planning Department of Hong Kong attended eight talks, seminars and forums held by various organizations to give briefings on the Study. In these occasions, views and suggestions on the development of the “Livable Bay Area” were collected from members of different sectors. Details of these events are as follows:

List of briefings and events in Hong Kong

Date	Event
25 February 2011	Luncheon Talk to Project Chambers
1 March 2011	Joint Briefing to the Hong Kong Institute of Architects, Hong Kong Institute of Planners, and Hong Kong Institute of Landscape Architects
11 March 2011	Joint Briefing to the New Century Forum, Institute of Public Governance, China Universities Alumni (HK) Association, Association of Engineering Professionals in Society, City Think Tank and Clean Air Action.
21 March 2011	Dinner Talk to the Rotary Club of the New Territories
26 March 2011	“City Speak” organised by Designing Hong Kong
8 April 2011	“Symposium on the National and Guangdong Province 12 th Five-Year Plan” organised by the Hong Kong Coalition of Professional Services
13 April 2011	Briefing to the Hong Kong Logistics Association
16 April 2011	“Seminar on the interaction between Hong Kong and Pearl River Delta in regional planning” organised by the China Business Centre , Hong Kong Polytechnic University

2.3 Overview of the public engagement activities in Macao

2.3.1 First seminar

The Study Consultants held the first seminar in Macao on 31 January 2011. Over 50 representatives of government departments from the fields of public works, transport, infrastructure, environmental protection, land registry, energy, culture, tourism, civic and municipal affairs, recreation, social welfare, health, housing, maritime affairs, fuel, fire services, as well as law and order, and a number of representatives of professional institutes and expert advisors attended the seminar. Participants gave valuable comments and suggestions on issues related to Macao.

2.3.2 Second seminar

The Secretariat for Transport and Public Works of Macao SAR held the second seminar in Macao on 26 February 2011 at the Auditorium of the Macao Tourism Activities Centre. Apart from the Macao expert advisors, representatives of the relevant government departments of Guangdong, Hong Kong and Macao, about 100 representatives from various groups and professional institutes as well as members of the public and the Study Consultants attended the event. The Study Consultants presented the background and main issues of the Study at the seminar and the participants gave valuable comments on the preliminary recommendations of the Study and the way forward.

3. Overview of Key Comments and Our Responses

Comments collected in Stage 1 public engagement were mainly from the participants of the various events and those submitted via emails, website, letters and mass media. The website received around 130 comments. The Housing and Urban-rural Construction Department of Guangdong Province received about 120 emails. The Planning Department of Hong Kong received over 800 emails and written submissions. The Secretariat for Transport and Public Works of Macao received about 100 emails and other written comments. The Study Consultants received about 50 emails.

All public comments received have been analysed and duly considered in the refinement of the preliminary recommendations. **Some of the headings and description of the preliminary recommendations in the Stage 1 public engagement documents might have been changed in the revised recommendations. However, for ease of reference, the previous headings and description adopted in the Stage 1 public engagement documents would be kept in this report as far as possible.**

3.1 On the “Background of Recommendations”

3.1.1 On the “Study Objectives”

(1) Views on Regional cooperation

Many members of the public agreed on the importance of regional cooperation. They suggested that Guangdong, Hong Kong and Macao should study the ways to foster cooperation and complement of advantages to facilitate the overall development of the GPRD. The three sides should also formulate common action agenda in this regard.

On the other hand, some members of the public in Hong Kong were very concerned about the planning autonomy of their city. They worried that regional cooperation would render Hong Kong being “planned over by” the Mainland and contravene the principle of “One Country, Two Systems”. They considered that the administration-led approach of development would not be suitable for Hong Kong. Some also expressed concern over the possibility of forced migration of low-income groups in Hong Kong into the Mainland if the planning system biased towards real estate development.

Nonetheless, some have found the claim of Hong Kong being “planned over by” the Mainland unjustified. Instead, they considered that the development of Hong Kong and the Mainland was inseparable, and regional cooperation would provide an important opportunity for Hong Kong’s economic restructuring and development.

Our responses

Although Guangdong, Hong Kong and Macao are under different administrative jurisdictions with different economic and social circumstances, the cities and districts within the Bay Area are closely related geographically, culturally and socially. Developments in one area may have implications on the others and even the entire region. Therefore, there is a need for the three sides to communicate on the issues of common interest and those with significance to regional development.

The goal of this Study is to establish an effective platform for communication amongst Guangdong, Hong Kong and Macao through joint conceptual planning study. Through this platform, the three sides will jointly explore the ways to optimise resource utilization in the region and promote regional cooperation under the framework of “One Country, Two Systems”. The outcome of the Study will provide reference for the development of the “Bay Area” into a core area in the GPRD with quality living and conducive to economic development. On this basis, the Study would highlight coordination and communication. While the Study will make recommendations on the protection and rational use of major resources which concern the three sides, they would mainly be principles to serve as reference for the development of individual cities. As they do not involve specific planning and development projects of individual cities, the Study has not contravened the principle of “One-Country, Two Systems”.

With reference to the course of development of major “world cities”, they often gradually develop into internationally influential “global city-regions”. Examples include the Tokyo Bay Area, the San Francisco Bay Area, the North-western Region of Germany, the Randstad conurbation of the Netherlands, the Sydney Bay Area, etc. They are the leading cores in regional developments and the world-class key regions in global economic development.

Under the trend of globalised economic development, a regional perspective is necessary in urban planning. Cooperation between Hong Kong, Macao and the PRD is in line with such trend and the three sides cannot afford to isolate themselves in planning. The “Livable Bay Area Study” provides an effective platform for Guangdong, Hong Kong and Macao to jointly explore the ways to achieve complement of advantages in the region and foster regional cooperation in the field of planning, environmental protection, ecological conservation, transport connectivity, and economic development. This will contribute towards better development of the entire region.

(2) Roles of Guangdong, Hong Kong and Macao in the study process

As Guangdong, Hong Kong and Macao are under different administrative jurisdiction and vary in their political, economic, and social systems, some members of the public cast doubt on the feasibility of effective cooperation. They have also questioned the roles played by different stakeholders, such as the governments, the Study Consultants, the expert advisors, the public, etc. in conducting the Study, and how the public could effectively participate in the study process. Some members of the public in Hong Kong considered that the Mainland has dominated the Study as a research institute in the Mainland was commissioned for undertaking the study. They suggested that the government officials and experts of Hong Kong should play a more active role and safeguard the public interest.

Our responses

The “Livable Bay Area Study” provides a platform for effective communication and exchange of views among the governments of the three sides, the experts and the general public. The major stakeholders have participated in the Study in the following ways:

*For the **governments**, the Housing and Urban-rural Construction Department of Guangdong Province, the Development Bureau and Planning Department of Hong Kong SAR, and the Secretariat for Transport and Public Works of Macao SAR share joint and equal roles in conducting and steering the Study. Regular working meetings for the Study were held among the representatives of the above bureaux/departments, and the overall direction and recommendations of the Study were built upon the consensus of the governments of the three places through deliberation. Therefore, there has not been domination of the Study by any particular party.*

*For the **Study Consultants**, the role is mainly to provide technical support. Based on field studies, analysis of the relevant empirical experience and good practice of Guangdong, Hong Kong, Macao and livable regions in the world, and review on the policy requirements of the three places and baseline condition of the Bay Area as well as the planning principles agreed by the three sides, the Study Consultants were responsible for formulating and evaluating development options and recommendations for enhancing the livability of the Bay Area. In the study process, the Study Consultants all along took on board the views of the governments, expert advisors, and general public on the Study and addressed them in formulating the study recommendations. Research institutes in the Mainland were recruited simply because they got closer linkages with the relevant bodies in the Mainland and thus could get Mainland information more efficiently. In any event, as the Study Consultants have to follow the instructions of the three governments in the study process, its Mainland origin has not led to any compromise of the interests of Hong Kong and Macao.*

*For the **expert advisors**, they were appointed jointly by the three sides (9 from the Mainland, 6 from Hong Kong, and 6 from Macao) to give views on the Study mainly on the thematic studies, technical assessments and preparation of recommendations and reports, and also to advise on the relevant academic theories, methodology, and reference data.*

*For members of the **public**, it is part of the study process to provide the public of Guangdong, Hong Kong and Macao with opportunities to get the information of as well as give views and suggestions on the Study. To engage the public, Guangdong had made use of the Guangdong Construction Information Community website and the “Livable Bay Area Study” website, and had also undertaken a questionnaire survey via the relevant government departments and public research institutes. In the Mainland, different hierarchies of planning would have different requirements for public engagement. Being a regional planning study, the “Livable Bay Area Study” was unprecedented in the Mainland for undertaking such an extensive public engagement exercise. For Hong Kong and Macao, the “Livable Bay Area Study” website and the websites of their respective planning authorities were also used for public engagement. Moreover, in accordance with their established planning procedures and mode of public consultation, a number of public forums and briefings were held. Through these channels, members of the public of all three places have given valuable views on the preliminary recommendations of the Study and the way forward.*

(3) Ways for effective implementation of the recommendations in the Study

Some experts considered that policy support from both the central and local administration levels is required for implementing the recommendations in the Study. It is suggested that the recommendations of the Study should be transformed into a policy document under the 12th Five-Year Plan. However, some people in Hong Kong worried that the incorporation of the Study recommendations into the 12th Five-Year Plan would contravene the principle of “One Country, Two Systems”.

Besides, some comments suggested the Study to illustrate clearly how Guangdong, Hong Kong and Macao can effectively cooperate in implementing the recommendations under the principle of “One Country, Two Systems”. These comments also called for more in-depth study into the feasibility of regional division of labour instead of emphasizing on joint development. Moreover, the Study should duly address the intercity competition and the variation in administrative systems of the three places with a view to maintaining the uniqueness and the advantageous positions of Hong Kong and Macao and providing an effective mechanism for intercity coordination in planning.

Our responses

The “Livable Bay Area Study” is a regional planning study jointly undertaken by Guangdong, Hong Kong and Macao. Given the different administrative jurisdiction of the three places, we understand the public concern over the policy implications of the study and well acknowledge the significance of “One Country, Two Systems”. So, we would give due regard to the individual circumstances of the three places and highlight that the recommendations will only serve as references for the three sides when formulating their own planning proposals. It would be up to individual governments of the three sides, based on their own circumstances, to decide whether to transform the study recommendations into a policy document or to seek further policy support. The three sides have to formulate their own plans after taking into account their individual social circumstances and established mechanisms so as to achieve the objectives and directions recommended in the Study.

The respective roles of Guangdong, Hong Kong and Macao in regional development, and the difference, advantages and uniqueness of the three places have been analyzed in the “Planning Study on the Co-ordinated Development of the Greater Pearl River Delta Townships”. These analyses have been adopted as a baseline in the “Livable Bay Area Study”.

3.1.2 On the “Scope of Study”

Some members of the public questioned the rationale of taking merely the “Bay Area” instead of the entire GPRD for joint study and including only some districts of the Mainland cities into the study area while incorporating the entire territory of Hong Kong and Macao. They worried that the study area was not comprehensive enough and it would intensify intercity competition rather than fostering consensus on development. Some suggested the Study to include areas such as Longgang and Daya Bay as pollution in these areas would affect the entire Pearl River Estuary and even the whole region.

Our responses

The boundary of the “Livable Bay Area Study” was agreed among the relevant government departments, experts and academics of Guangdong, Hong Kong and Macao after deliberations. There were three major considerations:

Firstly, the Bay Area is the region that the PRD was most directly related with Hong Kong and Macao. Although the three places are under different administrative jurisdictions, all parts within the Bay Area are closely related geographically, culturally and environmentally. Development in one area may have implications on the others and even the entire region. Focusing on the “Bay Area” could most directly address the mutual interests of the three places.

Secondly, the Bay Area is unique and enjoys several advantages. It is the core of ecology and the transport hub of the GPRD region. It is also the platform for cooperation and cultural interaction among Guangdong, Hong Kong and Macao. Besides, the five cities in the Guangdong Province that lie within the Bay Area have set the Pearl River Estuary as the key area for future developments.

Thirdly, as development and conservation projects would involve financial resources, prudent selection of pilot areas to test the feasibility of these tasks is required. The land area of the Bay Area is about 6,890 km² which is roughly 1/6 of the total area of the GPRD. However, it accounts for nearly 60% of the total economic outputs of the GPRD region. It is suitable for undertaking pilot test.

Based on the above considerations, Guangdong, Hong Kong and Macao agreed to select the “Bay Area” as a pilot area for exploring the directions and strategies for enhancing livability in the region through close cooperation and communication. Nonetheless, in undertaking studies on specific topics, key factors beyond the study area will also be considered. For example, in formulating measures on the control of atmospheric pollution, influences from aerosols emission and exhaust pollution in Yan Tian will be considered. Therefore, the boundary of the study area as defined would not render the Study incomprehensive.

3.1.3 On the “Study Approach”

Among the various main elements that define a livable region, the public’s concern was mainly on the availability of “fresh air”, “convenient shopping”, “medical and educational venues”, “adequate green space and parks”, “well-established law and order”, “proper housing condition”, and “clean water sources”. Some experts suggested that the essence of livability is good living quality, and recommended the Study to foster the improvement in air and water quality, facilitation of boundary crossing, uplifting of coverage and efficiency of transportation network, upgrading of public social services, enhancement of commuting convenience, betterment of community services, etc. Some members of the public raised the need to have more discussion on the purpose of enhancing “livability”, and considered that the improvement in the wellbeing of residents should be the cornerstone. Some members of public suggested the Study to examine in-depth the constraints for the attainment of livability in the Bay Area on the basis of residents’ living quality, with a view to identifying the existing problems and giving effective and precise solutions. Besides, some commenters worried that the concept of livable city might eventually be used only for branding a city. The evaluation procedures and criteria of such branding may be subject to dispute and may not be able to reflect the actual level of livability of a city.

Our responses

Different people may have different understanding and interpretation for the concept of “livability”. Regarding this Study, the public’s concerns mentioned above are all taken as key issues to address. Through reviewing the key literatures on the theories of livability and the experiences of world-renowned livable regions, and comparing these regions with the GPRD region, we have identified the constraints for enhancing livability in the Bay Area. By conducting these theoretical and baseline analyses as well as case studies, we have identified the major issues for attaining a “Livable Bay Area”, including ways of using resources, ecological environment, leisure spaces, heritage conservation, public services, transportation modes, economy and employment/business opportunities as well as innovation capability of the society, and also offered recommendations in these aspects. Relevant details have been provided in the revised recommendations.

Focusing on “livability” is a highlight of this planning study. Previous planning studies in the PRD mainly focused on economic development. For this Study, it has unprecedentedly shifted the focus from economic growth to environmental conservation and betterment of livelihood, enabling the residents of the three places to genuinely enjoy livable living. This is a major breakthrough. The Study would not make any recommendations on the branding of “Livable City”.

3.2 On the “Baseline Analysis”

(1) Analysis and studies from a regional perspective

Some experts and groups considered that coordination in regional development should be improved step by step. At the same time, more analysis and studies from a regional perspective should be carried out. The topics of competition within the Asia-Pacific economy, the means of attracting international involvement in development, and the ways for fully utilizing the advantages of the Special Administrative Regions

should be studied. The mechanisms of cross-boundary cooperation should also be further explored. On the policy basis set by CEPA, Framework Agreement on Hong Kong/Guangdong Cooperation and the Framework Agreement on Cooperation between Guangdong and Macao, and with further studies on other relevant documents on cross-boundary cooperation, the rights and duties of the three places in cross boundary cooperation should be clearly specified.

Our responses

We note the above views and will enhance the relevant content in the revised recommendations as appropriate.

(2) Existing level of livability of the five cities in the PRD

According to the findings of public questionnaire survey conducted in the five PRD cities in the Bay Area, more than 60% of the surveyed public rated the level of livability of the five cities as “Fair” and attributed the deficiency to “low environmental quality”, “inadequate public services and facilities”, “low transport efficiency”, “lag in developing public transport”, etc.

Our responses

The major elements of livability raised in the Study generally address the public concerns as mentioned above. In recent years, the government of Guangdong Province has put forward the visions of building “Blissful Guangdong” and “Livable Cities and Villages”, which indicated a shift in emphasis from the development of “hardware” to the improvement of livelihood of “people”. For Hong Kong and Macao, they have all along attached great importance to the enhancement of the living quality of their residents. In line with the trend of putting emphasis on improving people’s livelihood, the “Livable Bay Area Study” focuses on the enhancement of living quality and sets out “livability” as the goal for development, and advocates cross-boundary cooperation as a means to tackle

such major issues as ecological conservation, environmental protection, public service, etc. It also proposes to increase the provision of green infrastructure, social service infrastructure and environmental protection facilities. The Study will make recommendations for transforming the “Bay Area” into a core area in the GPRD region that possesses quality life, economic prosperity and good ecology.

3.3 On the “Development Objectives”

(1) Formulation of objectives and indicators

Some members of the public suggested that the visions put forth by the Study should be examined against the reality and well articulated in the relevant plans. Mutual trust among different stakeholders (such as the governments and the public) in the society should be built up as basis of common participation in planning. Some suggested the formulation of work performance indicators for assessing mayors and government officials of the five PRD cities to avoid the “vanity projects”, “forced land resumption” and corruption. Many people suggested formulating livability indicators by making reference to domestic and international good practices. These indicators should be clearly divided into compulsory and advisory ones and should be comprehensive and sustainable. A plan with definite timeframe for implementation of mid- and long-term indicators should also be devised. On the other hand, some members of the public doubted the feasibility of and the need for establishing common livability indicators as the circumstances of the three places are not the same. Some also worried that setting standard indicators would undermine the characteristics of each city.

Our responses

Through case studies of the world-renowned livable regions, the Study has laid out a vision for “Livable Bay Area”. It has also analysed the discrepancy between the vision and the existing condition of the Bay Area, and on this basis, formulated strategies and

recommendations for achieving the vision. Public views and consensus have been sought through the consultation exercise. The suggestion of setting livability indicators to appraise the performance of each city is noted. This should be the subject of consideration by the three places based on their respective circumstances.

We understand the public's concern on the loss of characteristics of individual cities if standardised indicators were adopted. The Study would only propose directional and principle-wise recommendations, which are not mandatory indicators. Each city can set specific indicators and appropriate measures according to their own circumstances to achieve the goal of livability. As such, each city could retain its respective characteristics. Regarding the designation of timeframe for implementation of the recommendations, it should be decided by the respective place according to its own circumstances.

(2) Mobile population

Some members of the public suggested the Study to take into consideration the impact of mobile population on education and medical care. They demanded further policy studies on how to cope with population changes on the basis of the latest population census and projections.

Our response

In the Study, the population statistics adopted for Guangdong refers to the “Usual Population”, i.e. residents who have stayed in a particular district for a certain period of time (six months or above as stipulated in relevant laws); for Hong Kong, it refers to the “Resident Population” which includes both the usual residents and the mobile residents”; For Macao, it refers to the “Population of Macao” which includes both the usual population and the mobile population. Although the statistical methods of the three places vary, they all encompass the mobile population.

