

Annex IIIb

Road-side Survey

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

Road-side Survey

Introduction

In order to collect the views of the local people who will be mostly affected by the WDII – Harbourfront Enhancement of Wan Chai, Causeway Bay and adjoining areas, the sub-committee on Wan Chai Development Phase II Review of Harbourfront Enhancement Committee decided that roadside surveys should be done in the area so as to have a better understanding of the aspirations of the local people. A set of questionnaires was designed, modified and agreed after pilot survey. A copy of which is attached at Appendix I.

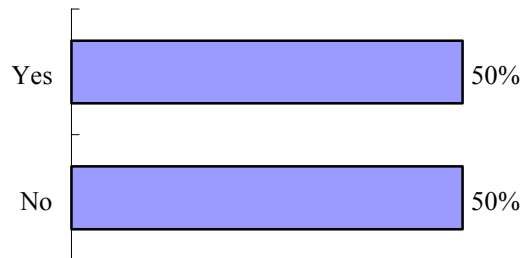
A total of 161 questionnaires were completed during 21 May to 28 May 2005, on both weekdays and weekends, at different locations in Central, Wan Chai and Causeway Bay areas. The interviews were targeted at people aged 15 and above and include both pedestrians and drivers.

Survey Results

1 Knowledge on “Protection of the Harbour Ordinance” and the Judgement of the Court of Final Appeal on Reclamation

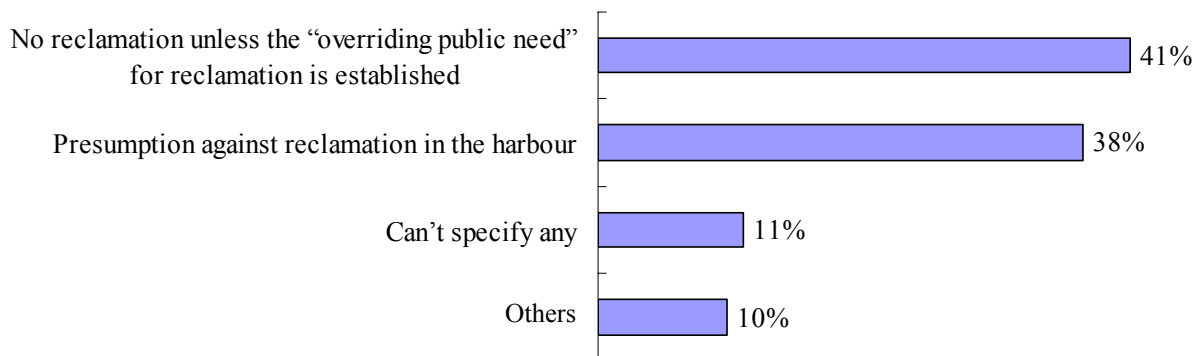
Among 161 road side interviews, 50% of the respondents consider themselves aware of the “Protection of the Harbour Ordinance” and the judgement of the Court of Final Appeal on reclamation (*Figure 1*).

Figure 1 Awareness of the “Protection of the Harbour Ordinance” & the Judgement of the Court of Final Appeal on Reclamation



When asked about their knowledge on the contents of the Ordinance and the judgement of the Court of Final Appeal, 38% of these respondents are able to point out presumption against reclamation in Victoria Harbour, and 41% of them are aware of no reclamation unless the “overriding public need” is established (*Figure 2*). However, when looking into the “others” expressed by the respondents, it is noted that about 80% of the responses show some misconception about the Ordinance, including “the Government is allowed to reclaim the Harbour” and “allowing reclamation in Central, but not in Wan Chai”.

Figure 2 Knowledge of the “Protection of the Harbour Ordinance” & the Judgement of the Court of Final Appeal on Reclamation

