

Group Discussion Record Sheet

Group No: 6

Facilitator: Derek Sun

Group Leader: NIL

Helper: Pearl Hui

Group members:

Name	Organization
曾紀婕	台灣台北大學
李宜蓁	台灣台北大學
葉穎欣	嘉諾撒聖心書院
何漢風	保護海港協會
徐永華	渠務署
邱松鶴	香港貿易發展局
馬利德	土木工程拓展署
鄭浩偉	運輸署
嚴國豪	工程界社促會
鄭珏慧	香港遊艇會
凌恩	茂盛顧問工程公司
曹子俊	市民

(A) Vision for Wan Chai Waterfront

- the following visions were agreed among the group members:
 - enhance connectivity and accessibility (east-west and north-south)
 - environmental enhancement, with large scale ‘greening’
 - points of interest/activity nodes should be provided along the waterfront
 - solving traffic problems and improving traffic conditions
 - road enhancement
 - minimize reclamation/no reclamation
 - a venue for cultural/entertainment performances should be provided

(B) Land-use Theme

- Theme - “休閒徑” (a “leisure path”)
- the harbour-front area is now broken down into several sections (fragmented), it should be tied up to form a continuous waterfront promenade. Once the areas are linked up and enhanced (with extensive greening), activities/functions will automatically move in creating activity nodes/points of interests
- hinterland areas should be well connected with the waterfront area
- points of interest/activity nodes should be created to attract people

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- existing points of interest, such as the Arts Centre and the Hong Kong Academy for performing Arts, are considered as a focal point for arts and cultural activities at Wan Chai waterfront, which this function should be strengthened by enhancing the surrounding areas

(C) Land-use Components

- a continuous promenade linking Island West to East. Bridges and underpass will be utilized where private properties are involved along the waterfront
- a broadwalk will be provided at waterfront further east under the existing Island Eastern Corridor
- marine uses like yachting, boating
- minor reclamation may be considered near the Yacht Club to provide water activities for the public
- comprehensive landscaping along the waterfront promenade
- a venue for cultural/entertainment performances
- the sand depot should be redeveloped to a museum

(D) Design Principles

- easily accessible
- well connected
- providing leisure and entertainment types activities
- future development should be integrate and compatible wit existing uses
- extensive greening along the whole promenade

(E) Form of Highway Preferred

- no highway option was agreed as members had diverse views on the provision of the bypass in solving the traffic problems
- electronic road pricing (ERP) was considered by some members as a better solution than a permanent road structure
- it was agreed among members that as consensus could not be established for a highway option, the discussion should focus on how to enhance the harbour-front only

(F) Connectivity

- connectivity of the harbour-front area (east-west connection) as well as the harbour-front area with the hinterland areas (north-south connection) is considered important
- existing road structure should be redeveloped/rearranged for better circulation for both pedestrians and vehicles

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(G) Other Discussion:

- there was extensive discussion on ERP among the group. Some members considered ERP as the ultimate solution to solving the existing traffic problems while others considered that ERP should be introduced only with the presence of the bypass offering choices to the public
- some considered that before constructing a permanent transport structure (i.e. the bypass), ERP should be introduced on a trial basis as it would involve less cost and it is also a reversible option. Other considered that ERP would also involve huge investment and complex implementation issues (such as pricing)

第六組

- 連貫性(東西/南北)
- 綠化環境
- POINT OF INTEREST
- 文娛表演場地
- 結合現有用途
- 減少填海
- 道路優化連貫
- 道路問題?

休閒徑

香港新界 新界 HARBOUR

No Reclamation
Boardway
under flyover

- 政府土地 (GOVERNMENT LAND WITH PUBLIC USE)
- 政府土地 (GOVERNMENT LAND WITH RESIDENTIAL USE)
- 政府土地 (GOVERNMENT LAND WITH INDUSTRIAL OR COMMERCIAL USE)
- 私人土地 (PRIVATE LAND)
- 私人土地 (私人住宅 - 住宅用途) (PRIVATE LAND (RESIDENTIAL - RESIDENTIAL USE))