3.4 On the “Development Strategies”

(1) On the “Natural and Low-carbon Bay”

The public in general was interested in the issue of low-carbon development, and agreed with the adoption of “low-carbon bay” development strategies for changing the undesirable “world factory” image of the PRD. Some specific suggestions were raised, including:

- ① Undertaking visionary studies on issues such as climate change, sea-level rise, heat island effect, etc.
- ② Exploring strategies for strengthening grid connection and developing clean and renewable energy sources.
- ③ Paying more attention to the control of air and water pollution and reviewing the effectiveness of the existing pollution control measures
- ④ Imposing guidelines and restrictions on industrial development in the Bay Area, addressing the needs for industrial restructuring, technological upgrade, energy saving, and emission reduction in PRD, adopting hi-tech, environmental-friendly building materials and building practices from overseas so as to achieve the targets of carbon reduction, environmental protection and jobs creation.

Our responses

The suggestions of the general public on low-carbon development in the Bay Area are noted. One of the key objectives of this Study is to change the PRD’s negative image of the polluting “world factory”. In addressing issues such as climate change, sea-level rise and heat island effect, the Study has put forward several recommendations, such as the building of regional ecological corridors through the “Green Network”; promoting appropriate approach of urban development to reduce damages on the natural environment; developing recycling economies to enhance the efficiency in use of resource, etc. Specific recommendations are listed in the “Green Network”, “Regional Public Transport Network” and “Livable Communities” recommendations.

Regarding the control of air and water pollutions, various initiatives on

environmental protection are already in place under the Guangdong-Hong Kong and Guangdong-Macao cooperation frameworks, such as air-quality monitoring, protection of water resources, water pollution management and control. In view of this, the Study only provides some strategic recommendations and directions on air and water pollution control. Details can be found in the “Cross-Boundary Cooperation on Environmental Protection” Action.

We note the suggestions of exploring strategies for strengthening grid connection, developing clean and renewable energy sources and imposing guidelines on economic development to resolve the problem of industrial pollution. This Study focuses on spatial planning. The above views will be referred to relevant government departments for reference.

(2) On the “Bay for Quality Living”

Many comments suggested that the improvement in social services such as medical care, education, public hygiene should be the prerequisite for “livability”. Several specific suggestions were made, including:

- ① Giving weight to education to train up local talents and enhancing the sense of citizenship; fostering the development of cross-boundary education with relevant supporting policies; addressing the issues arising from population movement, such as the changes in social culture.
- ② Formulating a set of standards for “livable housing” and strategies for addressing the housing needs of middle- to low- income households; reserving more land for building housing for low-income people.
- ③ Conducting topical studies on trend of demographic change and the effects on population structure; tackling problems associated with population growth such as pollution, increased expenditure in social welfare and education, cross-boundary crime, etc.
- ④ Arranging joint development and sharing of regional public facilities; organising co-use of service facilities between adjoining cities or regions.

Our responses

The above concerns and suggestions are noted. As this Study is mainly concerned with the aspect of spatial development, its coverage on the recommendations related to the aspect of social services would be focused on the spatial arrangement of the relevant facilities. The Study will look into the issue of housing provision and enrich the relevant details in the revised recommendations. The issues and pressure brought by the change in population structure as well as the means for fostering public facilities sharing have been considered in the study process. Proposals, such as the spatial arrangement of public services facilities to tally with population distribution and the enhancement of the cross-boundary cooperation mechanism on social and public services, have been made. The Study has put forward principle-wise and directional recommendations to integrate hardware development with the upgrading of software for the three sides to consider.

(3) On the “Bay for Leisure and Culture”

Some experts suggested that Macao should make use of the “Livable Bay Area Study” to consolidate its status as a world tourism centre. They suggested Macao to connect with other cities in the region to form a tourism network and capitalise on the development of Hengqin so as to achieve the objective of becoming an international city for leisure and tourism.

Our responses

The above views would be considered. The Study would raise suitable suggestions to consolidate Macao’s status as a world tourism centre .

(4) On the “Bay of Gateway and Hub”

Some research institutes and members of the public suggested that transport and other infrastructural developments should comply with the principles of environmental

sustainability so as to attain a pleasant environment. Specific suggestions raised include:

- ① The connectivity of cross-boundary transport and efficiency of customs clearance should be improved, such as connecting the Macao light rail system with the intercity rail system.
- ② More in-depth studies should be conducted for those controversial projects such as the design of the West Kowloon Station Boundary Control Point of Guangzhou-Shenzhen-Hong Kong Express Rail Link and the Hong Kong-Shenzhen Western Express Line.
- ③ Besides expressways and railways, the Study should also make recommendations on the development of airports, ports and intercity transportation.

Our responses

We fully acknowledge the public's concern about sustainable development. In fact, the recommendation of "Regional Public Transport Network" in the Study is aimed to reduce the emission of carbon and other pollutants from transportation so as to achieve sustainable development. Also, the Study has put forward the recommendation of "Convenient and Efficient Boundary Crossing" to further improve transport connectivity among the three places. Regarding those projects that are still under study, they would be incorporated in the Study whereas appropriate for reference only and whether they would be implemented would be subject to further discussions among the governments of Guangdong, Hong Kong and Macao. Strategic recommendations regarding airports and ports would also be provided in the Study to facilitate further discussion among the three governments.

(5) On the "Bay of Efficient Services"

Many experts and members of the public made specific suggestions for enhancing the vibrancy of the Bay Area, which includes:

- ① To foster economic restructuring by stimulating domestic demand,

strengthen the production services as well as general services for living; and to align people's well-being with economic development.

- ② To diversify the economic base and create jobs, provide residents with vibrant local economy and abundant employment opportunities.
- ③ To formulate territorial development strategies for Hong Kong which reflect local characteristics, such as exploring the development of a secondary city centre to avoid over-concentration of development along Victoria Harbour.
- ④ To continue the development of cultural and creative industries and heritage conservation in Macao, which could also facilitate Macao's economic diversification and long-term urban development.

Besides, some commenters in Hong Kong worried that integrating with the GPRD would trigger northward relocation of Hong Kong's service industries to areas such as Qianhai, Nansha, Hengqin, etc., and thus weaken the edge of the local economy and its status in the region.

Our responses

The suggestions given by experts and members of the public on economic development of the Bay Area are noted. Economic restructuring will be involved in the process of livable development. The Study would explore how to strengthen the implementation of CEPA, as well as various framework agreements on Guangdong/Hong Kong and Guangdong/ Macao cooperation, and provide strategic recommendations for achieving sufficient employment opportunity and economic prosperity in the Bay area. Suggestions relating to the city development mode of Hong Kong and the establishment of a secondary city centre should be considered by Hong Kong in the context of its own strategic planning . Macao should raise suitable proposals to develop cultural and creative industries for fostering economic diversification.

We understand the concerns of some members of the public in Hong Kong about the possible impacts on the strength of Hong Kong's economy arising from the relocation of

service industries to the Mainland. One of the objectives of this Study is to foster cooperation and coordination in development amongst the three sides. +++

This would strengthen Hong Kong's advantages in service industries and enhance economic restructuring in the Mainland, thereby achieving a win-win situation.

(6) On the “Bay for Openness and Innovation”

Some members of the public considered that a good education system and a liberal social environment are the preconditions for innovation and creativity. Some suggested that hi-tech industries, such as those related to environmentally friendly vehicles and yachts, should be supported. Some also suggested the development of hi-tech and logistics industries at the western part of Tuen Mun.

Our responses

The public's aspiration on liberal social environment and development of hi-tech industries was noted. The Study has proposed, at strategic level, to develop a “Bay for Openness and Innovation” that can consolidate institutional and technological innovations and achieve complement of strengths in the region. For institutional innovations, this Study recommends to take reference from the experience of Hong Kong and Macao to establish an “innovation-driven” urban management system, which would create a fair and stable social environment to attract talents, through interpreting the government's guiding roles with the participation of non-governmental organization and the public in the provision of services. The three sides should take into account their own circumstances to formulate and implement the specific measures.

3.5 On the “Key Recommendations”

On how to foster livable development, some members of the public suggested that key recommendations should be proposed to address the existing and possibly emerging problems, as well as the urging needs of the public. Examples include the low forest coverage in the PRD, pollution of water bodies in the Bay Area, aggravating traffic pollution and congestion, and the under-provision of public services in some of the urban and rural areas. Moreover, some commenters called for more detailed analysis on the above problems. They considered that the Study did not provide adequate recommendations to resolve these major problems. Assessments should also be conducted to see whether these problems will have significant impacts on regional development.

In addition, some members of the public considered that the Study has over-emphasised the development of transport infrastructure, boundary crossing points and world-class commercial areas. As the raised recommendations seem to bundle the development of large-scale infrastructure with management of water and air quality, there are worries that the environmental protection initiatives will turn out to be the pretext of pursuing large-scale development. Some members of the public in Hong Kong considered that the projects proposed in the Study would involve substantial change to the natural environment, which will damage the ecology of Northeast and Northwest New Territories, and the agricultural lifestyle of non-indigenous villages. They recommended that the projects without community consensus, including the greenways in Hong Kong, development of cultural villages in Lung Yeuk Tau and Tai O, construction of such transport infrastructure as Northern Link, Hong Kong-Shenzhen Western Express Line and Tuen Mun West Bypass, Lau Fau Shan Development Plan, Northeast New Territories New Development Area Plan, and the North Lantau New Town scheme should be removed from the recommendations of the Study.

Opinions were diverse among the members of the public in Guangdong, Hong Kong and Macao on the level of details of the recommendations. Some of them expressed concerns over the absence of an implementation plan in the current recommendations with details on who, when and how to implement the recommendations. They asked for a clear timeline and implementation arrangement. Financial appraisals and alternative options of key recommendations should also be carried out for references, and the key recommendations should be translated into specific policies. On the other hand, some members of public had doubts on whether a proposed timeframe for the implementation could be realised. These commenters considered that the Study should only make recommendations on concepts and principles rather than specific projects.

Our Responses

All the recommendations in the Study dwelled on the goal of “livability”. The environmental, transport and social concerns raised above were all key issues covered in the preliminary recommendations. Having regard to the public comments, we would highlight the principles of protecting ecological environment and respecting local social circumstances and providing more details on strategic environmental impact assessment in the revised recommendations. We would also review those projects without community consensus. These projects, even if incorporated in the final recommendations, would only serve as reference for the three sides. Whether they would be implemented would be subject to further studies by the concerned governments.

Regarding the diverse opinions from members of the public on the level of details of the recommendations of the Study, the governments of Guangdong, Hong Kong and Macao agreed that the recommendations should be mainly on principles and directions. Specific plans to carry forward the goals and directions for achieving “Livable Bay Area” should be formulated by the three sides with respect to their respective circumstances and established mechanisms.

3.5.1 On the Recommendation of “Green Network”

(1) Measurable ecological indicators and a comprehensive management plan are necessary

Some green groups suggested that nature conservation objectives, measurable ecological indicators and effective management programmes should be included in the recommendation of “Green Network”. Measures should be taken to protect the ecologically sensitive areas in the region, which should be identified through scientific investigation and monitoring schemes to avoid any impact on them by urban development. There were also opinions that a comprehensive plan for the establishment of greenways should be devised and consideration on their relation with the “PRD Greenway Network” currently undertaken by the PRD should also be made.

Our responses

The main objective of the recommendation of “Green Network” is to protect the ecology and natural environment, which is in line with the above comments. The suggestions of setting measurable ecological indicators and ecological management programmes for the recommendation should be considered when formulating the detailed implementation plans.

The PRD “greenway network” is part of the recommendation of “Green Network” but it is only applicable to the five PRD cities. For Hong Kong and Macao, the work on ecological conservation would be strengthened on the basis of the respective systems as established.

(2) Construction of cross-boundary greenways should not affect natural environment

Some commenters were concerned about the ecological impacts of the formation of greenways. They worried that the “cross-boundary greenway network” would involve substantial construction work, which might adversely affect the environment unless good planning and environmental controls were in place. Some commenters from Hong Kong questioned that the nature of greenways might resemble that of highways, and doubted the effectiveness on ecological conservation of connecting some of the country parks or wetlands in the New Territories with the natural landscape areas in the mainland. Some experts and organisations from Macao suggested strengthening the studies on the waterfront greenway development in Macao in terms of its scale, quality and linkage with the PRD greenways.

Our responses

We agree with the public on the importance of conserving areas with high environmental values and ecologically sensitive. The main functions of “greenways” are to conserve the ecology of the Bay Area and to protect biodiversity. No substantial construction works would be involved and the minimal works to be undertaken would be aimed for the protection of the natural environment. The man-made part of the greenways would comprise facilities for recreation uses, walking and cycling. With no provision for vehicular transport, the greenways are not highways of any kinds. Having regard to the differences in the ecological conservation system of the three places, the previously recommended “Cross-boundary Greenway Network” has been revised as “Cross-boundary Ecological Corridor” in order to highlight the aim of ecological conservation. Since Guangdong, Hong Kong and Macao are ecologically connected, unilateral attempts in ecological conservation can hardly be effective. To ensure integrity and continuity of the ecological system at the Pearl River Estuary, the cross-boundary ecological corridors will serve to link up the forests, wetlands and coasts of the same eco-system. Regarding the suggestions on development of waterfront greenway in Macao

and its effective connection with the PRD greenways, relevant recommendations would be made in the Study having regard to the circumstances of Macao

(3) Ecological conservation in and management of greenways

Many experts and members of the public agreed with the proposals of greenways, and provided specific suggestions in respect of environmental protection, harmonious co-existence of human and nature, and management of greenways, including:

① Comprehensive sewage treatment strategies should be formulated for the development of cross-boundary greenways to tackle marine pollution.

② Consideration should be given to planting trees with economic values as part of forestry conservation.

③ While human disturbance on the wildlife and natural ecology should be avoided, the threat of wildlife on the safety of human should also be prevented.

④ The implications of developing the “Bay Area Cross-Boundary Greenway Network” on the boundaries amongst the three sides and the boundary-crossing arrangements should be duly addressed.

Our responses

Having regard to the differences in the ecological conservation system of the three places, the previously recommended “Cross-boundary Greenway” has been revised as “Cross-boundary Ecological Corridor” in order to highlight the aim of ecological conservation. It would not involve provision of sewage treatment and boundary crossing. Details related to comprehensive sewage treatment and control of marine pollution would be covered in another recommendation, the “Cross-Boundary Cooperation on Environmental Protection” of the Study.

The suggestion of the public on capitalising on the economic benefits of forestry and the worry about human disturbance on the natural environment are noted, and will be referred to the related government departments.

The main purposes of the recommendation of “Green Network” are to restore vegetation cover, protect wildlife habitats against disturbance by human activities, and provide suitable open spaces for leisure uses.

3.5.2 On the Recommendation of “Blue Network”

(1) Water quality control

The public generally supported recommendations for water quality control and ecological conservation of the Pearl River Basin. Some experts and members of the public considered that the three places should strengthen cooperation on water quality control, in particular, the governments of Hong Kong and Macao should participate more in the planning for the Pearl River Basin and management of cross-boundary rivers. Some organisations also suggested strengthening sewage treatment and the protection and restoration of ecosystems at the dried river channels, waterfront areas and mudflats.

Our responses

Recommendations on water quality control would mainly be covered under the recommendation of “Cross-boundary Cooperation on Environmental Protection”. The recommendation of “Blue Network” will focus on improving the spatial setting of the seafront and waterfront areas. Recommendations on protecting and restoring dried river channels, mudflats, and other ecosystems will be broadly incorporated into the content of “Blue Network” actions. The three sides should take into account their own circumstances to formulate and implement the specific measures.

(2) Planning and management of waterfront areas

Some experts, professional bodies and members of the public raised concern about the planning and management of coastal regions and urban waterfront areas. They agreed with the Study's vision on improving the environment of seafront/waterfront areas and considered that it would be conducive to the protection of marine life and coastal ecology. They have also made some specific suggestions, which include:

① Strengthening the management and conservation of wetland systems, through designating more protection areas, sharing experience in conservation amongst relevant organizations, formulating joint management plans, planting native mangrove species, and fostering cooperation amongst the wetland experts and related academic institutions.

② Strengthening the management and planning of coastal regions; prohibiting development in ecologically sensitive areas; and strengthening management of reclamation works.

③ Making reference to the relevant experience of Hong Kong in planning of waterfront public spaces to systematically establish networks of seafront parks and water activity centres, and to reserve visual corridors between ridge lines and coastal areas.

④ Making sustainable fisheries policies to avoid over-fishing and to effectively protect fisheries resources and sustainable development of fisheries.

In addition, there were also public concerns on the problems that may be caused by development of seafront areas, including damage to ecologically sensitive areas and un-controlled reclamations. They called for more stringent control on the development of seafront areas.

Our responses

Suggestions relating to wetland conservation, and the management of waterfront public spaces and coastal regions will be incorporated into “Green Network” and “Blue Network” under the revised recommendations as appropriate. For the public suggestions on fisheries policies, such policies fall outside the ambit of this Study. The comments raised by the public will be referred to the relevant government departments or research

units.

We note the public concerns on the issues of ecological impact and reclamation arising from the development of seafront areas. The recommended “Blue Network” was formulated on the principles of enhancing protection of the waterfront ecology and natural landscape of the Bay Area to facilitate enjoyment of the unique waterfront landscape by the public of the three places. The Study Recommendation has substantially covered the issues of ecological protection and improvement of natural environment, including water quality control, restoration of natural coastlines, and spatial control of coastal areas.

(3) Regional cooperation in the conservation of heritage

There was a general concern on the conservation of heritage. The stakeholders and some members of the public supported the development of tourism along rivers and sea channels. They hoped that the management and conservation of heritage could be strengthened to highlight local historical and cultural features and nurture local culture, thereby promoting tourism development in the GPRD region. Some experts suggested that in highlighting the local cultural features, reference should be made to the experience of Hong Kong, Macao, Japan and South Korea in cultural conservation. Some stakeholders also considered that comprehensive legislation for heritage conservation should be formulated, and further consideration should be given to the issues of conducting culture and heritage surveys, preserving rural village culture and conserving industrial heritage. Moreover, some members of the public wished to see stronger cooperation and coordination among Guangdong, Hong Kong and Macao on heritage issues and joint planning for tourism in the PRD region, so as to allow the tourists to enjoy a coherent cultural features and tourism facilities in the Bay Area.

Our responses

The public’s suggestions on heritage protection will be incorporated in the recommendation of “Cultural Precincts” in the revised recommendations as appropriate.

At the same time, since there will be other studies on tourism cooperation amongst the three places, this Study will not make too much coverage on tourism planning in the PRD region. The public's suggestions on tourism are noted for reference.

3.5.3 On the Recommendation of “Green Transport”

(1) Public transport networks connections among Hong Kong, Macao and Mainland

Many members of the public agreed that public transport connections among Hong Kong, Macao and Guangdong should be further enhanced, and suggested that the goal of “one-hour commuting between major nodes in the Bay Area” should be pursued. To this end, a diverse transport network should be established and measures such as parallel development of intercity rails and urban subways, enhancing linkages of intercity rails with other public transport modes, increasing rail stations in small and medium-sized cities and townships, and establishing transport hubs near urban centres should be considered.

Our responses

Taking into account the trends of closer development cooperation among the three places, the Study proposes various recommendations on strengthening the internal and external transport linkages for the Bay Area to facilitate travelling of residents of the three places. The above suggestions would be duly incorporated into the revised recommendations regarding Regional Public Transit Network in conjunction with those recommendations on rail transport, passenger transport information platform, and common system for e-payment of transport fares to further enhance the public transport network development, spatial arrangement of rail transport, and construction of rail transport hubs.