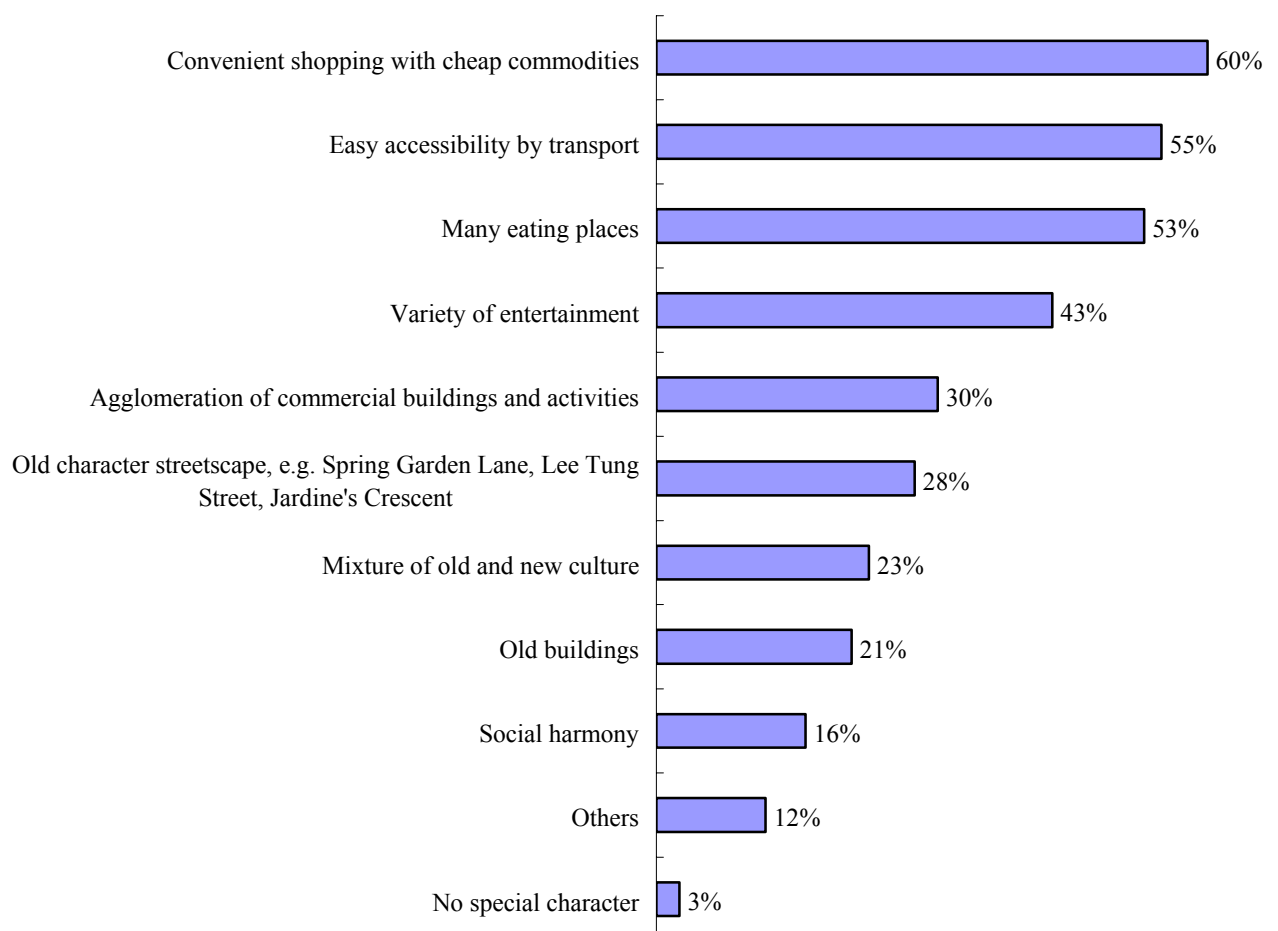


2 Attractions of Wan Chai, Causeway Bay and Adjoining Areas

When asked to consider 3 attractions of the area, many road-side respondents consider the area is popular for shopping, eating with good accessibility. “Convenient shopping with cheap commodities” is considered the most popular attraction of the area (60%) followed by “easy accessibility by transport” (55%) and “many eating places” (53%) as the three most favoured attractions. “Variety of entertainment” (43%), “agglomeration of commercial buildings and activities” (30%) are also attractions of the area.

The findings is in line with the major function of the area as a shopping and commercial hub. It is also interesting to note that the area as an “old” neighbourhood is also considered as attraction with 28% chosen “old character streetscape”, 21% for “old buildings” and 23% for “mixture of old and new culture”. “Social harmony” is treasured by the 16% local people and is also an important social capital. These characters should also be conserved and enhanced (*Figure 3*).