(2) Spatial arrangement of transport facilities and impacts on the environment and residents' way of living

The public was generally concerned about the issues of railway alignments. Some stakeholders and members of the public called for an early confirmation of the alignment of Hong Kong-Shenzhen Western Express Line and viewed that the project could promote development of the western part of Hong Kong. Some even suggested that the railway should be upgraded as high-speed rail and the possibility of co-locating boundary control facilities (in Shenzhen and Hong Kong airports, and rail stations of Qianhai and Hung Shui Kiu) should be explored. Moreover, some members of the public suggested building a Tuen Mun-Tsuen Wan Railway to connect Tuen Mun and Tsuen Wan, and a railway connecting Lok Ma Chau with Tuen Mun and Kam Tin, etc. Some commenters asked for more information about the Northern Link and other rail projects.

However, some other members of the public worried that construction of Northern Link, Hong Kong-Shenzhen Western Express Line, Hung Shui Kiu Station and its adjacent development would have adverse impacts on the Chinese White Dolphins and other ecological resources, air quality, rural landscape, urban transport and the daily lives of local residents along the transport routes. They requested that more information on the construction costs and environmental impact assessments, etc, should be provided, and called for prudent consideration in the selection of the railway alignments.

Our responses

This Study serves to put together the existing and proposed railway alignments as currently available in an overall picture for the reference of the three sides. For individual rail projects, the alignment is yet to be finalised pending further discussion

among the relevant government bureaux/departments in Guangdong and Hong Kong and detailed technical assessments. The above public comments on the rail projects are noted and would be referred to relevant government bureaux/departments.

The public concerns on the protection of ecological environment are noted. We agree that the impacts of transport development on the natural environment and residents should be minimized. It would be emphasized in the revised recommendations that the transport projects should undergo environmental impact assessments before implementation. In order to resolve traffic congestion in urban areas, reduce traffic pollutants, protect natural environment, and facilitate commuting of residents, the Study would further the vision of giving priority to public transport, and highlight that in planning for transport infrastructure, consideration should be given to minimizing environmental and socio-economic impacts .

(3) Development of pedestrian/cycling system

The vision of promoting pedestrian/cycling system was generally supported by the public. Some members of the public considered that advocating non-motorised means of commuting can contribute to the improvement of urban environment and tourism development of the three sides. Some commenters in Hong Kong suggested building cycle tracks, including underground cycle lanes, along the northern Hong Kong Island. But some others considered that such proposal would be difficult to implement and recommended that the Kai Tak Development Area may be designated as a pilot zone.

Our responses

The public suggestions above are noted and would be taken into consideration in refining the revised recommendations regarding “Walkable City”. Regarding the suggestion to develop cycle tracks in Hong Kong, considering the heavy traffic flow and limited road space, the transport authority in Hong Kong does not encourage using bicycles for commuting in the urban areas from the road safety point of view. Furthermore, there may not be sufficient space to add cycle tracks along the existing roads. However, in planning new towns and new development areas, Hong Kong would

consider providing cycle tracks and related facilities for leisure, recreation and short trip commuting purposes such as those proposed in the Kai Tak Development Area.

(4) Building a public transport information system

Some experts and members of the public suggested providing more information on public transport interchange and a joint system for e-payment of transport fares. However, some others worried that the joint system for e-payment of transport fares will entail privacy problems such as leakage of personal information and tracking of the users.

Our responses

The proposed public transport information platform and joint system for e-payment of transport fares are to enhance the overall operational efficiency of the regional and urban public transport systems, and to promote residents' convenience in commuting. The above suggestions and concerns in respect of the public transport information platform and the joint system for e-payment of transport fares are noted and would be referred to the relevant government bureaux/departments for reference.

3.5.4 On the Recommendation of “Sense of Place”

While the public generally support the objectives to establish places with local characters and improve the quality of public spaces, some people were concerned about the means of putting forward these visions. Some commenters preferred refurbishment of old buildings to demolition and redevelopment. They considered that places with vibrancy and culture of neighbourhoods formed along history should be maintained instead of deliberately creating precincts with cultural and creative features. To address the limitation in urban spaces in Hong Kong and Macao, some experts and stakeholders suggested enhancing peripheral landscaping of communities and building clusters, improving connection with pedestrian systems and thus the accessibility and openness of public spaces, and strengthening the conservation of heritage as special features of cities and ensuring compatibility between historical buildings and public spaces. In Hong Kong, some members of the public worried that the proposed “City

Hallway” concept was mainly to facilitate large-scale commercial development that would only benefit the large enterprises and evict the grassroots from their living places. These commenters considered that the proposal of realizing such concept in the northwest New Territories of Hong Kong should be deleted as it would turn the area into a big shopping place for the Mainland people.

Our responses

We agree that deliberate creation of cultural and creativity areas by demolishing old buildings should be avoided, and understand the worries over eviction of grassroots through commercial developments. The preliminary recommendations regarding commercial development were aimed to benefit the wider general public by fostering the development of services industry, promoting economic vibrancy and creating job opportunities. In response to the concerns of the public on these proposals, we would further revise the content of the recommendation of “Featured Public Spaces” to emphasise the objective of creating quality public space to reflect the unique subtropical natural landscape and district culture of the Bay Area.

3.5.5 On the Recommendation of “Low-Carbon Communities”

(1) Low-carbon communities should be proactively promoted and rationally implemented

Most of the general public considered “low-carbon communities” as an advanced development concept with a global vision. Some stakeholders and members of the public considered low-carbon development and green building involve problems such as high costs and low market demand. As such, incentive policies should be formulated and supportive institutional arrangements should be strengthened to foster the realization of the vision of low-carbon communities so that low-carbon development would become the mainstream development concept. However, there were worries that low-carbon

development would be exploited to glamorise private housing development and push up housing prices. This would not benefit the grassroots but may also cause problems like forced demolition and eviction.

Our responses

Promoting low-carbon development and green building is globally recognised as the new direction of development. We understand some of the public were worried that low-carbon development often means high costs. However, the form of low-carbon communities recommended by this Study is not blindly replicating high-cost examples in overseas countries. Instead, we advocate the adoption of scientifically sound low-carbon building technology and lifestyles to reduce carbon emission generated by development and daily life. At the same time, we strongly agree with the public suggestions on formulating incentive policies and strengthening implementation mechanisms.

We also understand some members of the public were worried that the low-carbon communities might become an excuse for developing high-priced private housing and thus creating such problems as forced demolition and eviction. As mentioned above, the low-carbon communities advocated in this Study would widely cover old urban areas, new development areas and rural village areas, and would aim at benefitting the general public and encouraging public participation. Besides, community renewal projects recommended in the Study refer mainly to modifications to the existing communities by way of a low-carbon approach rather than large-scale redevelopment, demolition and eviction.

(2) Development and site-selection of new towns

Housing issue was one of the major concerns expressed by the members of the general public. Some of them recommended that, to meet people's needs, more new towns with comprehensive transport infrastructure and more land for affordable housing should be developed. However, some commenters in Hong Kong were worried that developing new towns would only lead to more luxury housing developments in northern

New Territories.

Our responses

We understand the public's worry on the possible biased development of luxury housing developments in the new towns. We will refine our revised recommendations in the Study by emphasising the planning principles that new development area should adopt the "people-oriented" principle to serve the function of improving the residents' living quality.

(3) Development of low-carbon rural communities

Some members of the public suggested that the concept of low-carbon community should also be implemented in villages. They considered that areas for pilot development of low-carbon rural communities should be chosen with respect to the policies of related government departments, and the best means of implementation was to encourage villagers' voluntary participation, with government's assistance in improving the supporting facilities. However, some commenters were worried that the development of low-carbon rural communities would result in commercialisation of the rural areas, leading to the lost of rural ambience.

Our responses

We will adopt the above public suggestions to further promote low-carbon communities in the rural areas in the five cities of the PRD, in conjunction with those policies regarding the key heritage villages and ecological showcase villages in Guangdong. Recommendation for optimizing the relevant incentive mechanisms would also be made. All these would be incorporated into the revised recommendation of "Livable Communities".

We also understand the worries of some commenters on the possible adverse impacts of development on the rural ambience. In refining our recommendations, emphases

would be placed on improving infrastructure and living condition of rural villages, and proposals of conserving cultural villages with characteristics would be incorporated into the recommendation of “Cultural Precincts”.

3.5.6 On the Recommendation of “Cultural Villages”

Some members of the public pointed out that attention should be given to strike a balance between tourism development and conservation of the indigenous lifestyle and culture. They were concerned that tourism development would turn the villages into new theme parks, which will bring about adverse impacts on the villagers’ way of living, the agricultural economy as well as the natural environment and the heritage. They suggested that considerations should be given to helping the villagers conserve their traditions, and the indigenous culture should be respected rather than introducing commercial culture.

Our responses

The recommendation of developing tourism in villages is applicable mainly to the five PRD cities. We comprehend the public concerns on the possible impacts on the rural lifestyles and economies as well as the ecological environment and traditions. In refining the recommendations, we would emphasize the objectives and principles of preserving the characters of rural villages and fostering appropriate development of the villages to help improving villagers’ living condition. Specific measures for enhancing heritage and ecological protection would also be proposed to address the characteristics of different villages.

3.5.7 On the Recommendation of “Convenient and Efficient Boundary Crossing”

There was general public concern on issues relating to the development of cross-boundary facilities and the control system. Some stakeholders suggested to relax the criteria for issuing boundary crossing permits for passengers and vehicles; allow customs declarations and flight check-ins in places other than the boarding points; increase the boundary control points which are open for 24 hours; expedite the upgrading of boundary crossing facilities; co-locate the boundary control facilities in Qianhai; provide more convenient services at Sha Tau Kok Control Point, and build the Liantang Control Point. However, some commenters had concerns on the matters associated with the development of boundary control points, such as cross-boundary law enforcement, the co-location arrangements etc. There were also comments that improving boundary crossing would substantially increase the cross-boundary population, which will change the way of living of the Hong Kong people.

Our responses

The suggestions on enhancing the efficiency of boundary crossing among Guangdong, Hong Kong and Macao would be substantiated in the proposed “Convenient and Efficient Boundary Crossing” of the revised recommendations. The suggestions relating to relaxation of boundary control, cross-boundary vehicle regulation and co-location of boundary control facilities in Qianhai, etc. involve administrative and legal issues which are beyond the scope of this Study. These comments would be referred to the relevant government bureaux/departments.

3.5.8 On the Recommendation of “Cross-Boundary Cooperation on Environmental Protection”

There was general concern on the issue of environmental protection. The stakeholders and majority of the general public wished to see stronger cooperation in cross-boundary environmental protection. Some suggestions on the principles, practices and mechanisms of environmental protection were made, including:

① “Full-scale exploration of non-polluting energy sources and co-ordination between environmental protection and development” should be followed as a guiding principle. Objectives and indicators of environmental protection should be set having regard to the standards adopted by successful livable cities/regions which have enhanced their quality of living and environment.

② Coordination on determining the locations to draw potable water from rivers and measures to raise the efficiency of the regional water transfer scheme of PRD should be made. The ecological impacts of regional water transfer scheme should be assessed and the ecological implications of reducing water volume in the downstream areas should be considered.

③ The monitoring and control of pollution sources and protection of air quality sensitive areas should be strengthened. Moreover, exemplary low emission control areas to promote the use of low-sulphur fuels should be established.

④ Various areas throughout the whole Bay Area should coordinate among themselves to protect the natural ecological environment through legislation and education. As such, measures including a joint monitoring network should be established to allow data and information sharing among Guangdong, Hong Kong and Macao. Cooperation and exchange on technical issues among the three places should be strengthened to resolve the differences in the respective criteria adopted in environmental impact assessment. In addition, considerations should be given to setting up mechanisms to handle and coordinate the cross-boundary pollution and environmental protection issues under different institutional and legal frameworks and to demarcate responsibilities. Consideration should also be given to progressively exploring the implementation of a

regional ecological compensation mechanism.

Our responses

As the cooperation on environmental protection, including monitoring of air quality, protection of water resources, and management and control of water pollution, has been covered in the existing cooperation framework between Hong Kong and Guangdong and between Guangdong and Macao, this Study would focus on spatial planning and confine its recommendations on cooperation on environmental protection to the strategic aspects. More details will be provided in the revised recommendation of “Cross-Boundary Cooperation on Environmental Protection” and the above public comments will be duly addressed.

Regarding the suggestion of setting up objectives and indicators of environmental protection with reference to other successful livable cities/regions, as stated in para. 3.3(1) above, the objectives of “Livable Bay Area” raised in this Study were formulated after comparative case studies of world-renowned livable cities/regions. As for the suggestion of further optimising the environmental protection mechanisms, it will be referred to the relevant government bureaux/departments.

3.6 On the “Recommendations for Major Cooperative Development Areas”

(1) Impacts of Qianhai Development

Qianhai of Shenzhen is situated at the junction of Hong Kong-Shenzhen Western Express Line and Shenzhen-Zhuhai Intercity Rail. Some members of the public asserted the importance of establishing the Qinghai station and opined that priority should be given to developing the Qianhai Area. However, some others expressed worries that the

Qianhai development may affect the hydrological system and lead to deep sea sedimentation, imposing adverse impacts on Futian National Nature Reserve and the wetlands in Mai Po and Deep Bay.

Our responses

We note the public views on the Qianhai development, and understand their worries on the possible impacts of the development. These comments would be referred to relevant government bureaux/departments.

(2) Coordination in the development of Hengqin and Macao

Some stakeholders pointed out that the spatial coordination between Zhuhai and Macao should be strengthened in the urban development of Shizhimen Area of Hengqin. For the Hengqin New Area, information networks with high degree of freedom should be established to promote coordinated development between Hengqin and Macao.

Our responses

The above public suggestions are noted and would be referred to relevant government bureaux/departments.

(3) More studies on the development of the Lok Ma Chau Loop Area

There was general public concern on the development of the Lok Ma Chau Loop Area. Some members of the public considered that the existing development proposals should be refined. They called for more studies on the positioning, plot ratio and ecological aspects of the development, and made the following suggestions:

- ① There would be difficulties in developing higher education as the growth in number of Mainland students was not promising. Furthermore, the

proposed development of cultural and creative industries would result in resource duplication and manpower competition with the West Kowloon Cultural District. It was suggested that the area should be used for hi-tech research and development on the technology for zero-carbon industries and green buildings.

- ② The issues relating to employment of the local residents in northern New Territories should be taken into consideration. Furthermore, as the Loop development would attract more people working in non-financial sectors to reside in northern New Territories, there was a need to consider the required housing and ancillary facilities.

Our responses

We note the above public suggestions. The future land use of the Lok Ma Chau Loop Area was agreed between the governments of Hong Kong and Shenzhen on the basis of the deliberations and public views gathered from the consultation exercise. It will be developed with higher education as the leading land use, complemented by high-tech R&D and C&C industries. After two rounds of public engagement, planning analysis and detailed technical assessments, the study has substantially been completed in 2013 with the Recommended Outline Development Plan confirmed. The above public suggestions would be referred to the relevant government departments for considerations.

3.7 On the “Implementation Mechanism”

Most experts and some members of the public considered that effective mechanisms for implementation of the Study recommendations should be formulated and cooperation of the three places should be strengthened. The following specific suggestions were made:

- ① Establish specialised committees or agencies involving senior officials.

② Consider the impact of setting restrictions through mandatory targets on economic development.

③ Include mechanisms on increasing resource input.

④ Strengthen supervision on local governments in plan implementation.

Our responses

The existing Guangdong-Hong Kong and Guangdong-Macao cooperation mechanisms have provided a good basis for the implementation of the Study recommendations. Implementation measures would be formulated on such basis in the revised recommendations

3.8 Other Comments

3.8.1 On the Public Engagement Activities

There was general concern and extensive participation of the public of the three places on this public engagement jointly organised by Guangdong, Hong Kong and Macao. Most stakeholders and members of the public considered that the public engagement period should be extended and more documents should be made available. More detailed comments are as follows:

① The public consultation documents provided were too brief and general and the plans contained therein were not clear enough. They requested that more detailed research papers, minutes of meeting, etc should be made available to the public.

② A database of baseline research data for the Bay Area should be established and made available to the public for inspection.

③ More details and implementation arrangements of some of the projects included in the Study recommendations should be released.

④ Some Macao commenters requested that the opinions or recommendations provided by the Macao SAR government should be released.

⑤ An independent organisation should be appointed for preparing the public consultation report. All public comments received should be released and responses on whether the Study recommendations would be amended according to the comments should be provided.

⑥ Coverage on the implementation mechanisms and environmental impact assessment should be strengthened.

⑦ Some of the concepts discussed in the public consultation digest were beyond the understanding of the public, making the digest incomprehensible. Some Hong Kong commenters considered that the concepts discussed in the digest were written in “Mainland jargons” which are not in line with the conventional forms of language used in Hong Kong.

Our responses

We thank the public for their attention given to this Study, and would optimize the arrangements of the next round of public engagement after taking into consideration the above comments. For instances, more detailed public consultation documents would be provided, more Study information would be released, and a report collating the comments received in Stage 1 public engagement would be published for public reference.

Owing to the differences in language habits of the three places, some members of the public may find part of the concepts or recommendations in the Study incomprehensible or confusing. Having regard to this, we will adjust the presentation in the Study Report to ensure that the contents are most comprehensible to the public.

3.8.2 On “Environmental Assessment”

Most professional bodies and the general public expressed concerns on the ecological, environmental and social impacts of the projects recommended in the Study. They suggested that strategic environmental impact assessment, risk assessment and engineering cost estimates should be conducted. Some further suggested that environmental assessments should be made at every stage, i.e. upon inception, construction and completion, of every project.

Our responses

We will elaborate on strategic assessment in the revised recommendations by analysing the potential environmental benefits, impacts and risks. However, engineering cost estimates will not be made in this conceptual study.

3.8.3 On “Implementation Measures and Time -Table”

Some experts considered that the Study has only covered recommendations on fostering development measures, and regulatory measures should also be added. Some members of the public asked that, of all projects covered in the Study, which ones had been launched and which were still outstanding, and suggested that the projects that are only conceptual and those which must be accomplished should be clearly distinguished. In addition, while there were opinions that the “years of inception and completion” proposed for some of the projects involving Hong Kong were set in a rush, some members of the public suggested expediting the implementation of the Study recommendations so that the results could be realized as soon as possible.

Our responses

The “years of inception and completion” stated in the preliminary recommendations reflect mainly the time-table for implementing the projects in Guangdong, which were included in the report as reference by the three places. For projects which have been launched and set with a time-table, such as the “Pearl River Delta Greenway Network”, the planning stage has largely been completed and so clear implementation time-table can be formulated. However, the Study does not have time-tables on when to implement projects involving Hong Kong and Macao. The two cities can consider implementing their projects with reference to their respective social circumstances, and upon following their current procedures of conducting studies and public consultation.

4. Summary of Key Comments

We have received many valuable opinions and suggestions on the development of the Bay Area from the public during the Stage 1 public engagement activities. The public engagement activities also provided an opportunity for the governments of the three sides, the Study Consultants, relevant experts and stakeholders, and the general public to share views and foster consensus for the “Livable Bay Area Study”.

This report summarised the opinions and suggestions received and outlined our responses. Generally speaking, the public considered that the “Livable Bay Area Study” was important in setting the direction for “livable” development of the Bay Area, and Guangdong, Hong Kong and Macao should cooperate in building a “Quality Living Area” through the livable development and environmental improvement to promote economic restructuring and achieve prosperity, social stability and environmental protection in the region for further improving the living quality of the residents. Most commenters expressed concerns over the following issues in particular:

➤ Regional cooperation: Regional planning provides an effective platform for regional cooperation, allowing Guangdong, Hong Kong and Macao to jointly study the ways to capitalize on their advantages for better development of the whole region. Some members of the public of Hong Kong stressed that regional planning and studies must give due respect to the uniqueness of and institutional differences among the three places, and abide by the principle of equality and mutual benefits to meet the needs and interests of the local people.

➤ Elements of livability: The objectives of “livability” should be studied in depth, and the elements of livable region should be refined on the basis of public services provision and ecological conservation.

➤ Overall objectives: the objectives of livability raised by the Study should be adjusted to address the actual circumstances of the PRD, Hong Kong and Macao. They should be categorised into those commonly applicable to all the three places and those only applicable to individual places.

➤ Green Network: The interface and relationship between the Bay Area greenways and the “Greenway Network” currently undertaken in the PRD should be considered as a whole. Large-scale construction works should be avoided to minimise adverse environmental impacts.

➤ Blue Network: (1) Cooperation among the three places on the control of water quality should be enhanced; the planning and management of coastal regions should be strengthened; development in ecologically sensitive areas should be prohibited; control on reclamation works should be strengthened; and waterfront public spaces should be enhanced. (2) More effort should be made on the conservation and highlighting of heritage, nurture of local culture and promotion of tourism development in the GPRD region.

➤ Green Transport: (1) More linkages in public transport among Guangdong, Hong Kong and Macao and a diversified transport networks amongst the three places should be established. The intercity rails should also be effectively connected with the urban rail systems. Moreover, attention should be paid to the planning of transport network and its impacts on the environment and people’s daily lives should be duly studied. (2) The vision of walkable cities was well supported to help improving the urban environment and tourism development of the three places.

➤ **Sense of Place:** More attention should be given to the ways to preserve local characteristics and public spaces. Accessibility of public spaces should be enhanced by improving their connection with pedestrian systems. Moreover, conservation of heritage should be strengthened, and efforts should be made to ensure that historical buildings would be compatible with the public spaces.

➤ **Low-carbon Communities:** low-carbon development and green building should be encouraged, and it should be ensured that the “low carbon communities” concept would benefit the general public and would not be taken as excuses for developing high-priced housing and damaging the rural ambience.

➤ **Cultural Villages:** A balance should be struck between tourism development and conservation of traditional culture of indigenous villages. Villagers should be encouraged to maintain their traditional culture and lifestyle and to protect the ecological environment.

➤ **Convenient and Efficient Boundary Crossing:** Efforts to strengthen cross-boundary transport infrastructural development should be continued to facilitate interflow of the three places, while at the same time duly address the associated issues such as management of cross-boundary passenger flow, etc.

➤ **Cooperation in Cross-boundary Environmental Protection:** Cooperation in cross-boundary environmental protection should be strengthened and the mechanisms in environmental protection should be further enhanced.

➤ **Public Engagement:** The public engagement arrangements should be improved, and the information provided to the public should be adequate and easy to understand.

➤ **Others:** more details on the mechanisms for implementation and the strategic impact assessment of the study recommendations should be provided.

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STUDY ON THE ACTION PLAN FOR LIVABLE BAY AREA OF THE PEARL RIVER ESTUARY SUMMARY OF RECOMMENDATIONS

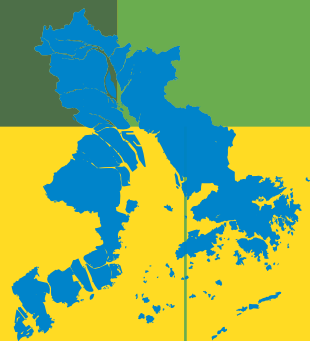
環珠江口宜居灣區 建設重點行動計劃研究建議摘要



二零一四年一月 January 2014

(研究顧問：廣東省城鄉規劃設計研究院、北京大學深圳研究生院)

(Study Consultants: Guangdong Urban and Rural Planning and Design Institute and the Shenzhen Graduate School of Peking University)



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1. 本項研究

This Study

背景

Background

2006 年，粵港澳三地政府在「一國兩制」框架下聯合開展了《大珠江三角洲城鎮群協調發展規劃研究》，希望通過區域層面的策略性規劃研究，構建溝通平台，以前瞻性的視野分析大珠三角發展的機遇與挑戰，制訂區域空間協調發展策略，以促進區域合作，確保大珠三角可持續發展，及提升大珠三角的國際競爭力。該研究於 2009 年完成，三方共同探討環珠江口灣區未來發展策略為其中一項重點建議。2008 年，國務院頒佈實施《珠江三角洲地區改革發展規劃綱要（2008 - 2020 年）》（以下簡稱《綱要》），為粵港澳合作提供了新的契機和平台。2009 年 2 月，三地政府達成共同進行《環珠江口宜居灣區建設重點行動計劃》研究（以下簡稱《宜居灣區研究》）的共識。2010 年 4 月粵港兩地政府簽署的《粵港合作框架協議》及 2011 年 3 月粵澳兩地政府簽署的《粵澳合作框架協議》都將研究列為區域重點合作規劃項目之一。

In 2006, the governments of Guangdong, Hong Kong and Macao Special Administrative Regions (SAR), under the framework of “One Country, Two Systems”, jointly conducted the “Planning Study on the Coordinated Development of the Greater Pearl River Delta Townships” (the GPRD Study). The aims of this regional strategic planning study were to establish communication platform in undertaking analysis on the opportunities and challenges for the development of the Greater Pearl River Delta (GPRD) in a forward-looking perspective, and to formulate a coordinated development strategy which could promote regional cooperation, achieve sustainable development in the GPRD, and enhance the global competitiveness of the region. The GPRD Study was completed in 2009, and one of the major recommendations was for the three sides to jointly investigate the future development strategy for the Bay Area of the Pearl River Estuary. In 2008, the State Council promulgated the “Outline of the Plan for the Reform and Development of the Pearl River Delta (2008 – 2020)” (“the Outline”), which provided new opportunities and a platform for the cooperation among Guangdong, Hong Kong and Macao. In February 2009, the three sides reached a consensus to jointly undertake the “Study on the Action Plan for Livable Bay Area of the Pearl River Estuary” (the “Livable Bay Area Study”). This task was included as a key planning cooperation item under the “Framework Agreement on Hong Kong/ Guangdong Cooperation” and the “Framework Agreement on Cooperation between Guangdong and Macao” signed by the governments of Guangdong and Hong Kong in April 2010 and that of Guangdong and Macao in March 2011 respectively.





香港
Hong Kong

《宜居灣區研究》於 2010 年 4 月展開，粵港澳三方共同委託廣東省城鄉規劃設計研究院和北京大學深圳研究生院為研究顧問，通過廣泛諮詢三地政府部門、專家和公眾的意見、參考三地有關的規劃研究，以及借鑒國內外宜居區域建設的經驗，為三地共建「宜居灣區」的願景進行分析，並提出建議。

在本項研究，「環珠江口灣區」（以下簡稱「灣區」）包括了珠江出海口水域及周邊的廣州、深圳、珠海、東莞、中山等珠三角五市所管轄的 19 個區和香港、澳門兩個特別行政區全境，陸地面積約 6890 平方公里，海域面積約 8680 平方公里，2012 年底的常住人口共約 2,718 萬人。

The Livable Bay Area Study commenced in April 2010. Guangdong, Hong Kong and Macao jointly commissioned the Guangdong Urban and Rural Planning and Design Institute and the Shenzhen Graduate School of Peking University as the study consultants to undertake analysis and make suggestions on the vision of establishing a “Livable Bay Area”, through extensive consultation with the government departments, experts and general public of the three places, as well as making reference to the relevant planning studies of the three sides and overseas experience of building livable regions.

In this Study, the Bay Area of the Pearl River Estuary (hereinafter referred to as the “Bay Area”) includes the waters of Pearl River Estuary and the nearby land, comprising the 19 districts under the administration of Guangzhou, Shenzhen, Zhuhai, Dongguan and Zhongshan that are abutting the Pearl River Estuary, and the whole territory of the Hong Kong SAR and Macao SAR. It covers a total land area of about 6,890 km² and water area of about 8,680 km² with regular population of about 27.18 million as at the end of 2012.



廣州
Guangzhou

雖然粵港澳三地在行政上互不隸屬，經濟社會發展情況亦有不同，但灣區內各城市 and 地區在地理、文化和生活上關係密切，個別地方的發展可能影響鄰近以至整個區域。要達至「宜居」的目標，應加強區域協調，就共同關心及影響區域發展的問題，例如自然生態和人文資源保育、環境保護、區域交通網絡連繫、經濟互動等事宜合作研究。而發展較成熟的城市，例如香港、澳門、廣州、深圳等，也可發揮示範作用，促進其它城市的發展。

《宜居灣區研究》主要為三地提供一個協商溝通平台，共同研究如何善用區域資源，為「灣區」成為大珠三角內一個既有優質生活、又有蓬勃經濟發展的核心地區提供參考。

Although Guangdong, Hong Kong and Macao are under different administrative jurisdictions with different economic and social circumstances, the cities and districts within the Bay Area are closely related geographically, culturally and socially. Developments in one area may have implications on the others and even the entire region. To attain livability in the Bay Area, all concerned parties should jointly study on issues of common interest and those with significance to regional development, e.g. the conservation of natural, ecological and humanity resources, environmental protection, connectivity of regional transportation networks, economic interaction, etc. Besides, those better developed cities such as Hong Kong, Macao, Guangzhou and Shenzhen could serve as a showcase for the other cities to facilitate development of the region. The Livable Bay Area Study would provide a coordination and communication platform for the three sides to jointly explore the optimum use of resources in the region and provide reference to facilitate development of the Bay Area into a core area of quality living as well as economic prosperity in the GPRD.



灣區範圍圖
Boundary of the Bay Area

《宜居灣區研究》是由三地政府共同提出的區域規劃概念性研究，尊重粵港澳三地各自不同的行政體制，按現有粵港和粵澳城市規劃合作機制進行，目的是在平等協商的前提下，通過溝通協調和統籌合作，達致優勢互補和互利合作。研究建議以原則性和方向性為主，供三地政府各自規劃時作參考。三地須根據各自的社會情況，並遵從各自的既定機制，策劃適用於本身的計劃，以落實宜居灣區的願景。

The Livable Bay Area Study is a conceptual regional planning study jointly conducted by the governments of Guangdong, Hong Kong and Macao recognizing the different administrative jurisdictions. Under the established cooperation mechanisms in town planning between Guangdong and Hong Kong and that between Guangdong and Macao. And through communication, coordination and cooperation on an equal basis among the three sides, the Study aims to complement each others' strengths in order to achieve mutual benefits for all parties. The Study recommendations are mainly on principles and directions that serve as reference for the governments of the three sides in their respective planning work. The three sides should take into account their respective social circumstances and established mechanisms to formulate their own initiatives for realizing the vision of a "Livable Bay Area".



深圳
Shenzhen



澳門
Macao



珠海
Zhuhai



中山
Zhongshan



東莞
Dongguan

第一階段公眾參與概況

An Overview of the Stage 1 Public Engagement

《宜居灣區研究》第一階段公眾參與活動於2011年1月14日在廣東、香港及澳門三地同步開展，為期約三個月。為深入接觸三地不同界別的人士，我們開展了一連串的公眾諮詢活動，廣泛收集公眾及有關團體的意見。

廣東：開展了問卷調查，廣泛徵詢公眾對灣區未來發展的期望和建議。

香港：舉辦了三場公眾諮詢論壇，廣泛徵詢專家、學者、專業團體、研究機構和公眾人士的意見；向立法會發展事務委員會介紹了研究的背景和主要內容；並應邀出席了多個團體舉辦的共八個講座、座談會和研討會。

澳門：舉辦了兩個專題座談會，與相關的政府部門代表、專家、學者、專業團體和研究機構代表，以及公眾人士廣泛交流意見。

此外，研究的專屬網站收到公眾發言約130條，廣東省住房和城鄉建設廳、香港規劃署、澳門土地工務運輸局和研究顧問也各分別收到約120、800、100和50封電郵及其他書面意見。

The Stage 1 Public Engagement of the “Livable Bay Area Study” commenced in Guangdong, Hong Kong and Macao simultaneously on 14 January 2011 and lasted for about three months. To fully engage different sectors in the three places, a series of public consultation activities were undertaken to collect the views of the general public and relevant interest groups.

Guangdong: A questionnaire survey was undertaken to extensively solicit the public’s aspirations and suggestions for the future development of the Bay Area.

Hong Kong: Three public consultation forums were organised to extensively solicit the opinions of the relevant experts, academics, professional bodies, research institutes and the general public. The Panel on Development of the Legislative Council was briefed on the background and main issues of the Study. There were also eight talks, seminars and forums organized by various organizations on the Study.

Macao: Two seminars were held for exchange of opinions amongst representatives of the relevant government departments, experts, academics, representatives of

professional bodies and research institutes as well as the general public.

Apart from the above, around 130 comments were received via the website of the Study. The Guangdong Province Housing and Urban-rural Construction Department, Planning Department of Hong Kong, the Land, Public Works and Transport Bureau of Macao and the Study Consultants had also received around 120, 800, 100 and 50 emails and other written comments respectively.



總結第一階段公眾參與收到的意見，公眾人士普遍認為《宜居灣區研究》對環珠江口灣區的發展十分重要，並認同粵港澳三地需要通過宜居發展和環境改善，共建優質生活圈，促進區域經濟發展方式轉型，實現區域經濟繁榮、社會安定和保護環境，以進一步改善居民的生活質素。公眾人士對初步研究建議所涵蓋的各項議題，包括三地協調發展、生態環境和歷史文化的保育、區域經濟發展方式等都十分關注，並且進行了熱烈討論，不少公眾人士認為區域規劃及研究應以尊重三地特色和制度差異為基礎，堅守平等互利的原則，照顧本地居民的需要及利益。對於研究所指出的宜居元素及目標，應以民生服務和生態保育為基礎，根據珠三角、香港、澳門的實際情況進行調整。主要公眾意見及有關回應詳見《第一階段公眾參與報告》。



According to the comments received during the Stage 1 public engagement, the public generally considered that the Livable Bay Area Study was important to the development of the Bay Area, and agreed that Guangdong, Hong Kong and Macao should further improve the living quality of people through livable development and environmental improvement to jointly establish a quality living area, promote regional economic growth and achieve economic prosperity, social stability and environmental protection in the region. The public had raised key concerns and keen discussions over various issues covered in the preliminary recommendations of the Study including the coordination in development among the three places, conservation of ecological environment and cultural heritage as well as the mode of economic development in the region. Many considered that regional planning and studies should be carried out on the basis of respecting local characteristics and different administrative jurisdictions of the three places, upholding the principle of equity and mutual benefits, and taking care of the needs and benefits of the local residents. In defining the elements and objectives of livability, social services and ecological conservation should be adopted as the basis with due consideration to the actual circumstances of the PRD, Hong Kong and Macau. A summary of the major comments received and the relevant responses are provided in the *Stage 1 Public Engagement Report*.



第二階段公眾參與

The Stage 2 Public Engagement

我們整合了第一階段公眾參與活動收集到的公眾意見及建議，經詳細分析和充分考慮後，將意見或建議適當地納入了研究建議，以進行第二次公眾參與活動。本摘要詳細列出建議的內容，供社會人士進一步討論及提出意見。

The Study Team has consolidated and given detailed analysis of and consideration to the public comments received during the Stage 1 Public Engagement and, where appropriate, incorporated them into the recommendations of the Study for Stage 2 public engagement. This Summary sets out the recommendations in detail for further discussion and comments by the public.

2. 宜居灣區的願景

Vision for a “Livable Bay Area”

何謂「宜居區域」？

What constitute a “Livable Region”?

縱觀世界著名的宜居區域，在自然和建築環境方面大多具有以下特徵：

➤ 更好的資源運用和更優良的生態環境

通過劃定環境保護地區嚴格保護自然資源，並確保空氣清新，食物和用水安全潔淨，使居民能在良好的環境中工作和生活，例如大溫哥華地區、紐約大都市區；

Most of the world-renowned livable regions share the following common characteristics in their natural and built environment:

➤ Better use of resources and better quality ecological environment

Through designating “environmental protection area” to conserve natural resources and maintain a pleasant living and working environment with fresh air, clean water and safe food for residents, e.g. the Greater Vancouver Regional District and the New York Metropolitan Area.



大溫哥華地區的優良環境

Pleasant environment in the Greater Vancouver Regional District



東京灣區的多元化休閒、娛樂和文化場所

Diversified leisure, entertainment and cultural facilities in the Tokyo Bay Area



大倫敦區以人為本的居住環境

People-oriented living environment in the Greater London Region

➤ 更多元化的休憩空間和更好的歷史文化保育

通過濱水地區的更新改造，為居民和遊客提供更多具有本地特色的休閒、娛樂和文化活動場所，例如東京灣區；

➤ 更健全的公共服務

通過發展全面、高質素的服務設施網絡，建設功能多樣、景觀優美、生活安定的居住社區，使居民可以就近享受到優質的公共服務和以人為本的居住環境，例如大倫敦、大溫哥華地區；

➤ More diversified leisure spaces and better heritage conservation

Through the revitalization of waterfront areas to provide the residents and tourists with more leisure, entertainment and cultural facilities with strong local character, e.g. the Tokyo Bay Area.

➤ More comprehensive public services

Through establishing a comprehensive network of high-quality public services and facilities and developing residential communities with mixed functions, good landscape and living stability so as to provide residents with accessible high-quality public services as well as people-oriented living environment, e.g. the Greater London Region and the Greater Vancouver Regional District.



東京灣區的便捷暢順交通模式

Convenient, efficient and smooth transport modes in the Tokyo Bay Area

➤ 更便捷暢順和以人為本的交通模式

通過建設密集的鐵路 / 軌道交通網，並營造良好的步行環境，使居民更容易掌握在區域內交通往來的時間，例如東京灣區；

➤ 更多元的經濟和就業 / 創業機會

通過促進城市中心區的發展，加強現代服務業功能，創造更多的創業 / 就業機會，例如紐約大都市區、大芝加哥地區；

➤ 更可持續的社會創新能力

通過鼓勵創新的社會環境，使居民可以充分發揮自己的才能，例如三藩市灣區。



紐約大都市區的多元經濟

Diversified economy in the New York Metropolitan Area

➤ More convenient, efficient, smooth and people-oriented transport modes

Through establishing an intensive rail network and pleasant walking environment to enable residents to travel within the region with little delay, e.g. the Tokyo Bay Area.

➤ More diversified economy facilitating employment/business opportunities

Through the promotion of development at the urban central district and establishing modern service industries to create more business and employment opportunities, e.g. the New York Metropolitan Area and the Greater Chicago Region

➤ More sustainable innovation capability of the society

Through maintaining a social environment conducive to innovation to enable the residents to fully develop their talents, e.g. the San Francisco Bay Area.

灣區離成為「宜居區域」還有多遠？

How far is the Bay Area from being a “Livable Region”?