Figure 3 Attractions of Wan Chai, Causeway Bay and Adjoining Areas

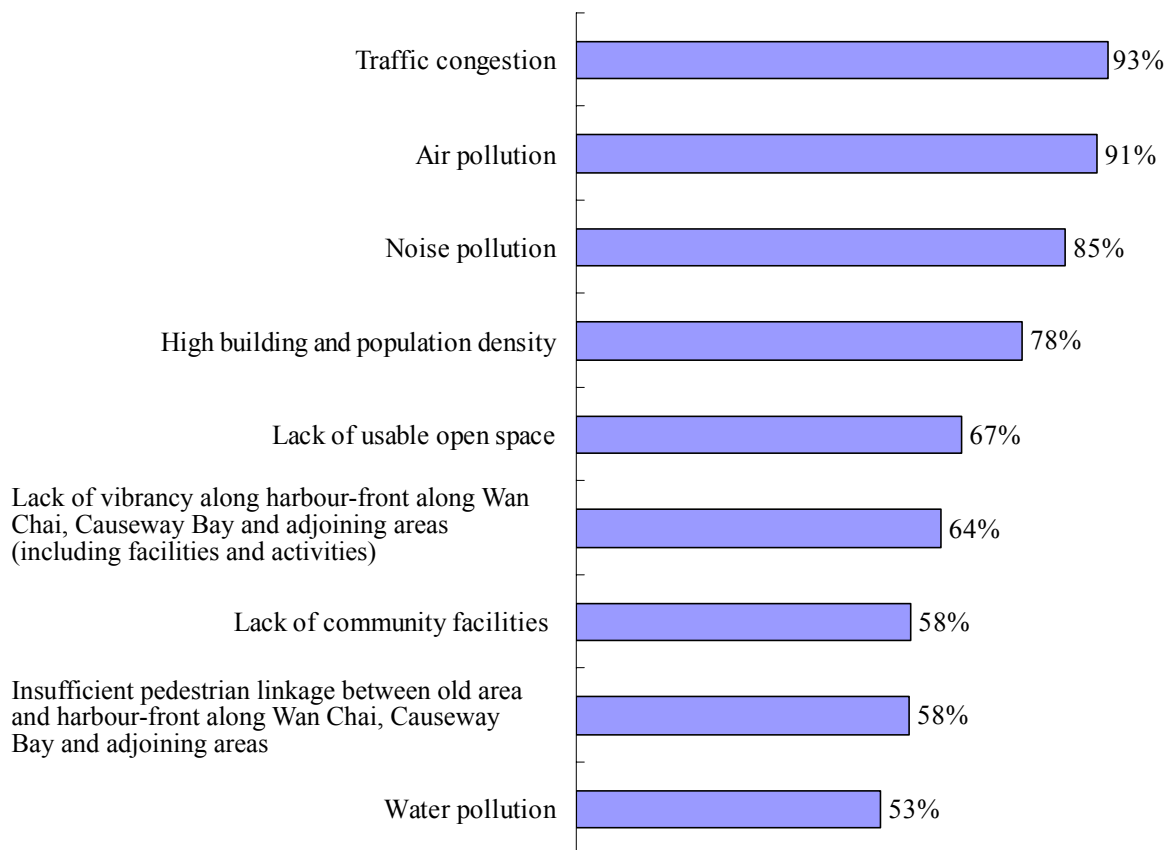


3 Problems of Wan Chai, Causeway Bay and Adjoining Areas

“Traffic congestion” and “air pollution” stand out as the most significant problems in the area as identified by the road-side respondents. A total of 93% respondents consider that “traffic congestion” is a serious problem or a problem needs to be tackled. While 91% of the respondents consider that “air pollution” is a serious problem or a problem needs to be tackled.

This is followed by “noise pollution” (85%), “high building and population density” (78%), “lack of usable open space” (67%) as serious problem and a problem needs to be tackled as a whole. The use and vibrancy of the harbourfront, pedestrian linkage to the harbourfront and lack of community facilities are relatively less concerned by the local people probably because they are more concerned about their living environment but are less interested in areas outside their immediate neighbourhood (*Figure 4*).

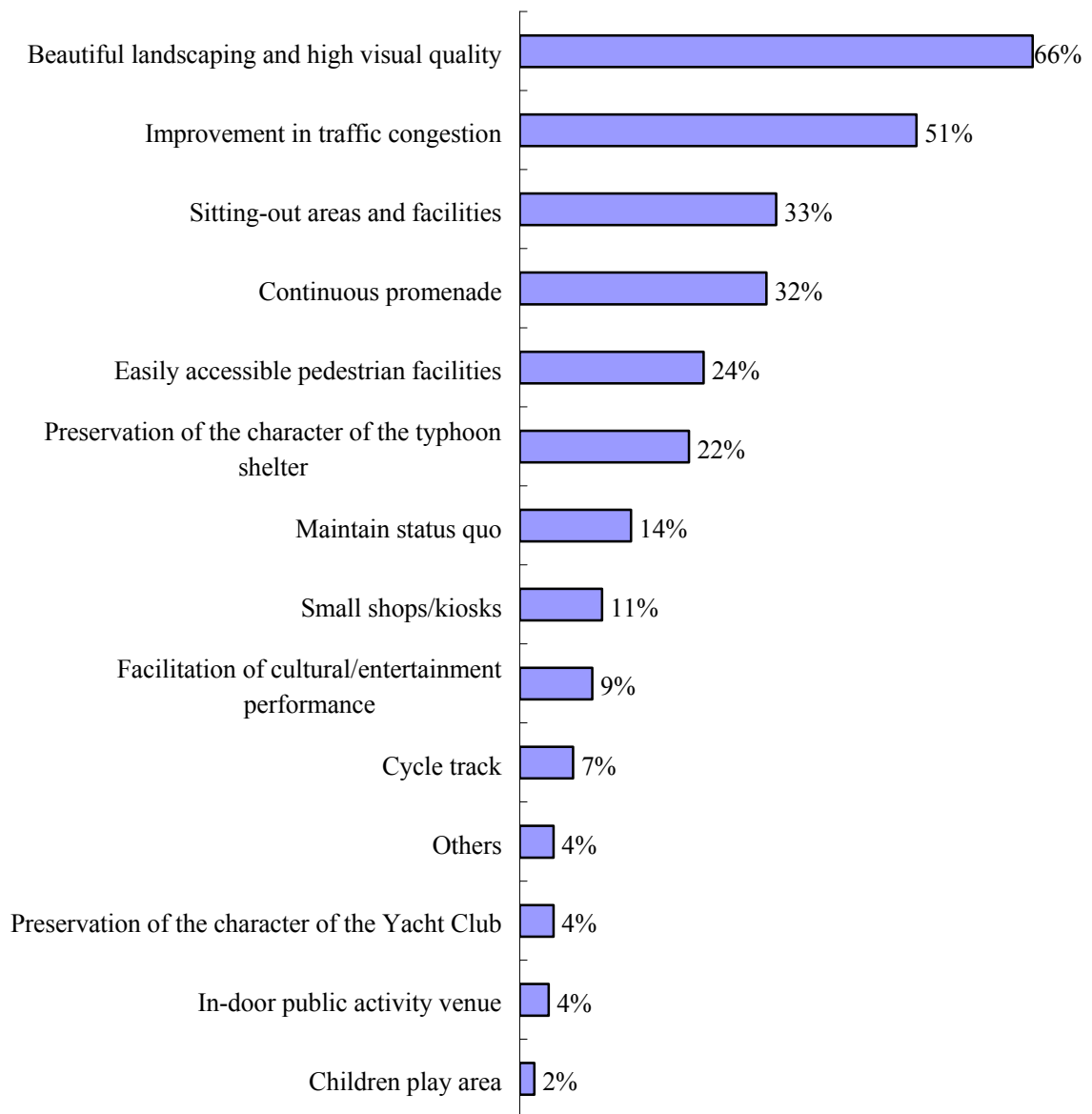
Figure 4 *Problem in the Wan Chai, Causeway Bay and Adjoining Areas*