灣區各市的社會情況和發展基礎互有差異，部分城市在個別範疇可能媲美世界著名的宜居區域，但整體而言離成為宜居區域的要求還有較大差距：

第一，區域整體環境質素有待改善。香港、澳門由於發展較為集約，生態環境相對來說保育得較好。珠三角近年在經濟蓬勃發展的同時，環境保護和生態建設也取得明顯成效，環境質素總體保持穩定，但由於早年資源開拓和利用方式相對粗放，環境污染和生態破壞等問題仍比較嚴重。

第二，城市過於追求建設「現代化」的高樓大廈，具有地方特色的休憩空間不足。港澳地區歷來重視自然和文化遺產保育，休憩空間相對完善且易於到達；珠三角社會近年來提高了對保育文化遺產的關注，但對文化資源的保護和利用仍相對滯後，此外，城鄉休憩空間的質素還有待提高，約一半居民仍無法便捷享用休憩空間。

The cities within the Bay Area have different social circumstances and foundations for development. Although some of the cities may be comparable to other world-renowned livable regions in certain aspects, the region on the whole is still far from meeting the requirements for a livable region:

First, the overall environmental quality of the region needs improvement. For Hong Kong and Macao, through compact development, the ecosystem is relatively well-conserved. For the PRD, there has been obvious achievement in environmental protection and ecological conservation in recent years in parallel with rapid economic development, and hence the overall quality of the environment can in general be maintained. Nonetheless, due to excessive exploitation and utilization of resources in the past, environmental pollution and ecological degradation are still relatively serious.

Second, there are more and more “modern” skyscrapers in the cities but leisure spaces with local character are insufficient. Hong Kong and Macao have always attached great importance to the conservation of natural and cultural heritage, and their leisure spaces are relatively more well-established and accessible. For the PRD region, there is increasing awareness recent years on the conservation of cultural heritage. Nonetheless, conservation and adaptive use of cultural resources are still lagging behind. About half of its residents still cannot enjoy conveniently and efficiently accessible public open space. There is also room for improvement in the quality of urban/rural leisure spaces.





第三，居住和公共服務品質有待提高。香港、澳門由於空間有限，人均居住面積較小，對公共服務設施的需求很大；珠三角近年來以改善民生為重點，不斷加強基本公共服務，但受財政等因素影響，城市的公共服務亦呈現總體供應不足、分佈不均的情況。

第四，區域整體交通效率有待提升。珠三角居民的交通往來越來越依賴私家車，城市的公共交通分擔率不到20%，交通擠塞日益嚴重，這方面，香港的發展較佳，公共交通分擔率超過90%。在跨界交通方面，目前僅有部分位於深港邊界的口岸有高速公路或鐵路/軌道連接，總體上跨界通道和口岸與相關城市的內部交通網絡的銜接並不足夠，局限了粵港澳三地日益緊密的跨界交流。

Third, the quality of housing and public services needs improvement. For Hong Kong and Macao, due to space constraint, the per capita living space is relatively small and there is great demand for public services and facilities. For the PRD region, efforts have been made to improve the livelihood of residents in recent years and the provision of social services has been increasing. Nonetheless, due to financial reasons, the overall provision of public services in cities is still insufficient and unevenly distributed.

Fourth, the overall efficiency of transportation in the region needs improvement. Residents in the PRD region increasingly rely on private cars for commuting, and the share of public transport in total trips is less than 20%. Traffic congestion is therefore becoming more serious. In this respect, Hong Kong performs better, with the share of public transport exceeding 90% of total trips. Regarding the cross-boundary traffic, currently only some of the boundary control points between Hong Kong and Shenzhen are linked with highways or railways. Generally, the linkages between cross boundary corridors/boundary control points and the internal traffic networks of cities are not adequate. This has posed constraint on the rapidly growing cross-boundary flow among Guangdong, Hong Kong and Macao.



第五，經濟和創業／就業結構還可進一步優化。珠三角近年來大力調整經濟結構，產業結構得到優化和提升，但仍有現代服務業發展相對滯後、創造就業職位不足等問題，目前的服務業佔本地生產總值比重僅為 50%，與世界著名宜居區域相比仍有較大差距；香港的服務業佔本地生產總值比重已超過 90%，但仍須繼續憑藉本身的優勢，配合適度有為的政府，發展多元產業，滿足港人創業、投資、經營和就業需要；澳門的服務業佔本地生產總值比重已達到 89%，但仍然存在產業結構單一等問題。

第六，社會創新能力極待加強。目前珠三角的城市管理機制尚未健全，與港澳地區之間的資訊流通不十分暢順，勞動人口中接受過高等教育的比重不及發達國家的一半，這方面，港澳的發展基礎較佳，可給珠三角地區起示範作用，藉加強合作協調帶動整體區域發展。

Fifth, the economy, business opportunities and employment structure should be further enhanced. In recent years, despite the efforts in upgrading the economic structure, the development of modern service industries in PRD is still lagging behind and is inadequate in creating job places. At present, the service industries in the PRD region account for only 50% of total GDP which is far behind other world-renowned livable regions. For Hong Kong, the service industries account for more than 90% of GDP. However, it still needs to rely on its competitive edge, together with government's proactive approach, to diversify its industries to meet the needs for start-up initiatives, investment, business operations and employment. For Macao, the service industries account for 89% of its GDP. Nonetheless, the problem of a unitary economic structure still prevails.

Sixth, the innovation capability of the society greatly needs to be strengthened. At present, there is room for improvement in the urban management system of the PRD region and the information flow between the region and Hong Kong/Macao is not very smooth. Further, the proportion of the labour force with higher education is less than half of that of the developed countries. In this regard, Hong Kong and Macao have attained better bases of development, which could serve as an example for the PRD region. Strengthening the cooperation and coordination among the three sides can have synergy effect to stimulate the overall development of the region.

建設灣區為「宜居區域」的優勢

Advantages of Developing the Bay Area as a “Livable Region”

灣區擁有以下優勢，有條件成為推動大珠三角宜居發展的重點地區，藉粵港澳攜手合作解決以上提出的種種問題並起先導作用：

- 灣區擁有森林、濕地、海洋等多元化生態系統，綿長的海岸線和豐富的生物資源，是大珠三角的生態核心；
- 灣區集中了大珠三角主要的機場和港口，再加上以京廣鐵路、京九鐵路、京港澳高速公路和廣深高速公路為骨幹的區域交通網絡，已成為全球化趨勢下聯繫國內外的重要交通中樞；港珠澳大橋、廣深港高速鐵路等跨界通道也正逐步建成，往來珠江口東西兩岸將更加便利；

The Bay Area, given its following advantageous positions and through cooperation of Guangdong, Hong Kong and Macao in resolving the various problems as raised above, can become the pioneer for fostering livable development in GPRD:

- With well conserved forests, wetlands and marine ecosystems, as well as a long shoreline and high biodiversity, the Bay Area constitutes the ecological core of GPRD.
- The Bay Area covers the major airports and ports of the GPRD region, coupled with the regional transportation network comprising Beijing-Guangzhou Railway,

Beijing-Kowloon Railway, Beijing-Hong Kong-Macao Expressway and Guangzhou-Shenzhen Expressway serving as the backbone. Under the trend of globalization, the Bay Area has become an important domestic and international transportation hub. With the forthcoming completion of several cross-boundary corridors, such as the Hong Kong-Zhuhai-Macao Bridge and Guangzhou-Shenzhen-Hong Kong Express Rail Link, travelling between the east and west coasts of the Pearl River Estuary will be more convenient and efficient.





- 香港是國際金融、貿易、航運中心，澳門是世界重要的旅遊休閒中心，珠三角五市的服務業發展相對廣東省其它城市也達到了較高水平，灣區已具備良好的產業發展基礎；
- 灣區文化基礎深厚，各市地緣相鄰，文化相近，已在多個領域開展了廣泛合作。香港和澳門擁有開放的制度和面向全球的市場網絡，積累了許多建設宜居城市的先進經驗，有利於灣區發展成為一個宜居區域，並為大珠三角的宜居發展起先導作用。

- Hong Kong is an international financial, trade and transportation hub. Macao is a world-renowned destination for tourism and leisure. The five PRD cities are relatively more developed in service industries when compared with other Guangdong cities. The Bay Area has a good foundation for economic development.
- With profound cultural foundation of the Bay Area, the various neighbouring cities of similar cultures have launched

extensive cooperation among each others in many aspects. Hong Kong and Macao possess an open system facing the global market network, and have ample advanced experience in building livable cities. This helps the Bay Area to become a livable area, and act as a pioneer in building the GPRD into a livable region.

3. 建設「宜居灣區」的目標及策略

Objectives and Strategies for Achieving a “Livable Bay Area”



建立著重生態保育的資源利用體系，達致環境質素良好的「生態低碳灣」

在資源利用方面，做到生態保育與經濟發展並重。藉劃定有重要生態價值的地區，限制城市無序擴張，維持森林、濕地、海洋三大生態系統的健康與完整，並以生態廊道整合零碎的生態地塊，形成完整的生態保育系統。同時，應注重水、土、能源的節約和綜合利用。港澳方面，可在現有的生態保育基礎上，考慮加強粵港、粵澳之間生態廊道的銜接¹，共同完善區域整體生態系統。三地並應合作開展區域水質和空氣質素的聯防聯治，達致優良環境、生物多樣化、資源利用低碳化和綜合化的「生態低碳灣」。

To establish a “Natural and Low-carbon Bay” with good environmental quality via emphasis on ecological conservation in the use of resources

On resource utilization, equal emphasis should be placed on both ecological conservation and economic development. Ecologically sensitive areas should be identified with a view to curbing uncontrolled urban sprawl and protecting the integrity of the forests, wetlands and marine ecosystems. Moreover, ecological corridors should be established to integrate scattered patches of ecological sites into a comprehensive ecological conservation system. There should be reduction in and an integrated approach in the use of water, land and energy resources. Hong Kong and Macao, on the basis of their established ecological conservation system, should consider strengthening the connection of their respective ecological corridors with those of Guangdong to establish an integrated regional system¹. The three sides should also cooperate in the control of water and air quality in the region to achieve a “Natural and Low-carbon Bay” with good environment, high biodiversity, and low-carbon and comprehensive approach of resource use.

¹ 連接三方「生態廊道」的建議主要為保育區域生態系統，不涉及客貨運跨界通道或更改三地現有的出入境政策及安排，詳情見第4章：「綠網」行動。

¹ The recommendation of “Ecological Corridor” is mainly for conservation of regional ecosystem. It does not involve cross-boundary links for passengers or freights nor any change to the existing boundary crossing policies and arrangement of the three sides. Details are available in Chapter 4: Recommendation of “Green Network”

建立具地域特色的公共空間體系，發展休憩活動豐富的「人文休閒灣」

在公共空間體系建設方面，珠三角應改變以往過於追求「現代化」而忽略地域性自然和文化特徵的發展模式，以灣區亞熱帶特色的濱水自然景觀及多元薈萃的嶺南文化為基礎，在濱水地點、歷史文化街區和重點城市中心區建設更多可供居民和遊客休閒娛樂的特色公共空間。港澳方面，應在現有的公共空間體系基礎上，繼續完善城市設計及文物保育措施，進一步優化公共休憩空間，共同建成文化氛圍濃厚、休閒活動豐富的「人文休閒灣」。

建立以人為本的公共服務設施體系，達致公共服務健全的「幸福民生灣」

在公共服務設施建設方面，珠三角五市面對分佈不均、供應不足的問題，必須優化服務設施的空間佈局，引入更多更優質的服務資源，逐步提高設施水平，使居民可便捷享用高質素的公共服務。港澳面對城市發展空間局限，在繼續完善本身公共服務系統的基礎上，應探討加強與珠三角地區的合作和協調，合力提升灣區公共服務的水平，建立公共服務健全的「幸福民生灣」。

To establish a “Leisure and Culture Bay” with diversified leisure activities via provision of a system of public spaces with area characteristics

In the aspect of providing public spaces, the PRD should change its previous mode of development which put too much emphasis on “modernization” neglecting the local natural and cultural characters. Opportunities should be taken of the subtropical waterfront landscape and the diverse Southern China culture of the Bay Area to establish more featured public spaces in waterfront venues, historical and cultural precincts, and prime city central districts for leisure and entertainment of the residents and tourists. Hong Kong and Macao, on the basis of their existing public space systems, should continue to improve their urban design and heritage conservation. All parties should cooperate to establish a “Leisure and Culture Bay” with rich cultural ambience and diversified leisure activities.

To establish a “Blissful Living Bay” with adequate public services via establishing a people-oriented system of public services and facilities

In the aspect of provision of public service facilities, the five PRD cities have to improve the spatial distribution of service facilities to address the problems of uneven distribution and inadequate supply. More and higher-quality resources should be provided to progressively improve the standards of facilities so that the residents could conveniently and efficiently enjoy high quality public services. To address the shortage of space for urban developments, Hong Kong and Macao, on the basis of continually improving their public service systems, should explore strengthening cooperation and coordination with PRD to jointly improve the quality of public services in the region with a view to establishing the Bay Area as a “Blissful Living Bay” with adequate and comprehensive public services.



建立公共交通為主的交通運輸體系，發展交通暢順的「連繫便捷灣」

在交通建設方面，應減少採用私人交通工具，鼓勵使用公共交通，在灣區建立以鐵路 / 軌道為主的交通運輸體系。珠三角五市應推動城際客運公共交通化，提倡公共交通引導的集約土地利用模式；同時應改善步行系統和行人環境，以及加快建設跨界通道及與口岸的连接。香港應繼續推行圍繞公共交通樞紐的集約發展模式，並進一步優化行人環境；澳門應大力推動輕軌建設，並建造適合其城市特點和符合居民交通習慣的步行系統。同時，三方應積極推動跨境通道的落實或研究，加強跨界通道及口岸設施，共同建成交通便捷暢順、綠色低碳、以人為本的「連繫便捷灣」。



To establish a “Conveniently and Efficiently Connected Bay” with smooth transportation via developing a transport system with priority given to public transport

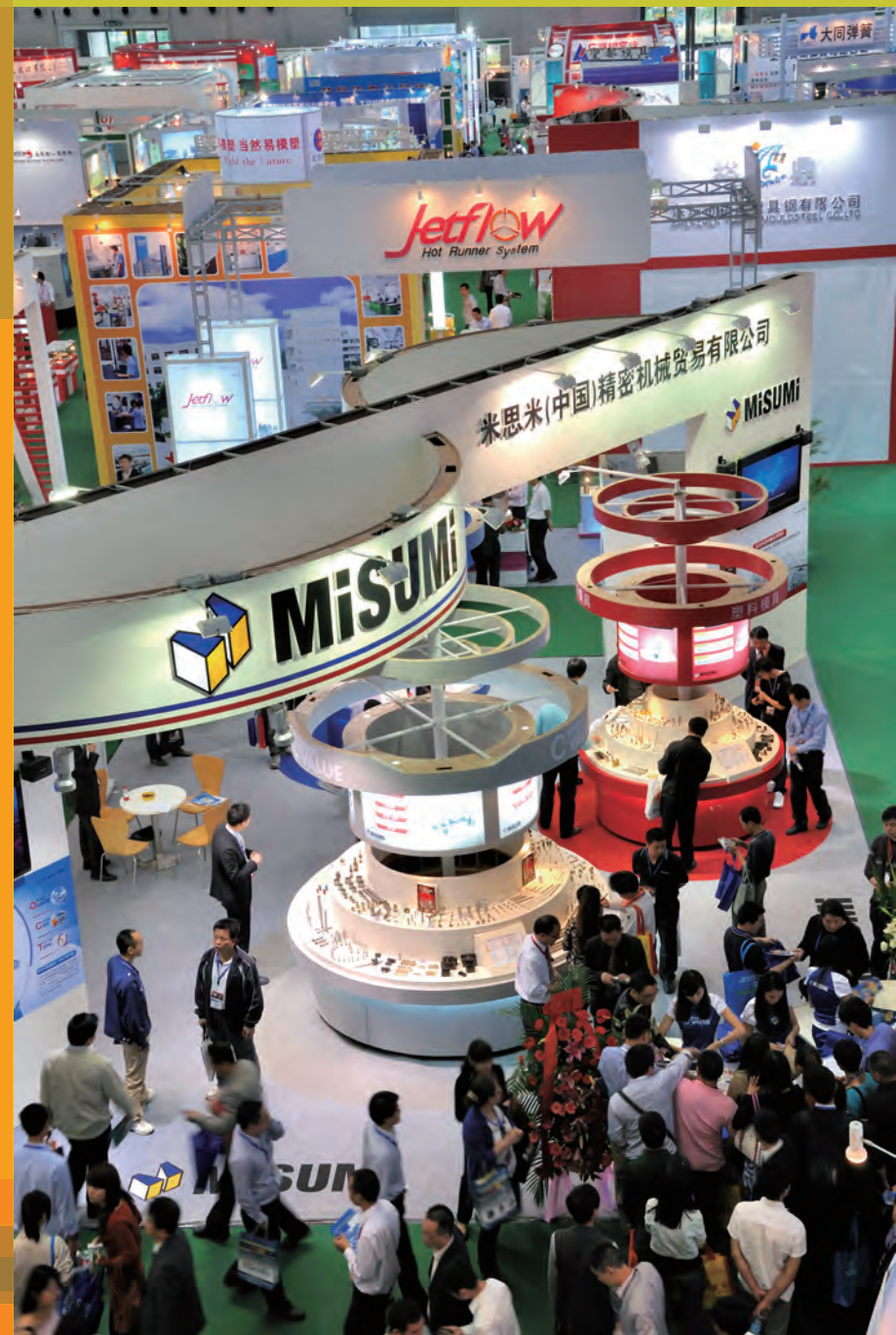
In the aspect of transport development, use of private vehicles should be reduced and priority should be accorded to public transport in order to establish a rail-based network of traffic and transport. The five PRD cities should promote the use of public transport in intercity passenger transit and a public transport-oriented, compact land use approach. The pedestrian systems and walking environment should also be improved, and construction of cross boundary corridors and their connection with boundary control points should be expedited. Hong Kong should continue its compact, public transport-oriented development mode and further enhance its walking environment. Macao should actively implement the light-rail system and establish a pedestrian system that is appropriate for its urban characteristic and residents’ commuting behavior. The three sides should further explore ways to strengthen the cross-boundary links and boundary crossing facilities, with a view to establishing a “Conveniently and Efficiently Connected Bay” with transport of convenient, efficient, smooth, green and low-carbon, and people-oriented.

建立服務業主導的生產就業體系，發展經濟繁榮的「現代服務產業灣」

在生產就業體系建設方面，珠三角應改變以往以高耗低效的製造業為主導的經濟發展模式，優先發展現代服務業，提升產業及改善就業結構。港澳地區應在現有服務業為主的產業基礎上，積極探討進一步優化策略。藉著落實內地與香港，澳門關於建立更緊密經貿關係的安排，大幅提升灣區其它城市對港澳的服務貿易開放水平，特別是在重點合作發展地區先行先試，推動粵港澳三地在現代服務業領域的深度合作，拓展新的發展空間，建成就業/創業機會充分、經濟繁榮的「現代服務產業灣」。

To establish a “Modern Service Industries Bay” with economic prosperity via developing a service-led production and employment structure

In the aspect of production and employment structure, the PRD region should transform its previous mode of manufacturing-based economic development which consumes resources intensively but performs inefficiently. Priority should be given to modern service industries in order to upgrade the economic and employment structure. Hong Kong and Macao, on the basis of their existing service industries-led economic foundation, should actively explore strategies for further upgrading. Through the implementation of “Closer Economic Partnership Arrangement” (CEPA), the Mainland cities of the Bay Area should significantly open their markets for service trades with Hong Kong and Macao. The Major Cooperative Development Areas could be the pilot areas to promote cooperation between the three places. This will foster closer cooperation among the three sides in service industries, create new room for economic development and establish a “Modern Service Industries Bay” with ample employment/ business opportunities and economic prosperity.





建立創新驅動的城市管理體系，發展進步創新的「開放創新灣」

在城市管理方面，珠三角應改變過去由政府完全主導的城市建設模式，鼓勵非政府組織及公眾參與。三地應加強城市管理經驗交流，鼓勵創新，進一步提高區域內城市管理的效率及水平，共同建設制度創新、技術進步的「開放創新灣」。

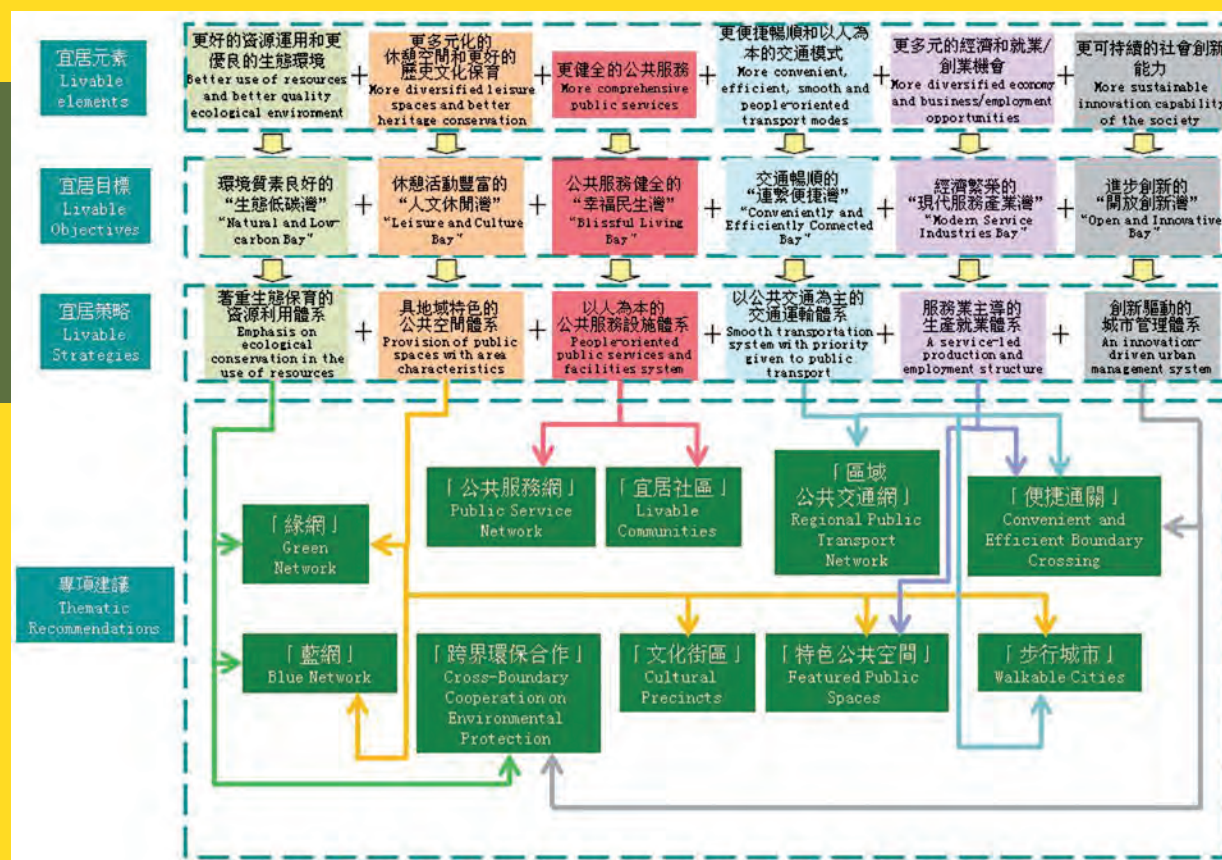
To establish an “Open and Innovative Bay” with an Innovation-driven urban management system

In the aspect of urban management, PRD should transform its previous mode of urban development which is completely led by the government, to encourage engagement by the non-governmental organizations and the public. The three places should strengthen interaction of urban management experiences among each other to encourage innovations and to further enhance the efficiency and standard of urban management, with a view to establishing an “Open and Innovative Bay” integrating institutional innovations and technological advancement.

4. 專項行動建議

Key Recommendations for a “Livable Bay Area”

按「宜居灣區」目標和策略、區域合作現況和粵港澳三地的個別需要，本研究為「宜居灣區」發展提出「綠網」、「藍網」、「區域公共交通網」、「文化街區」、「特色公共空間」、「公共服務網」、「宜居社區」、「步行城市」、「便捷通關」和「跨界環保合作」等十項重點專項行動建議。這些建議對應一項或多項宜居灣區目標和策略，就有關重點課題提出原則性和概念性的規劃方向建議。例如：以保育自然生態為主的「綠網」行動建議和保護濱水地區為主的「藍網」行動建議，一方面對應「低碳生態灣」目標，另一方面也為公眾提供更多的郊野和濱水休憩空間，對應「人文休閒灣」目標；「區域公共交通網」行動建議，提倡高效便捷和節能減排的公共交通模式，同時對應「連繫便捷灣」和「低碳生態灣」目標等（有關其他行動建議與「宜居灣區」目標和策略的關係詳見右圖）。



《宜居灣區研究》專項行動建議的架構
Framework of Recommendations in the Study

Following the objectives and strategies of a “Livable Bay Area”, and having regard to the current situation of regional cooperation and individual needs of Guangdong, Hong Kong and Macau, this Study put forth recommendations on ten major aspects. They are titled as “Green Network”, “Blue Network”, “Regional Public Transport Network”, “Cultural Precincts”, “Featured Public Spaces”, “Public Service Network”, “Livable Communities”, “Walkable Cities”, “Convenient and Efficient Boundary Crossing” and “Cross-Boundary Cooperation on Environmental Protection”. Each of these recommendations echoes one or several objectives and strategies for “Livable Bay Area” and addresses the relevant major issues by giving in-principle and conceptual suggestions on the planning direction. For examples, the “Green Network” and “Blue Network” recommendations with focuses on the protection of natural ecosystem and waterfront respectively echo the objective of “Natural and Low-carbon Bay” and also echo the objective of “Leisure and Culture Bay” through the provision of more countryside and waterfront leisure spaces. The recommendation of “Regional Public Transport Network”, through the promotion of efficient and energy-saving public transport modes, echoes both the objectives of “Conveniently and Efficiently Connected Bay” and “Natural and Low-Carbon Bay” (refer to the figure above for the inter-relations among the recommendations, objectives and strategies)

從區域合作的角度，這些建議可分為三類：第一類是區域性建議，包括「綠網」、「藍網」和「區域公共交通網」，這些建議主要由粵港澳三方按各自情況開展，但三方可藉加強溝通和協調研究並探討合作，使各自推行的工作發揮協同效應，共同推動區域的宜居發展；第二類是地區性建議，包括「文化街區」、「特色公共空間」、「公共服務網」、「宜居社區」和「步行城市」，也是主要由粵港澳三方按各自情況開展，但性質和規模比第一類的建議較集中於個別城市或地區層面；第三類是跨界合作的建議，包括「便捷通關」和「跨界環保合作」，這些建議須由粵港澳三地政府共同磋商及合作，確保各方的工作互相配合或協調。

由於粵港澳三地有著不同的發展基礎和制度，社會情況亦各有不同，故此本研究提出的建議只屬原則性和方向性，三方須按本身的情況，遵從各自的機制，就研究提出的共同目標考慮適用於本身的建議。在考慮有關建議時，應注意以下的要求：

- 盡量避免或減少各項建議在落實過程中可能產生的環境和生態問題。節約資源並加以綜合利用，確保在生態環境保護方面可以接受。
- 各項建議須充分考慮人的需求，以人為本，確保居民的生活質素得以提升。
- 有關城市發展及經濟結構轉型升級的建議，須配合灣區城鎮空間佈局、地域景觀、自然生態與人文資源等元素。

From the perspective of regional cooperation, the recommendations can be divided into three categories. The first category comprises the regional recommendations, including the “Green Network”, “Blue Network” and “Regional Public Transport Network”, which can be undertaken individually by the three sides taking into consideration their respective circumstances. However, cooperation through strengthening liaison, coordination and studies could achieve better synergy effect leading to livable development of the region. The second category comprises the local recommendations, including the “Cultural Precincts”, “Featured Public Spaces”, “Public Service Network”, “Livable Communities” and “Walkable Cities”. Same as the first category, this category of recommendations are to be undertaken individually by the three sides taking into consideration their respective circumstances, yet with nature and scale more focussed on individual cities or areas. The third category comprises the recommendations on cross-boundary cooperation items, including the “Convenient and Efficient Boundary Crossing” and “Cross-boundary Cooperation on Environmental Protection”, which require deliberations among the three sides for joint actions to ensure complementary and coordinated works.

Taking into consideration the differences in foundations for development, institutional systems and social circumstances among Guangdong, Hong Kong and Macao, the recommendations raised in the Study are only conceptual and in-principle. The three sides should consider the recommendations, having regard to their respective conditions and mechanisms, to sort out the recommendations which are applicable. When considering the recommendations, the followings should be observed:

- New environmental and ecological problems should be avoided or minimized in implementing the recommendations. Consumption of resources should be minimized and in an integrated manner to ensure that proposals are ecologically and environmentally acceptable.
- All proposals should be people-oriented with due consideration to people’s needs, to ensure that the residents’ living quality can be enhanced.
- Proposals for urban development and economic restructuring should be compatible with the region’s spatial framework of cities/towns and the landscape, natural ecology and cultural resources of respective areas.



《宜居灣區研究》建議：

- (1) 保育區域內的森林、濕地和海洋自然生態系統，維持這些系統的完整性和連續性，在適當地區設立森林公園 / 郊野公園、濕地公園、海洋公園 / 海岸公園以加強保育；
- (2) 粵港澳三地探討共同構建跨界生態廊道²，協調屬於同一生態系統的保育工作；
- (3) 珠三角五市延伸現有的綠道網絡；香港探討將現有登山徑、單車徑、遠足徑、步行徑網絡延伸至前邊境禁區釋出的土地的長遠可行性；澳門在有條件的地區加快推動濱海綠化長廊的建設。

² 本研究建議的「跨界生態廊道」主要為保育區域生態系統，不涉及客貨運跨界通道或更改三地現有的出入境政策及安排。

Livable Bay Area Study recommends:

- (1) To conserve the forest, wetland and marine ecosystems in the region with a view to protecting their integrity and sustainability, and forest/country parks, wetland parks and marine parks to enhance conservation should be established at appropriate areas;
- (2) Guangdong, Hong Kong and Macao to consider jointly establish cross-boundary ecological corridors² to coordinate conservation work of the same natural ecosystem;
- (3) The five PRD cities to extend their existing greenway networks; Hong Kong to explore the long term feasibility of extending the existing networks of mountainous trails, cycle tracks, hiking trails and and walking trails to the areas released from the previous boundary closed area; Macao to expedite the provision of seafront green promenades in suitable areas.

² The recommendation of "Ecological Corridor" is mainly for conservation of regional ecosystem. It does not involve cross-boundary links for passengers or freights, or any changes to the existing boundary crossing policies and arrangement of the three sides.

藍網 Blue Network



灣區「藍網」示意圖
Indicative Plan of the "Blue Network" of the Bay Area

「藍網」行動建議主要針對海岸帶和河川幹流濱水地區。這些地區體現灣區亞熱帶自然特色，亦可為居民和遊客提供理想的休憩場所。珠三角水網以景色優美著稱，灣區位於珠江出海口，因此應對海岸帶和河川幹流的濱水地區進行重點保護、合理利用和優化，加強各類岸線的協調管理，保護濱水生態和人文景觀，營造良好的濱水環境，為居民提供更多具有濱水特色的休憩空間。

The recommendation of "Blue Network" mainly applies to coastal belts and riverfronts of the major rivers and tributaries. These areas reflect the subtropical characteristics of the Bay Area and provide ideal leisure venues for residents and tourists. The river network of the Pearl River Delta is renowned for its scenic landscape. In view of its location at the Pearl River Estuary, the Bay Area should focus on the protection, rational utilization and upgrading of the coastal belts and riverfronts of the major rivers and tributaries. Efforts should be made to strengthen coordination in respect of management of different types of coastlines, to protect the ecology and cultural landscape of waterfronts, to create an enjoyable water environment, and to provide more leisure places with waterfront features to the residents.

《宜居灣區研究》建議：

- (1) 改善岸線資源；保護海灘沙丘、濱水林帶、生物棲息地等自然岸線；完善和增加以濱水公共活動空間為主的生活岸線；改造和美化濱海工業岸線；
- (2) 保護濱水建築、歷史、生活文化等豐富的人文景觀資源，結合不同的自然地理特徵及文化特徵，形成以嶺南水鄉文化為特色的濱江人文景觀帶，以及以「海洋文化」為特色的濱海人文景觀帶，粵港澳三地可根據各自情況考慮制定適當的計劃以保育及優化這些人文景觀資源。
- (3) 利便公眾前往濱水休憩空間，並通過營造及優化水上活動中心、濱水公園、廣場和長廊等配套設施，完善濱水休憩空間；同時，珠三角五市透過建設以濱海旅遊度假基地、旅遊樞紐和沿海休閒島鏈等的濱海休憩體系，為公眾提供更多配套設施完善的濱水休憩空間。



Livable Bay Area Study recommends that:

- (1) The coastal resources of the Bay Area should be improved. The natural coastlines including beaches, waterfront forest belts and wildlife habitats should be protected. The living coastlines for waterfront public activities should be improved and increased, and the coastlines used by seafront industries should be redeveloped and beautified.
- (2) The rich cultural landscape at the waterfront areas, in terms of architecture, history and folk culture, should be protected. Through integrating various natural, geographical and cultural features, riverfronts with Southern China Water Village characteristics and seafronts with “maritime culture” characteristics may be formed. Guangdong, Hong Kong and Macao may consider formulating conservation and enhancement plans to conserve these cultural landscape resources as appropriate.
- (3) Public accessibility to the waterfront leisure spaces should be enhanced, and waterfront leisure spaces should also be improved through providing and up-grading supporting facilities like water activity centres, waterfront parks, squares and promenades. Moreover, the five PRD cities should provide more waterfront recreation spaces with full range of supporting facilities to the public, through establishing a system of seafront leisure facilities such as seafront resorts, tourism hubs and chains of leisure islands.



區域公共交通網

Regional Public Transport Network

為解決日益嚴重的交通擠塞給城市和區域可持續發展帶來的巨大壓力，灣區須進一步優化交通運輸結構，提倡健康環保的綠色交通模式。建議在完善珠三角城際軌道網、香港鐵路網和澳門輕軌的基礎上，形成多元化、廣覆蓋、緊密銜接的區域公共交通系統，使集體運輸公共交通成為居民日常交通的優先選擇。

To alleviate tremendous pressure on urban and regional sustainability due to the aggravating traffic congestion, the Bay Area should optimize its transport structure and promote the healthy and environmentally green commuting modes. A diversified, extensive and seamless regional public transport system should be formed through improving the PRD Intercity Rail Network, rail network of Hong Kong and light rail system of Macao, with a view to making mass transit the priority choice in people's daily travels.



灣區「區域公共交通網」示意圖

Indicative Plan of "Regional Public Transport Network" of the Bay Area



《宜居灣區研究》建議：

- (1) 珠三角五市繼續推動區域軌道系統的發展，香港繼續完善鐵路系統，澳門繼續推動城市輕軌建設，並通過三地鐵路 / 軌道系統的接駁，實現區域客運公交化，建成從三地現有或已規劃的鐵路 / 軌道交通系統構成的「雙人字」區域鐵路 / 軌道骨幹，其中，「外人字」骨幹主要聯繫珠三角五市和香港的市中心，「內人字」骨幹主要聯繫灣區各城市的濱海新發展地區；
- (2) 珠三角五市大力推動以城際鐵路、城市地鐵為骨幹，並輔以快速公共交通和常規公共交通系統為網絡的公共交通系統建設，建設「公交都市」，並在高密度發展、交通擠塞地區率先推行「公交優先區」的建設；
- (3) 參考香港以公共交通為主的發展模式，珠三角五市應建設佈局合理的公共交通樞紐體系，在適宜的樞紐周邊地區，集中發展功能混合、多元化和有活力的「公交社區」。
- (4) 在軟體建設方面，建立粵港澳公共交通運輸資訊共用平台，以及跨城市和跨公共交通設施之間的公共交通電子付費系統，實現灣區公共交通的無縫通行。

Livable Bay Area Study recommends that:

- (1) The five PRD cities should continue to promote the development of a regional railway system. Hong Kong should continue to improve the railway system, and Macao should continue the urban light-rail project. By making better linkages among the railway systems in the three places, public transport can become the major transport mode in the region with the “double inverted Y-shaped” primary network of railways as envisaged on the basis of existing/planned railways. The “outer inverted Y-shaped” network would mainly link up the urban centres of Hong Kong and the five PRD cities, and the “inner inverted Y-shaped” network would mainly link up the new development areas at the seafront of the Bay Area cities.
- (2) The five PRD cities should establish “public transport-oriented cities” through active fostering public transport systems with intercity rails and metro subways as backbone complemented by Bus Rapid Transit (BRT) and regular bus services. “Public transport priority zones” should also be established in areas with high development density and serious traffic congestion.
- (3) Making reference to the “public transport-oriented development” approach of Hong Kong, the five PRD cities should establish “public transport-oriented communities” with mixed functions, diversity and vibrancy around suitable public transport hubs. The hubs should be reasonably distributed within the region.
- (4) In terms of software development, Guangdong, Hong Kong and Macao should create seamless travels in public transport through establishing a platform for exchange of public transport/traffic information between cities and an electronic payment system covering different cities and different public transport facilities.



文化街區

Cultural Precincts

為保育灣區歷史文化，突顯灣區多元交融的文化特色，應積極保育地方文化特色及保護歷史建築物，形成系統化而全面的保護框架，為居民營造更多體驗本地歷史文化的場所。



With a view to protecting the heritage and highlighting the diverse culture of the Bay Area, the local cultural character and historical buildings should be actively conserved. A systematic and comprehensive protection framework should be formed to provide more venues for the residents to experience the local history and culture.



《宜居灣區研究》建議：

- (1) 在適當地區設立反映地方文化特徵的文化保育區，保育地方文化特色。
- (2) 珠三角五市繼續開展歷史文化名城、名鎮、名村、街區以及嶺南特色街區的申報工作，並加強保育，利用功能佈局、景觀設計和建築控制等方法，促進城市經濟與古城保護的協調發展。
- (3) 珠三角五市應識別更多有價值的傳統街區，嚴格保護其整體環境和文化特色，適度建設優質的文化設施及現代嶺南建築，並引入文化創意、展覽、教育等功能，開展豐富多彩的文化活動，推動城市傳統街區的復興 / 活化；香港繼續積極推動歷史文物和建築物的保育及活化工作；澳門則加強保護世遺歷史城區等特色街區。
- (4) 珠三角五市加強保育鄉村的鄉土文化和特色，並促進鄉村地區適度發展具有本地特色的農業體驗、文化藝術創作和休閒服務業等功能，以助村民改善生活環境。
- (5) 粵港澳三地依據各自的保護法規，繼續完善歷史文化保育和活化工作，同時加強三地文化保育的合作和交流。

Livable Bay Area Study recommends that:

- (1) Culture conservation areas should be designated where appropriate to highlight local cultural character and conserve local cultural features.
- (2) The five PRD cities should continue their initiatives to apply for declaration of renowned historical/cultural cities and towns/villages/ precincts and precincts with South China characteristics, enhance conservation, and coordinate economic development and heritage protection through proper spatial planning, landscape design and building control, etc.
- (3) The five PRD cities should identify more traditional precincts with good value and strictly protect their overall environment and cultural features. To foster regeneration/revitalization of these urban traditional precincts, high-quality cultural facilities in modern Southern China architecture should be adopted, where appropriate, with introduction of functions such as cultural creativity, exhibition and education, to accommodate vibrant cultural activities. Hong Kong should continue to actively promote the conservation and revitalization of heritage and historical buildings. Macao should enhance the protection of the UNESCO Historic Centre and other unique precincts.
- (4) The five PRD cities should strengthen the protection of rural culture and characteristics of villages. Activities with local character such as farm life experiencing, arts and cultural creative industries and leisure services could be promoted for appropriate village development and improvement of living environment of the villagers.
- (5) Guangdong, Hong Kong and Macao should continue to improve their work on conservation and revitalization of cultural heritage according to their own laws and regulations, and strengthen cooperation and exchange of information on conservation among the three places.