4 Wishes for the New Harbourfront

When road-side respondents are asked to choose the 3 most preferred wishes for the new harbour, “beautiful landscaping and high visual quality” stands out as the most popular wish, as chosen by 66% of the respondents. The second biggest wish is “improvement in traffic congestion” as shown by 51%. These are followed by provision of “sitting-out areas and facilities” (33%) and “continuous promenade” (32%) (*Figure 5*).

Figure 5 *Wishes for the New Harbourfront*



5 Future Roles of the Harbourfront

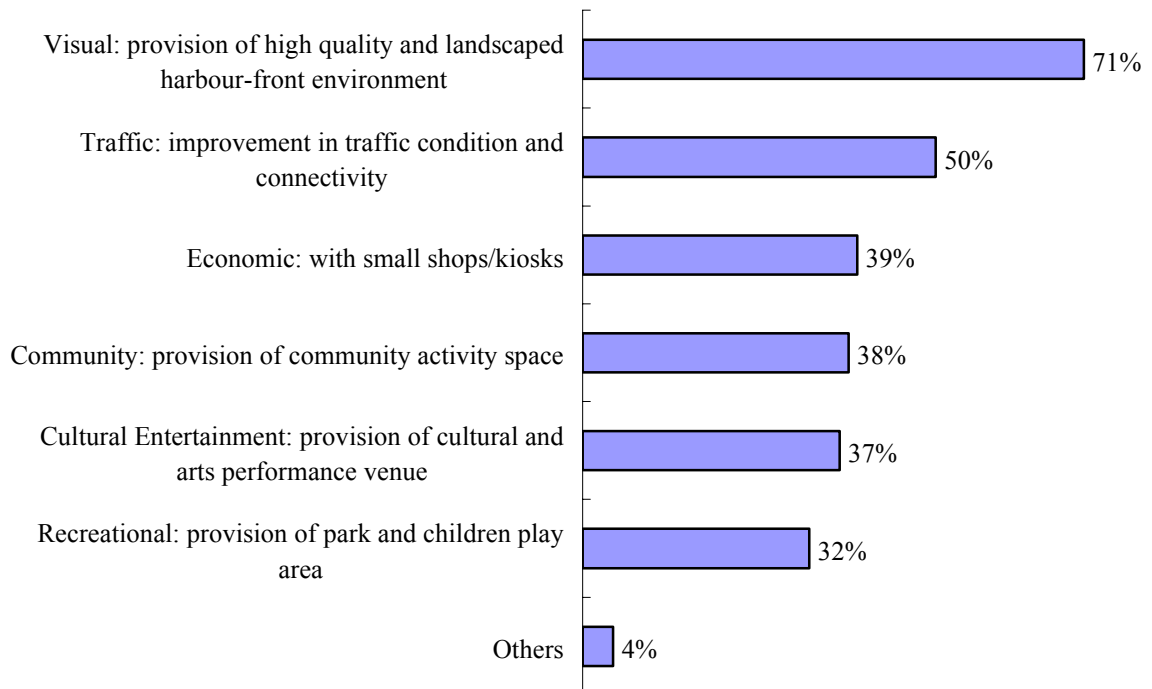
Respondents are asked to choose 3 most important roles for the harbourfront. Majority of the respondents (71%) consider the future role of the harbour-front should be “visual: provision of high quality and landscaped harbour-front environment”.

Half (50%) of the respondents consider the harbour-front should play the role of “traffic: improvement in traffic condition and connectivity”.

39% would like the harbourfront to have the role of “economic: small shops/kiosks”. This is closely followed by the role of community enhancement with “community: provision of community activity space” (38%), “cultural entertainment: provision of cultural and arts performance venue” (37%) (**Figure 6**).

Similar to the biggest wish of the respondents, visual amenity stands out as the most important role of the harbourfront. Similarly, the 2nd most important role identified of traffic improvement is also consistent with the second biggest wish aspired by the respondents.

Figure 6 *Future Roles of the Harbourfront*



6 Principles for Planning for Harbour-front Development (*Figure 7*)

The following four principles are considered by over 90% of the respondents as very important or important: -

- “ensure vibrant and attractive waterfront” (93%)
- “enhance visual amenity, landscape and quality of space” (92%)
- “maximize opportunities for public enjoyment” (91%)
- “improve traffic conditions and pedestrian connectivity” (90%)

On the other hand, the lowest preferred principles include “enhance social interaction (by provision of suitable space)” (74%), “minimize energy consumption and optimize the use of existing infrastructure” (74%), and “ensure land/marine use and design compatibility between the waterfront and the adjoining areas” (70%).

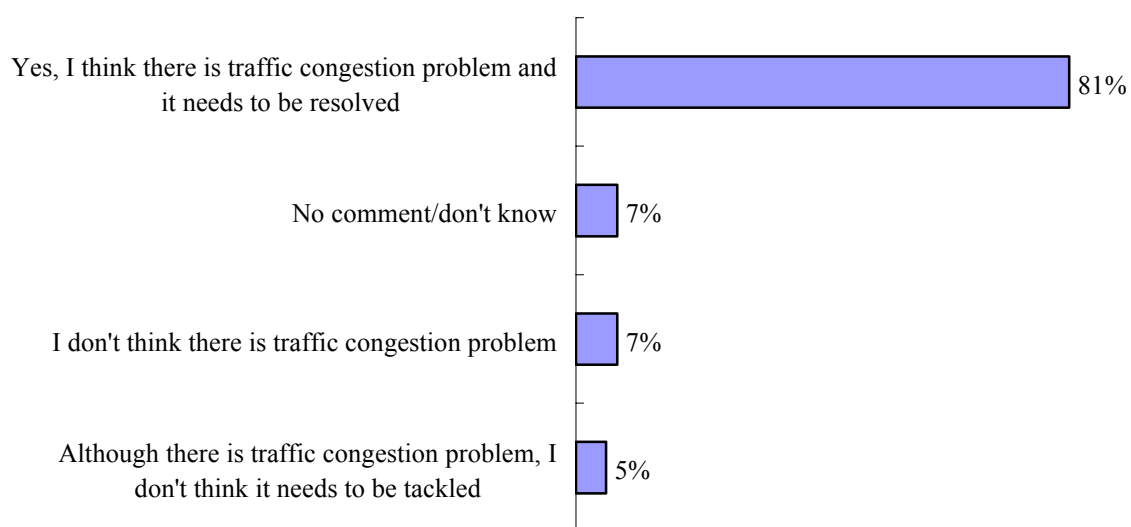
Figure 7 *Principle for Planning for Harbour-front Development*



7a Traffic Congestion between Sheung Wan/Central and Causeway Bay Including Connaught Road Central/Harcourt Road/Gloucester Road Corridor

81% of the respondents consider the traffic congestion is a problem which needs to be tackled. 5% of the respondents acknowledge there is traffic congestion problem but do not think it needs to be tackled. However, 7% do not think there is traffic congestion problem (*Figure 8*).

Figure 8 Needs to Tackle Traffic Congestion Problem between Sheung Wan/Central & Causeway Bay