特色公共空間 Featured Public Spaces



在灣區(特別是珠三角五市)快速城市化過程中,往往會因過度追求建設現代化的高樓大廈而導致「千城一面」的現象,失去原有地區特色。為避免情況持續,灣區城市應在公共空間的規劃和設計中加強和突顯地區特色,一方面滿足本地居民對生活環境質素的要求,另一方面幫助吸引人才匯聚,從而提高灣區的活力。

In the course of rapid process of urbanization, the Bay Area (notably the five PRD cities) has excessively pursued modernization by the construction of high-rise buildings, which has resulted in homogeneous cityscape in different cities and loss of local character. To avoid recurrence of such situation, the cities in

the Bay Area should strengthen and highlight their local characters through proper planning and design of public spaces, while meeting the needs of local residents in the quality of living environment and attracting talents, thereby enhancing the vibrancy of the Bay Area.



《宜居灣區研究》建議：

在廣州新舊城市中軸線、香港維多利亞港兩岸、澳門新城填海區等重點發展地區，加強城市的景觀設計和保護，塑造公共空間，創造多元城市景觀，提升生活質素，進一步加強城市吸引力。保育反映本地自然和歷史特徵的文化特色，包括建設具有本地園林特色的休憩用地，並尊重區域歷史文化特色，強調對傳統建築的繼承；同時鼓勵集中、功能混合的開發方式，並且不斷完善基礎設施和公共服務設施，為居民提供優質的公共活動和休憩空間，也藉此吸引商務、跨國企業的總部、文化創意和旅遊等活動的匯聚，從而提升現代服務業發展水平。



Livable Bay Area Study recommends that: To focus on some of the key development areas, such as the new and old city axes of Guangzhou, the two waterfronts of Victoria Harbour of Hong Kong and the new reclamations of Macao, for improvement of the design and protection of urban landscape and creation of public spaces in order to create diverse urban landscape, improve living quality, and further enhance the attractiveness of the cities. First of all, the natural and historical features of the local areas should be conserved. For example, parks with local landscape character should be provided. Moreover, the historical and cultural characteristics of the region should be respected, with emphasis given to the continuity of traditional architecture. Compact and multi-functional development should also be encouraged. The basic infrastructure and public service facilities should be improved continuously to provide quality public activity and leisure spaces. These measures would also attract agglomeration of activities such as business functions, headquarters of multinational corporations, cultural creativity and tourism, thereby enhancing the development level of modern service industries.



公共服務網

Public Service Network

城市空間拓展與人口持續增長為公共服務的供應帶來巨大壓力。灣區應加快建成覆蓋城鄉、全面的公共服務網絡,推動城市各類服務設施的合理佈局和建設,確保全體居民公平地享受充足和便利的公共服務,從而提升居民生活水平。

Urban expansion and continuous population growth have created immense demand for public services. To ensure residents' fair access to adequate and convenient public services, and therefore a higher standard of living, the Bay Area should expedite the

establishment of a functionally comprehensive public service network which covers both the urban and rural areas, for fostering rational distribution and establishment of various urban public service facilities.



《宜居灣區研究》建議：

- (1) 珠三角五市憑藉灣區「區域公共交通網」，在人流密集的公共交通樞紐地區建設綜合性公共服務中心，在優化現有公共服務設施的基礎上，引入更多公共服務設施，從而提升城市居民生活質素。
- (2) 充足而便利的社區服務設施是營造優質生活環境的重要元素。珠三角五市應參考香港社區服務方面的先進經驗，設立服務設施完善、管理有效的社區公共服務中心，包括社區學院、社區護理中心、社區安老服務中心和數位化圖書分館等，使全體居民的服務需求均能在社區內得到滿足。
- (3) 粵港澳三地探討在教育、社會福利和醫療方面的進一步合作，例如在深圳試辦港人子弟班、香港服務機構到珠三角開辦安老和殘疾人服務，以及粵港繼續深化兩地醫院之間的合作、優化香港醫療機構在內地開辦診所和醫院的手續以及探討跨境運送住在內地的香港病人回港就醫的安排等。



Livable Bay Area Study recommends that:

- (1) On the basis of the regional public transport network of the Bay Area, the five PRD cities should establish integrated public service centres near heavily patronized public transport hubs. On the basis of upgrading the existing public service facilities, more public service facilities should be introduced, thereby improving the living quality of residents.
- (2) Adequate and convenient community service facilities are the important elements for quality living. The five PRD cities should, making reference to Hong Kong's advance experience in community services, form public service centres at the community level which offer comprehensive and efficient services, including community colleges, community care centres, community elderly service centres and digitized libraries, so that all residents' needs can be met within the local communities.
- (3) Guangdong, Hong Kong and Macao to explore further cooperation on education, social service and medical aspects. For example, some Shenzhen schools could join a pilot scheme to operate Hong Kong Children Classes, service providers from Hong Kong to operate social welfare facilities for the elderly and disabled people in PRD, and Hong Kong to continue to strengthen its cooperation with hospitals in the Mainland, to streamline the procedures for operating clinics and hospitals in the Mainland, and explore with Guangdong the arrangements for cross-boundary transportation of the Hong Kong patients residing in the Mainland back to Hong Kong for medical treatment.

宜居社區 Livable Communities

為滿足灣區居民對居住條件和生活質素方面日益上升的需求，應通過開展宜居社區建設，優化房屋供應體系、社區居住環境和設施配套，提升社區現代化管理和服務水平，從而提高居民生活質素。



The public aspirations in the Bay Area for better housing conditions and higher quality of living should be met through developing livable communities, optimizing the housing supply system, living environment and provision of facilities, and improving the level of community management and servicing.

《宜居灣區研究》建議：

珠三角五市應完善房屋供應體系，藉著發展宜居社區，在舊城區結合城市更新，逐步改善社區居住條件和社區服務功能；在新發展區藉著公共交通樞紐，建設自給自足的綜合性社區；在農村地區，利用建設名鎮名村示範村建設的契機，加強農村基礎設施建設，以改善農民居住環境。香港繼續採用市區重建策略所提出「以人為先、地區為本、與民共議」的方針，推動市區重建工作，改善舊區的居住環境，並以「以人為本」、「可持續發展」等規劃原則建設新發展區，並以農業發展政策為基礎，透過提供基礎建設、技術支援和低息貸款，協助本地農業邁向可持續發展。澳門藉大規模的城市更新改善舊城地區居住環境，以提升居民居住條件和生活質素。

Livable Bay Area Study recommends that:

The five PRD cities should improve the housing supply system, and through developing livable communities in conjunction with urban renewal, progressively improve the housing conditions and community services. Regarding the new development areas, integrated communities that are self-sustaining should be established near public transport hubs. For rural villages, the basic infrastructure should be strengthened in conjunction with the establishment of pilot livable communities in renowned towns/villages. Hong Kong should continue its effort in urban renewal to improve the living environment in old areas and adopt the “people-oriented, district-based and public participatory approach” advocated in the Urban Renewal Strategy, and the “people-oriented” and “sustainable development” principles to plan for new development areas, and based on the agricultural policy, through the provision of basic infrastructure, technological support and low-interest loan, assist the local agricultural sector in moving towards sustainable development. Macao should improve the living environment of the old urban areas through large scale renewal, thereby raising the quality of living.



步行城市 Walkable Cities

為推廣綠色及健康交通，建議灣區各市改善步行網絡和步行環境，構建暢達、安全、宜人的步行系統，使居民可便捷到達公共空間、公共交通樞紐等，以緩解城市交通壓力，提升街區的活力。

To promote green and healthy transport, cities in the Bay area should improve the pedestrian networks and walking environment to establish a smooth, safe and pleasant walking system, enabling the residents to access public spaces and public transport hubs conveniently and efficiently. Such measures would help relieve pressure on urban transport and enhance the vibrancy of street life.





《宜居灣區研究》建議：

珠三角五市因應地區發展情況，在舊城中心區建設立體化、便捷的步行優先區；在鐵路／軌道公共交通樞紐周圍的城市新區建設連續、安全的步行網絡；在具備條件的海岸與沿江等地區建設行人專用區；改善街景和步行設施，營造怡人的街道步行環境。香港繼續優化旺角和銅鑼灣等人流密集的地區的行人環境。澳門通過構建配合城市特點和符合居民交通習慣的步行系統，鼓勵居民使用無污染的交通方式。

Livable Bay Area Study recommends that:

The five PRD cities, having regard to local conditions, should establish multi-level, convenient and efficient pedestrian priority zones in the old urban centres, continuous and safe pedestrian networks in the new urban areas around rail public transport hubs, and pedestrian-only zones along suitable shorelines. The streetscape and pedestrian facilities should be enhanced to make the streets pleasant walking spaces for people to enjoy. Hong Kong should continue its efforts to improve the walking environment in areas with intensive pedestrian flow, e.g. Mongkok and Causeway Bay. Macao should encourage local residents to adopt pollution-free traffic modes through the provision of walking networks which are compatible with the city's characteristics and the residents' commuting habits.

便捷通關

Convenient and Efficient Boundary Crossing



With increasing economic interactions and cross-boundary transport infrastructure development among Guangdong, Hong Kong and Macao, the flow of people and freights among the three places has become more frequent. Cross-boundary living and inter-city commuting are becoming common. However, these activities have been constrained by inadequate connections and limited capacity of the boundary control facilities. Being an important platform for cooperation among Guangdong, Hong Kong and Macao, the Bay Area should focus on strengthening the planning and construction of cross-boundary infrastructure and formulating new policies to facilitate boundary crossing and coordinated economic development.

隨著粵港澳三地經濟聯繫日益緊密，交通基礎設施日趨發達，三地之間的人流和貨物往來越來越頻密，灣區居民跨界生活、跨市通勤也越來越普遍。不過，由於目前跨界交通設施銜接不夠通暢，口岸設施和服務還未能配合發展需求，限制了三地居民和貨物的流動。灣區作為粵港澳重要的合作平台，應重點加強跨界基礎設施規劃與建設，制定新政策便利通關，提高區域整體交通運輸和通關效率，以配合經濟協調發展的要求。



《宜居灣區研究》建議：

- (1) 積極推進廣深港高速鐵路、港珠澳大橋、京港澳高速公路廣澳平行線等跨界通道的建設，實現粵港澳地區區域交通的無縫銜接和互動發展；
- (2) 加快制定城際軌道網絡與各城市鐵路 / 軌道網絡銜接的方案，並加強香港與深圳之間以及澳門與珠海之間的交通銜接。
- (3) 為解決目前拱北、皇崗等口岸通關能力不足的問題，應積極推動相關口岸的改建 / 擴建工程，並增設蓮塘 / 香園圍、拱北口岸附屬口岸（粵澳新通道）、橫琴一線口岸等口岸，以及探討推動口岸電子化設施建設等，以滿足日益頻繁的客貨交流需要。
- (4) 探討加強三地通關合作、「一地兩檢」、加強各種交通工具便捷化通關模式，以及推廣口岸24小時通關服務的可行性，使跨界基礎設施更能促進三地之間客貨流動。

Livable Bay Area Study recommends:

- (1) To actively pursue the construction of cross-boundary transport corridors, including, Guangzhou-Shenzhen-Hong Kong Express Railway Link, Hong Kong-Zhuhai-Macao Bridge and Guangzhou-Macao Parallel Line of Beijing-Hong Kong-Macao Expressway to achieve seamless connection of the regional transport systems and interactive development among Guangdong, Hong Kong and Macao.
- (2) To expedite the formulation of proposals for connecting the intercity rail network and individual cities' rail networks and to enhance connection between the transport networks of Hong Kong and Shenzhen, and between those of Macao and Zhuhai.
- (3) To actively undertake modification and expansion works of existing boundary control points with inadequate capacity including Gongbei and Huanggang, construction of new control points including Liantang/Heung Yuen Wai, Gongbei Ancillary Boundary control Point (New passageway between Guangdong and Macao) and Hengqin First-tier Boundary Control Points, and to explore promotion of the establishment of electronic facilities at the boundary control points, to meet the surging demand for cross-boundary passenger and freight transport.
- (4) To explore the feasibility of enhancing the cooperation among the three places, co-location of immigration/customs clearance facilities and streamlining the immigration/customs clearance procedures for different transport modes, as well as promotion of 24-hour immigration/customs clearance service at the boundary crossing points, so as to further foster flow of passengers and freights among the three places.



跨界環保合作

Cross-Boundary Cooperation on Environmental Protection

儘管近年來珠三角環境污染基本已受到控制，但是不斷增加的人口、產業和交通，使區域在空氣質素和水質方面面臨嚴峻挑戰。環境治理必須通過跨界合作解決，使三地居民都能享用到潔淨的食水和清新的空氣。

Despite that the environmental pollution in PRD has basically been brought under control in recent years, improving air and water quality in the region is still a great challenge posed by the increasing population, industrial activities and traffic. Cross-boundary cooperation in environmental control is essential to ensure that residents of Guangdong, Hong Kong and Macao can have clean water and fresh air.

灣區「跨界環保合作」示意圖

Indicative Plan of the "Cooperation on Cross-boundary Environmental Protection" Action



《宜居灣區研究》建議：

- (1) 在保障區域供水安全、解決流域水質污染方面，粵港澳三地在現有環保合作基礎上採取合作行動推動水質綜合治理。珠三角五市重點優化江庫聯網和區域調水、劃定區域供排水通道，逐步分開供水及排水系統，持續保障供水安全；三地合作開展跨界河流的綜合整治，改善灣區跨界水體水質。
- (2) 在維護空氣質素方面，識別區域內的重點污染源，強化陸域、海域空氣污染物的減排和監管。珠三角五市完成設立「低排放區」政策試點建設；將生態敏感地區、自然保護區和水源保護區劃定為空氣質素保護區，開展區域性環境綜合治理。同時，加強區域空氣質素目標聯合管理，完善區域空氣質素監測網絡和建立空氣污染物資料共用平台，並定期向公眾發佈各類空氣質素監測資訊。

Livable Bay Area Study recommends:

- (1) To safeguard water supply and resolve the problem of water pollution in the region, Guangdong, Hong Kong and Macao, on the basis of existing cooperation on environmental protection, should work together further for the integrated management of water quality. The five PRD cities should focus on improving the network of reservoirs and transfer of water within the region, and separate the regional water supply and drainage channels to safeguard water supply. The three sides should cooperate on the integrated management of cross-boundary rivers to improve their water quality.
- (2) To protect the air quality, major air pollution sources in the region should be identified, and the reduction and regulation of air pollutant emission from both land and sea should be strengthened. The five PRD cities should establish pilot “low emission zones”. Moreover, the major ecologically sensitive areas, nature reserves and water gathering areas should be designated as regional air quality protection areas for integrated environmental management. The Bay Area should also strengthen cooperation in regional management of air quality and the regional air quality monitoring network, establish the platform for sharing data of air pollution, and provide the public with various air quality monitoring information on a regular basis.



5. 在重點合作新區推動「宜居灣區」建議

Implementation of the Recommendations for a “Livable Bay Area” in the Major Cooperative New Areas

為體現及落實宜居灣區的願景，本研究建議以國家及粵港澳三地相關政策文件中提出的七個跨界重點合作發展地區為試點，率先推動上述十項專項行動建議，在已有規劃建設的基礎上，以環保、以人為本的宜居發展理念為原則推動這些新區的發展。這些地區都是國家及粵港澳三地政府確定的跨界合作重點新區，其服務範圍大，涉及的地區和人口多，更有利於提高灣區乃至更大範圍的宜居建設水平。重點合作發展地區不僅要滿足一般的發展要求，還要推動宜居城市發展與創新管理合作模式，逐步發展成為宜居宜業、功能完善、特色鮮明的城市理想新區。

To achieve the vision for a “Livable Bay Area”, this Study proposes adopting the seven major Cross-boundary Cooperative Development Areas raised in relevant national and regional policy documents as pilots for implementing the ten key recommendations raised above. According to the current development plans, the development of these areas should be carried out under the principles of environmental protection and people-oriented livable development concept. These areas are designated for major cross-boundary cooperation by the State and the governments of Guangdong, Hong Kong and Macao, and cover wide catchment area and large population, they could facilitate raising the level of livable development of the Bay Area and the wider area. These areas should be planned for not only meeting the general development requirements but also fostering livable city development and innovative management model, with an aim to progressively develop into well-served and distinctive new urban centres favourable to living and working.



重點合作新區位置圖
The Indicative Plan of Major Cooperative New Areas in the Bay Area

	發展目標	宜居發展方向
廣州南沙新區	發展成為服務內地、連接港澳的商業服務中心、科技創新中心和教育培訓基地，建設臨港產業配套服務合作區。	提供優質和便捷的公共服務及濱水、步行、休憩空間，建設獨具「海洋文化」特色和水鄉魅力的嶺南文化重鎮。
深圳前海新區	建設成為現代服務業體制機制創新區、香港與內地緊密合作的先導區和珠三角地區產業升級的引領區。	沿現有河道構建生態廊道；建設優質濱海公共活動區；加強深港兩地在城市管理、資訊交流等方面的合作。



深圳前海新區
Qianhai New District, Shenzhen

	Development objectives	Livable development approaches
Nansha New District, Guangzhou	Develop into a commercial service hub, technological innovation centre and educational /training base serving the Mainland and connecting with Hong Kong and Macao; and build a cooperation area for harbourfront industries.	Provide quality, convenient and efficient public services, and waterfront, pedestrian and leisure spaces; develop into a renowned town with South China culture encompassing both “maritime culture” and water-village characteristics.
Qianhai New District, Shenzhen	Develop into an innovation area for modern service industries, pioneer area for close cooperation between Hong Kong and the Mainland, and leading area for industrial upgrading of the PRD region	Form ecological corridors along the existing river channels; develop high quality seafront public spaces; and strengthen the cooperation between Shenzhen and Hong Kong on urban management and information exchange.