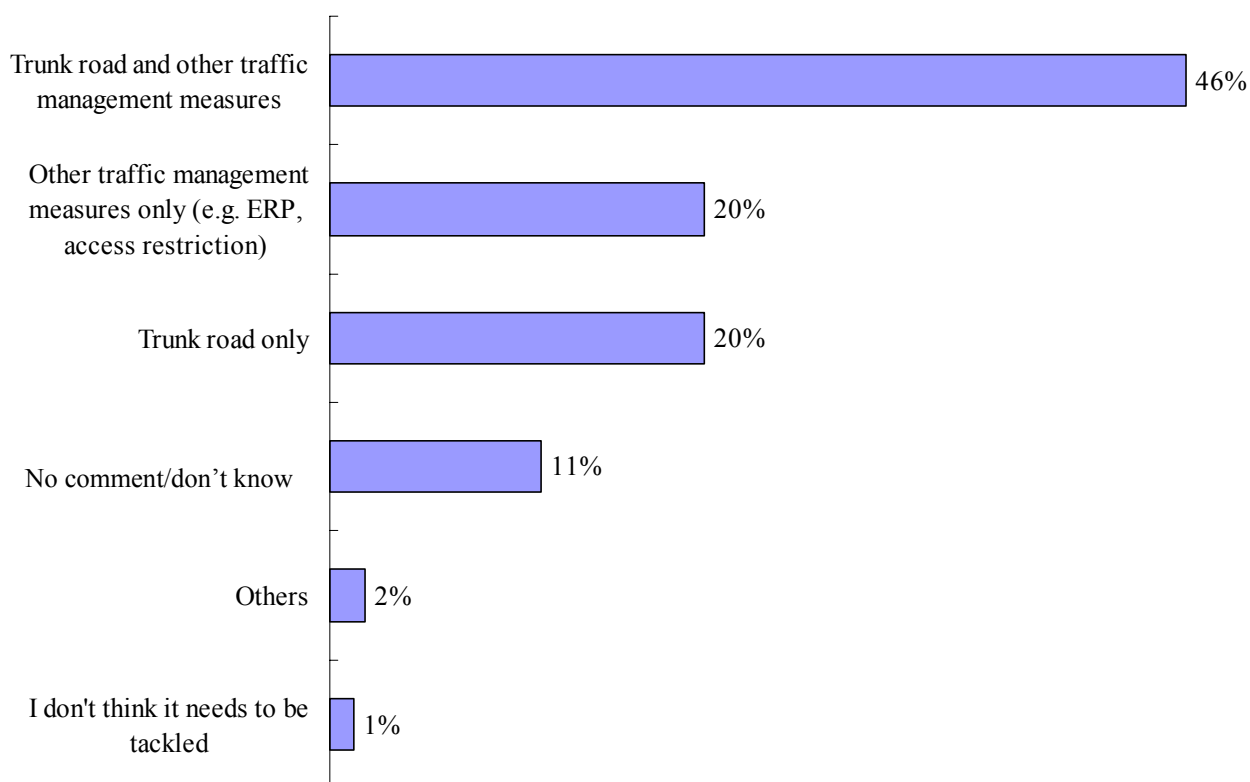


7b Opinion on How to Tackle the Traffic Congestion Problem

If the traffic congestion problem has to be tackled, 46% of the respondents consider “trunk road and other traffic management measures” are effective solution. 20% consider “other traffic management measures only (e.g. ERP, access restriction)” while another 20% consider “trunk road only” as effective solution.

1% do not consider the traffic congestion needs to be tackled, and 2% consider other measures including “use Tram/MTR”, “less buses on the road to reduce congestion”, “use mass transit”, “elevated rail system”, and “single direction traffic flow system” (*Figure 9*).

Figure 9 *Ways to Tackle Traffic Congestion Problem between Sheung Wan/Central & Causeway Bay*



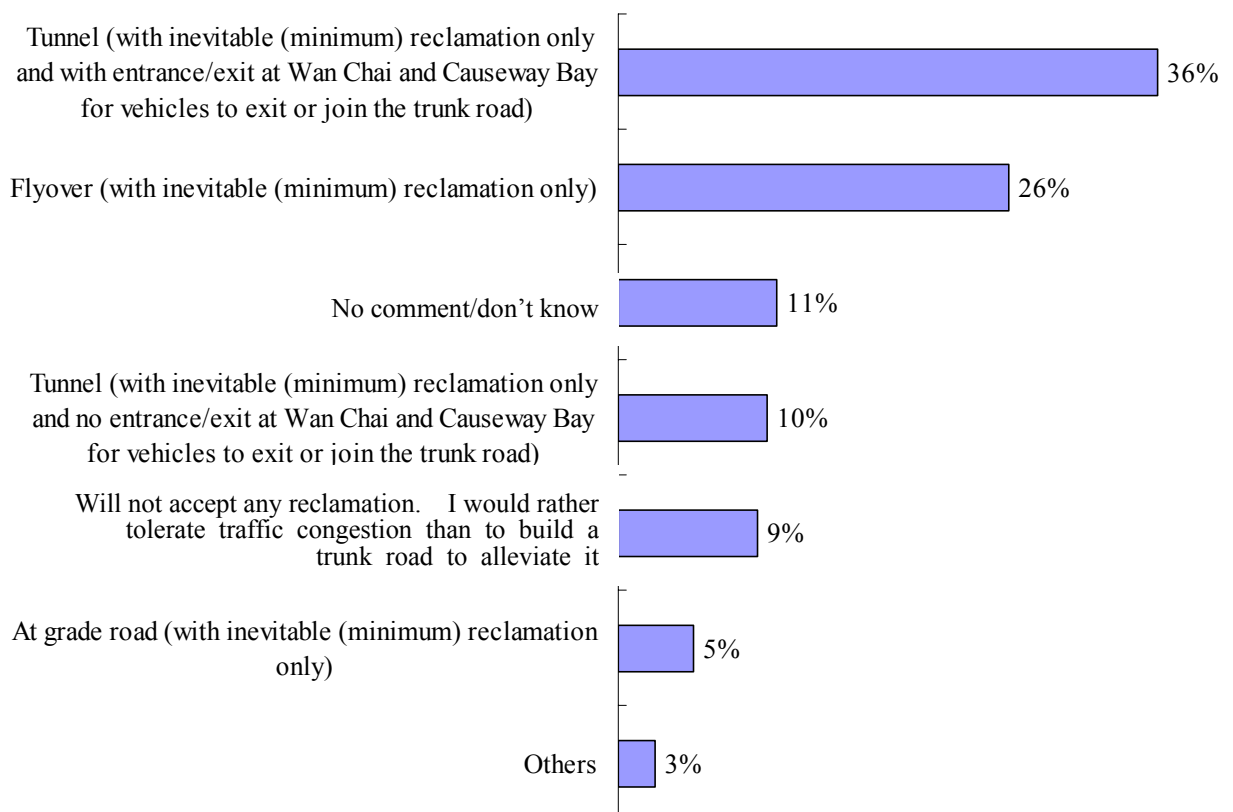
7c Form of Trunk Road if it has to be Built

While it is pointed out that all road forms will only have inevitable (minimum) reclamation, a total of 46% of the respondents prefer a tunnel if the trunk road has to be built. 36% of the respondents would like to have entrance/exit at Wan Chai and Causeway Bay for vehicles to exit or join the trunk road. 10% of the respondents prefer not to have entrance/exit at Wan Chai and Causeway Bay.

26% of the respondents select flyover as the preferred form of the road. 5% of the respondents choose at grade road.

It is also noted that 9% of the respondents would rather tolerate traffic congestion than to build a trunk road to alleviate it. Another 3% of the respondents have other opinion including: the form of road depends on the cost, will not accept reclamation but suggest to use other method to alleviate the problem, like adding one level of elevated road, and using tunnel with least reclamation (*Figure 10*).

Figure 10 Preferred Form of Trunk Road

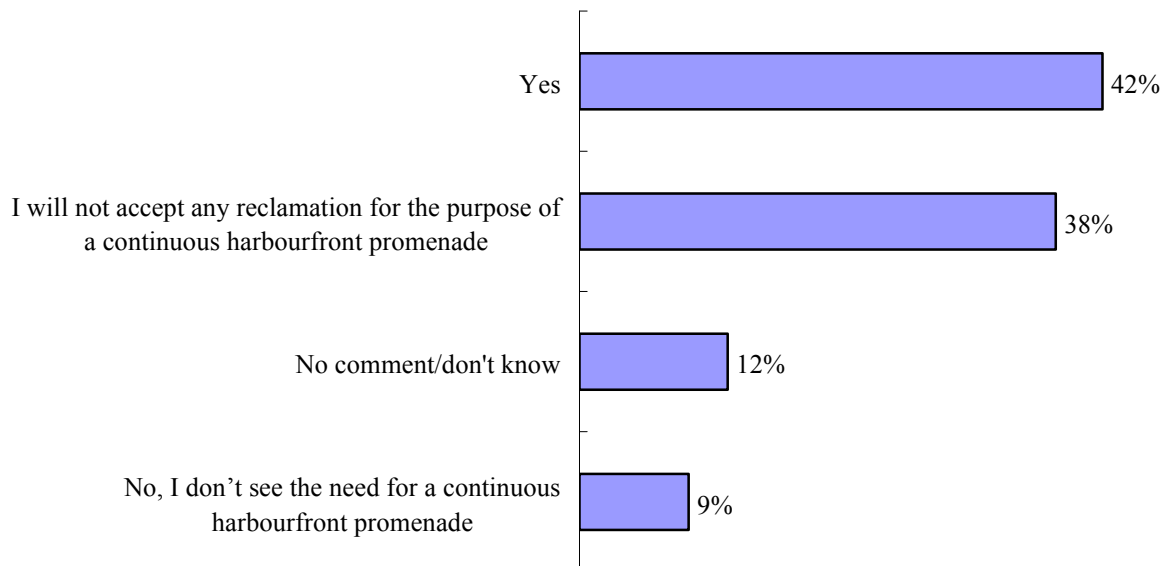


8 Reclamation for a Continuous Promenade

A total of 47% of the respondents do not want to reclaim land for a continuous promenade. This include 38% who will not accept any reclamation for the purpose of a continuous harbourfront promenade and 9% of the respondents do not see the need for a continuous promenade.

Only about 42% of the roadside respondents would accept some reclamation to achieve a continuous promenade along the harbourfront (*Figure 11*).