廣州南沙新區
Nansha New District, Guangzhou

	發展目標	宜居發展方向
珠海橫琴新區	在「一國兩制」下發展成為探索粵港澳合作新模式示範區、深化改革開放和科技創新先行區，以及促進珠江口西岸地區產業升級發展新平台。	重點發展低碳經濟，突出橫琴山以及沿海特色，建設自然與人文並重的休閒度假勝地。
深莞港灣新城	發展成為深莞緊密合作的城際總部基地及珠三角地標性的休閒宜居新城。	共同保護和利用交椅灣優越的濱水環境，開展跨界河流綜合治理，形成連貫的濱海綠色走廊。
珠中濱海新城	建立具有區域影響力的教研發創意基地、高端休閒旅遊服務中心、高品質生活服務基地。	積極構建服務灣區的區域創新平台，塑造體現地域文化特色的休憩場所。

	Development objectives	Livable development approaches
Hengqin New District, Zhuhai	Develop into an exemplary area for exploration of new modes of cooperation among Guangdong, Hong Kong and Macao under the “One Country, Two Systems” principle, pilot area for furthering institutional reform and technological innovation, and a new platform for fostering industrial upgrading on the west coast of Pearl River Estuary.	Focus on developing low-carbon economy, highlighting the characteristics of Hengqinshan and the coastal areas, and developing tourism resorts compatible with the natural and cultural setting.
Shenzhen-Dongguan Harbour Bay New City	Develop into an intercity headquarters base for close cooperation between Shenzhen and Dongguan, as well as a landmark livable leisure city in PRD.	Jointly protect and make good use of good waterfront environment of Jiaoyiwan, undertake integrated management of the cross-boundary rivers to form a continuous seafront green corridor.
Zhuhai-Zhongshan Seafront New City	Develop into a regional base for technology education and R&D, high-end leisure and tourism hub, and high-quality living services centre.	Actively develop a regional platform for innovation to serve the Bay Area; and provide leisure and recreational venues with local cultural characteristics.



珠海橫琴新區
Hengqin New District, Zhuhai

	發展目標	宜居發展方向
深港河套地區	以高等教育為主，輔以高新科技研發設施和文化創意產業用途，並在深港互惠互利的基礎上，建設可持續發展、環保、節能、以人為本的社區。	採用低耗能、低污染為基礎的低碳發展及運作模式，減低對生態環境的影響；促進兩地境內鄰近地區與河套地區的功能銜接。
珠澳跨境合作區	發展成為珠澳產業合作的重要載體以及珠海對接港澳服務業的重要平台。	發揮三面環河的自然景觀優勢，培育良好的休憩岸線景觀。

* 各重點合作發展地區的主要合作城市：南沙（廣州、香港、澳門）、前海（深圳、香港）、橫琴（珠海、澳門）、深莞港澳新城（深圳、東莞）、珠中濱海新城（珠海、中山）、落馬洲河套地區（香港、深圳）、珠澳跨境合作區（珠海、澳門）



深港河套地區
Lok Ma Chau Loop Area

	Development objectives	Livable development approaches
Lok Ma Chau Loop Area	Focus on higher education to be complemented with high-tech R&D facilities as well as cultural and creative industries; and develop into a sustainable, environmentally friendly, energy-saving and people-oriented community for mutual benefits of Shenzhen and Hong Kong.	Adopt a “low-carbon” mode of development with energy-saving and low pollution approach for minimizing adverse environmental and ecological impacts; foster functional linkages between the Loop Area and the adjoining areas of Hong Kong and Shenzhen.
Zhuhai-Macao Cross Boundary Cooperation Zone	Develop into an important medium for economic cooperation between Zhuhai and Macao, and a platform for linkage among the service industries of Zhuhai, Hong Kong and Macao.	Establish a good leisure coastal landscape by fully capitalizing on the natural amenity of having three frontages surrounded by river.

* Cities involved in these Major Cooperative Development Areas include: Nansha (Guangzhou, Hong Kong and Macao), Qianhai Area (Shenzhen and Hong Kong), Hengqin (Zhuhai and Macao), Shenzhen-Dongguan Harbour Bay New City (Shenzhen and Dongguan), Zhuhai-Zhongshan Sea-front New City (Zhuhai and Zhongshan), Lok Ma Chau Loop Area (Hong Kong and Shenzhen) and Zhuhai-Macao Cross Boundary Cooperation Zone (Zhuhai and Macao).

6. 推動建議的有效落實

To Facilitate Effective Implementation of the Recommendations



Mechanisms for Implementation

The Study recommends that Guangdong, Hong Kong and Macao should jointly promote the development of a “Livable Bay Area” by strengthening cooperation and communication in the following three aspects through the existing mechanisms including CEPA and the Framework Agreements on Guangdong/Hong Kong and Guangdong/Macao Cooperation.

- (1) Taking advantage of opportunities offered by the relevant policies and projects promoted by the State, the three sides should strengthen coordination in the implementation of the established agreements on Guangdong/Hong Kong and Guangdong/Macao cooperation, and to foster coordination in ecology, environment, culture, public service and traffic/transport, for promoting the development of a “Livable Bay Area”.



推動機制

本研究建議粵港澳三方透過現有的政策框架，例如內地與香港、澳門關於建立更緊密經貿關係的安排，以及粵港、粵澳框架協議，在以下三方面加強合作和交流，合力推動宜居灣區發展：

- (1) 以國家推行相關政策和規劃為契機，貫徹落實現有粵港、粵澳合作協議，重點推動生態、環境、休閒、文化、公共服務、交通運輸等方面的合作，促進宜居灣區發展；

- (2) 採取多種合作和交流方式深化粵港澳合作，包括充分利用城市規劃及發展專責小組協調平台及定期舉行會議，加強規劃經驗交流，並探討建立共用的區域空間資訊平台。三地政府可以根據各自情況考慮建立監督機制，以及加強相關政策以促進「宜居灣區」的發展。
- (3) 鼓勵公眾參與，充分發揮非政府組織和業界的積極性，加強宣傳推廣「宜居灣區」理念，擴大公眾參與程度。

策略性影響評估

如果《宜居灣區研究》的建議得以全面實施，將可為區域帶來多方面的得益，包括可適當控制城市的擴張及填海造地、空氣和水體更潔淨、跨界／城際及城市交通更順暢、社區更具吸引力、區域經濟發展更有活力等，整體上可為灣區居民提供更優質的生活環境及帶來經濟發展。

在負面環境影響方面，《宜居灣區研究》提出的行動建議的可能影響主要來自大範圍的新區開發、大型公共設施、交通系統建設、休閒旅遊景點的開發以及填海等，為解決這些負面影響，必須採取適當的紓緩措施，以確保不會對灣區的自然生態造成破壞。不過，由於一些具體建設內容還有待確定，當中可能會對水體、空氣、生態環境、景觀等的影響，需要日後進行詳細研究。故此，在行動計劃制定及實施階段，仍需對項目建議進行深入研究，以確保建議在生態環境保護方面可以接受，並在需要的地方採取切實可行的紓緩措施。

- (2) The cooperation and communication among Guangdong, Hong Kong and Macao should be intensified through platforms of multi-channels. These may include making use of the Expert Groups on Town Planning and Development and regular meetings, strengthening exchange of planning experience, and exploring formation of a regional platform for sharing of planning information. The governments of the three sides, having regard to their respective circumstances, should consider establishing monitoring mechanisms and launching policies to promote the development of a “Livable Bay Area”.
- (3) Public engagement should be encouraged, and the initiatives of non-governmental organizations and stakeholders should be fully capitalized. The extent of public engagement should be broadened through stronger promotion activities.

Strategic Impact Assessments

Full implementation of the recommendations of the Livable Bay Area Study will bring many benefits to the region. For instances, urban sprawl and reclamations would be put under due control; air and water quality would be improved; cross-boundary, inter-city and intra-city transport would become more efficient; communities would become more attractive; and the regional economic development would become more prosperous. Overall, it would lead to a living environment with better quality for residents of the Bay Area as well as conducive to economic development.

Regarding the adverse environmental impacts of the recommendations of the Livable Bay Area Study, they would mainly be caused by extensive development of new districts, building of major public utilities and facilities, transport networks, leisure and tourism attractions, reclamation activities, etc. Appropriate mitigation measures should be undertaken to address these adverse environmental impacts on the Bay Area as a whole. Nonetheless, as details of some of the projects are yet to be worked out, more specific studies should be carried out in the detailed design and implementation stages to ascertain the possible impacts on water, air, natural ecology and landscape. As such, in the formulation and implementation of action proposals, detailed studies are needed to ensure that the recommendations are acceptable in terms of ecological and environmental protection, and necessary mitigation measures would be in place where required.

7. 總結

Conclusion

本研究通過廣泛諮詢粵港澳三地政府部門、專家和公眾的意見、參考三地有關的規劃研究，以及借鑒國內外宜居區域建設的經驗，為三地共建「宜居灣區」的願景進行分析和提出意見，並提出「生態低碳灣」、「人文休閒灣」、「幸福民生灣」、「連繫便捷灣」、「現代服務產業灣」和「開放創新灣」等六項「宜居灣區」目標，涉及的範疇包括自然生態和人文資源保育、環境保護、公共休憩空間、交通運輸、社會服務、產業發展和城市管理。

實現「宜居灣區」的目標，本研究提出以下十項專項行動建議：

- 「綠網」行動建議 – 建基於珠三角「綠道網」及港澳現有的生態保育系統，以生態廊道連接區域內主要的自然生態地區，形成網絡以保存珍貴的自然生態景觀，為植物生長和動物繁衍棲息提供充足的空間，同時，加強三地休閒慢行網絡，讓居民接近大自然。

Through extensive consultation with governmental departments, experts and public of the three places, taking into account related planning studies, and making reference to overseas experience of developing livable regions, this Study has undertaken analysis and gives advice for the three sides on developing a “Livable Bay Area”. It puts forth six objectives of “Livable Bay Area”, namely, the “Natural and Low-carbon Bay”, “Leisure and Cultural Bay”, “Blissful Living Bay”, “Conveniently and Efficiently Connected Bay”, “Modern Service Industries Bay” and “Open and Innovative Bay”, which cover the aspects of conservation of natural ecology and cultural resources, environmental protection, public leisure spaces, traffic and transport, social services, economic development and urban management.

To achieve the goal of creating a “Livable Bay Area”, this Study puts forth the following ten recommendations:

- “Green Network” – On the basis of “Greenway Network” in PRD and the existing ecological conservation systems of Hong Kong and Macao, ecological corridors should be established to link up major ecological areas into a network to preserve precious and scenic natural landscape and providing adequate space for the wildlife to flourish. The three sides should also enhance their leisure trails networks for people’s enjoyment of nature.

- 「藍網」行動建議 – 進一步對海岸帶和河川幹流濱水地區進行重點保護、合理利用和優化，改善水質，加強岸線的協調管理，保護濱水生態資源和自然景觀，營造良好的濱水環境，為居民提供更多具有特色的濱水休憩空間。
- 「區域公共交通網」行動建議 – 積極發展公共交通，建設聯繫整個區域、多元化、覆蓋廣、緊密銜接的區域公交系統，並進一步加強粵港澳三地交通聯繫。在改善城市交通網絡的同時，促進集約的土地利用模式。
- 「文化街區」行動建議 – 加強歷史文化資源的保育、活化和再利用，為居民營造更多體驗歷史文化的場所，感受多元交融而又緊密聯繫的文化特色。
- 「特色公共空間」行動建議 – 在公共空間的規劃和設計中加強和突顯本地特色，創造多元城市景觀，提升生活質素，吸引人才集聚，從而提高灣區的活力。
- 「公共服務網」行動建議 – 加強公共服務，形成全面的公共服務網絡，滿足居民的需求，為吸引更多人到「灣區」安居樂業創造條件。
- 「宜居社區」行動建議 – 在社區層面加強公共服務設施和公共活動空間，提升居民生活質素。
- “Blue Network” – Further protection, rational utilization and upgrading of the coastal belts and riverfronts of the major rivers should be launched to improve water quality, strengthen the coordinated management of different types of coastlines, protect waterfront ecological resources and natural landscapes, and create enjoyable waterfront environment and more leisure places with waterfront features for public enjoyment.
- “Regional Public Transport Network” - Public transport should be actively promoted to establish a diversified, extensive and seamless public transport system covering the whole region. Transport linkages between Guangdong, Hong Kong and Macao should be strengthened further for improving the traffic conditions and facilitating a compact land use development mode.
- “Cultural Precincts” – Conservation, revitalization and adaptive reuse of heritage and cultural resources should be strengthened to provide residents with more venues to appreciate heritage and the diverse, interwoven and closely-related cultural characteristics in the Bay Area.
- “Featured Public Spaces” – Local character should be strengthened and highlighted in the planning and design of public spaces to diversify townscape, to provide quality living environment and to attract talents, thereby enhancing the vibrancy of the Bay Area.
- “Public Service Network” - Public services should be strengthened to establish a comprehensive public service network to meet the needs of residents, and to attract more people for living and work in the Bay Area.
- “Livable Communities” - Public services and public activity spaces at the community level should be strengthened to improve the living quality.

- 「步行城市」行動建議 – 優化步行網絡和步行環境，構建暢達、安全、宜人的步行系統，鼓勵居民以步行代替駕車，並創造富活力的街區。
- 「便捷通關」行動建議 – 重點加強跨界基礎設施以便利通關，使粵港澳三地形成更緊密、更便捷的交通聯繫，促進粵港澳地區經濟協調發展。
- 「跨界環保合作」行動建議 – 確保區域得到充足穩定的優質食水供應、解決流域水質及區域空氣污染問題，實現區域環境聯防聯治。

此外，研究亦建議以廣州南沙、深圳前海、珠海橫琴、深莞港灣新城、珠中濱海新城、港深落馬洲河套地區和珠澳跨境合作區等跨界重點合作發展地區為試點，在現有的規劃基礎上，落實宜居發展理念，率先推進以上十項專項行動建議。

由於粵港澳三地有著不同的發展基礎和制度，社會情況亦各有不同，本研究提出的建議只屬原則性和方向性，三方須根據本身的情況，遵從各自的既定機制，就研究提出的共同目標考慮適用於本身的建議。三地政府會利用現有的合作機制，例如粵港、粵澳合作聯席會議下各專責小組，就《宜居灣區研究》提出的建議進行持續的交流和溝通。

- “Walkable Cities” - The pedestrian networks and walking environment should be improved to establish convenient, safe and pleasant pedestrian systems, to encourage walking to replace car use, and to create vibrant streets.
- “Convenient and Efficient Boundary Crossing” - Focus should be put on strengthening the planning and construction of cross-boundary infrastructure to foster closer, more convenient and efficient connection between the three places and coordinated economic development in the region.
- “Cross-boundary Cooperation on Environmental Protection” – Joint environmental management should be adopted to ensure adequate and stable supply of clean water and resolution of water quality and air pollution problems in the region.

Furthermore, this Study also recommends adopting the Major Cross-boundary Cooperative Development Areas (including Nansha in Guangzhou, Qianhai in Shenzhen, Hengqin in Zhuhai, Shenzhen-Dongguan Harbour Bay New City, Zhuhai-Zhongshan Seafront New City, Shenzhen-Hong Kong Lok Ma Chau Loop Area and Zhuhai-Macao Cross Boundary Cooperation Zone) as pilots for implementing the above ten recommendations. On the basis of the current development plans, the development of these areas should be carried out under livable development concept.

Guangdong, Hong Kong and Macao are under different foundations and systems for development, administrative jurisdictions and social circumstances, The Study recommendations are mainly in-principle and directional. The three sides should take into account their respective circumstances and established mechanisms to sort out the applicable recommendations. The governments of the three sides would make use of the established cooperation mechanisms such as various Expert Groups under the Guangdong/Hong Kong, Guangdong/Macao Cooperation Joint Conferences to foster continuous communication and exchange on the recommendations raised by the Livable Bay Area Study.

歡迎在 2014 年 4 月 30 日或之前將意見以郵寄、傳真或電郵的方式送給我們。我們會將收集到的意見整理結集，供三地政府部門制定有關措施時作參考。

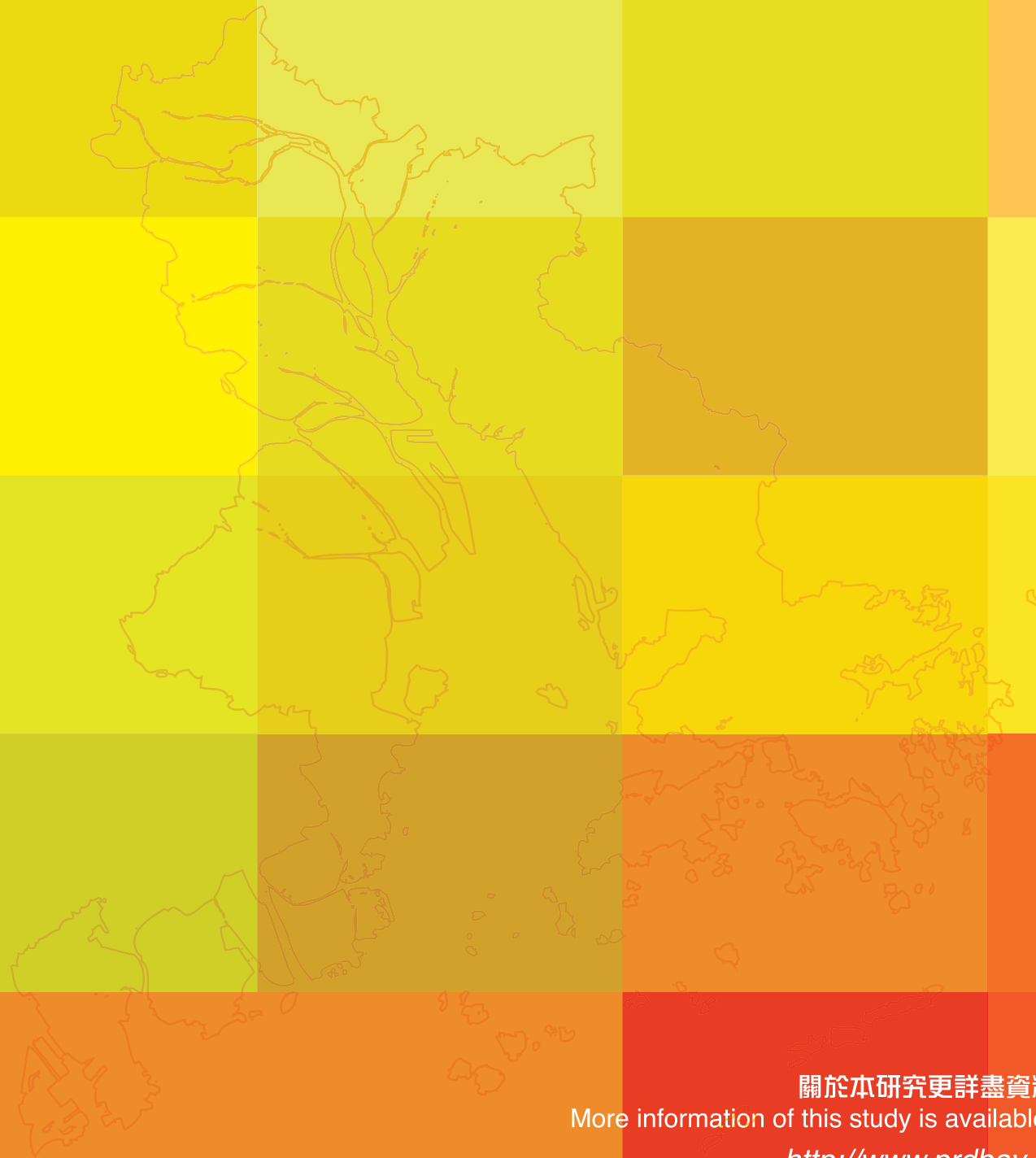
If you have any comments, please let us know by mail, facsimile or email on or before 30 April 2014. We will collate all comments received for reference by the governments of the three places in formulating the relevant measures.

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