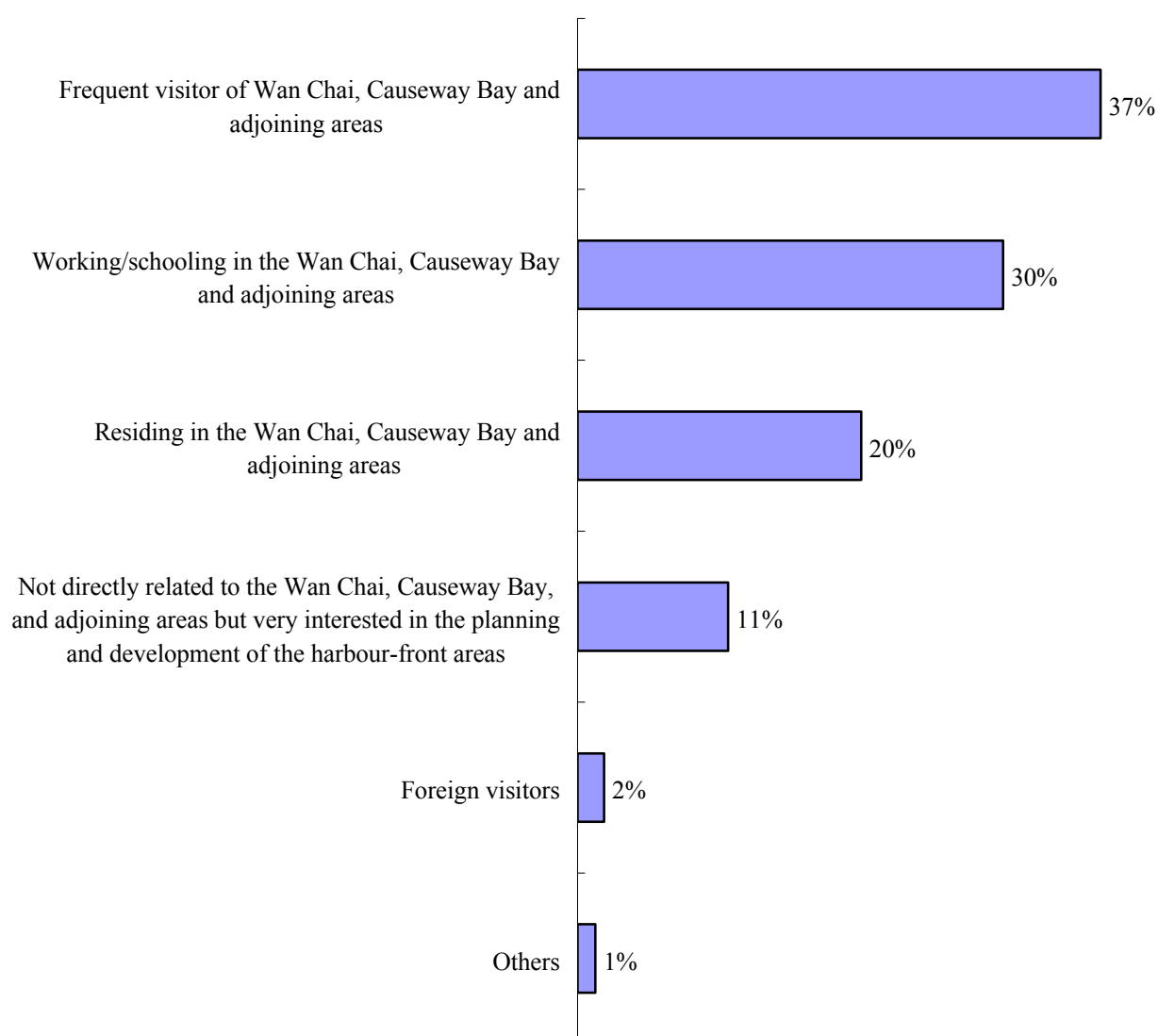
Figure 11 *Acceptance of Reclamation for a Continuous Harbourfront Promenade*



Profile of the Respondents

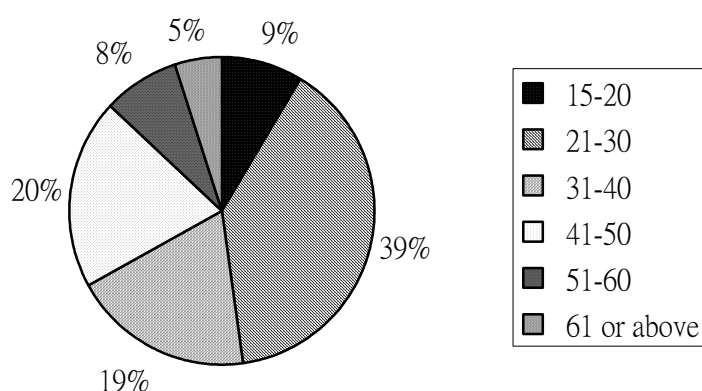
Among the 161 respondents, 37% are frequent visitors of Wan Chai, Causeway Bay and adjoining areas, 30% work or study in this area and 20% live in the area. Although 11% are not directly related to this area, they are very interested in the planning and development of the harbour-front areas (*Figure 12*).

Figure 12 *Profile of the Respondents – Relationship with the Wan Chai, Causeway Bay and Adjoining Areas*



The respondents are targeted at aged 15 or above. 9% of them aged 15-20, 58% are aged from 21 to 40, 28% are of 41-60 years old. Another 5% of the respondents are 61 or above years old (**Figure 13**).

Figure 13 *Profile of the Respondents – Age Group*



50% of the road side respondents have received tertiary education or above, 41% have secondary school education and 9% have completed primary education or below (**Figure 14**).

Figure 14 *Profile of the Respondents – Education Level*

