## W SWIREPROPERTIES

## Your Ref:

Our Ref : GJO/aw/05-066
Direct Fax: 25263015
Please use this reference in your reply.

8 July 2005


HEC Sub-Committee on WDII Review
c/o Civil Engineering and Development Department
13/F., North Point Government Offices
333 Java Road
North Point
Hong Kong

$$
214 / 150 \text { HER }
$$

Dear Sirs,
In response to the Harbourfront Enhancement Committee's call for ideas and concepts for the planning of Wan Chai, Causeway Bay and Adjoining Areas, we have commissioned a study to demonstrate a viable solution that allows Victoria Park unfettered access to the waterfront by submerging the Central-Causeway Bay Bypass and redirecting the surrounding road network. We are pleased to enclose a copy of our study for the members' perusal and consideration.

Our vision for the Victoria Park Shoreline is based on the fundamental principles of Value Creation and Sustainable Development, promoting less reclamation, more green space and accessible public waterfront. We hope that the enclosed proposal can help to facilitate public debate on the future of our Harbour.

Yours sincerely,
for and on behalf of
SWINE PROPERTIES LIMITED


Encl.

Harbour－Front Enhancement Review－Wan Chai，Causeway Bay and Adjoining Areas
優化灣仔，銅鑼灣及鄰近地區海濱的研究
Envisioning Stage：Views Collection Form
構想階段：意見收集表格
Your Views
你的意見

Please refer to the attached letter and enclosure．

Please use separate sheets，if necessary．
如有需要，請使用其他紙張。
To facilitate future contacts，please complete the following：
為方便將來聯絡，請填寫以下資料。
English Name 英文姓名：


Chinese Name 中文姓名： $\qquad$ Organization 所屬機構： $\square$

Correspondence Address 通訊地址：



Fax 㯖真：
or post to the address on page 32
或郵奇往32頁上的地址

## VICTORIA PARK SHORELINE

A Proposal for the Wanchai-Causeway Bay Shoreline July 2005


A proposal for the Wanchai-Causeway Shoreline


1998: Concept Plan for Central Waterffront Development submitted by Swire Properties. This outlined a proposal for a much-reduced Central reclamation that was focused on a grand waterfront park.


2002: The Government gazetted 26 hectares of reclamation in the Draft Wan Chai North OZP, in an attempt to create public waterfront and away from existing roads.


1999: Central District (Extension) OZP revised to reduce reclamation to 23 hectares


2004: In a challenge to harbour reclamation in Wanchai, the Court of Final Appeal (CFA) rules that an "overriding public need" must be demonstrated for any further reclamation to be allowed.


2004: Swire Properties submitted its Hong Kong Cultural Harbour proposal, a holistic vision for Hong Kong Harbour that was based on the fundamental principles of long term value creation and sustainable development, promoting less reclamation, more green open spaces and broader public accessibility.


2005: The Harbour-front Enhancement Committee (HEC) published five options for the north shore in its "Wan Chai Development Phase 2 Review - Public Engagement Kit"

## Best Case Government Proposal



Of the five options posited by the HEC, the first option (Fig. 1) forms the only option that can create an unobstructed connection from Victoria Park to the waterfront. However, there are still areas for improvement:

- This tunnel option runs at very deep level under the existing cross-harbour tunnel up/down ramps increasing construction and operating costs
- Connections from bypass to and from Causeway Bay not possible due to deep level of bypass
- Material over buried bypass alignment is indicated as new reclamation over entire length
- No indication that existing flyover from Gloucester Road to Island Eastern Corridor will change
- Connection from Victoria Park to shoreline still compromised by surface roads

Swire Properties'Victoria Park Shoreline Proposal


The following enhancements are proposed:

- A shallow, less expensive tunnel is achievable if the alignment swings around rather than under the Cross Harbour Tunnel down ramps
- Water is maintained above bypass at Kellett Basin and the eastern portion of Causeway Bay Typhoon Shelter thus avoiding new reclamation in these areas
- Less impact from Tai Hang Road flyovers because they are combined into one structure and tucked closer to development blocks
- Gentler, broader pedestrian connection from Victoria Park.
- Continuous pedestrian waterfront with more variation, as an appropriate response to the formality of the central waterfront, including an "urban" beach
Connections to and from bypass to Causeway Bay possible due to shallow level of bypass under existing Cross Harbour Tunnel approaches

VICTORIA PARK SHORELINE

## PRINCIPLES FOR A HARBOUR EDGE FOR THE PEOPLE



## Putting People First

To meet the growing public aspirations for greater accessibility to the harbourfront, public areas should be created for maximum benefit for all the community.

A World-Class Park on a World-Class Waterfront
Vittoria Park, as the city's premier urban park, should reach out to the waterfront to create a connected, public open space. Together with a proposed grand harbourfront Park in Central, Hong Kong could have a truly quality harbourfront befitting a world-class city

With fewer roads and infrastructure on or above the surface, the Causeway Bay waterfront comes alive with a variety of destinations and links to Victoria Park.

The working basin west of the Yacht Club (Kellett Basin) is converted into a restaurant and dining quay, using the existing shoreline formation to provide a promenade for single-storey pavilions.

A continuous promenade for pedestrians is provided from he Hong Kong Convention and Exhibition Centre, across a new pedestrian bridge over the Cross HarbourTunnel enance, to a new park at the southwest corner of the Causeway Bay Typhoon Shelter.

With minimal reclamation over the slip roads to the Central-Wanchai Bypass, this corner park hosts a plaza hat celebrates the Noonday Gun, and provides a suitable harbour-side entry to a future underground rail station The Police Officers Club at this junction would need to be modified for the proposed bypass alignment.
a gradual slope leads to a raised, landscaped platform above the roadways, offering unparalleled views into the park and out into the Harbour. At the top are pavilions for public performances, visually linked to the boardwalk below that together form a green amphitheatre facing the Harbour

At the southeast corner of the Typhoon Shelter, limited reclamation is necessary above the local connection roads that replace the existing flyover link to the Island Eastern Corridor. Instead of a hard edge this proposal introduces a gradual "urban" beach to enable people to connect with the water.


A LANDSCAPE PLATFORM COMPLETES THE SHORELINE PARK



Section 2: Landscaped Bridge over Gloucester Road


## HOW TO CREATE MORE PARK



During the construction of the bypass and potential mass transit rail lines under Gloucester Road, the surface roadways in front ofVictoria Park are moved inland, temporarily reducing the park by 1.8 hectares.

For this Victoria Park section, a total of 1.9 hectares of reclamation is required

- About 0.9 hectare at the local tunnel on the eastern edge of the Causeway Bay Typhoon Shelter, where the new tunnel is covered by the "urban" beach.
- About 1.0 hectare over the on/off ramps of the bypass at the southwest corner of the Typhoon Shelter

Similar to the government options, additional reclamation will be required near the Hong Kong Convention and Exhibition Centre.


When construction is complete, a majority of the bypass is covered not by solid reclamation, but by water. This proposal results in about 5.5 hectares net increase in park area with 0.7 hectare of landscaped bridges directly connecting Victoria Park to the harbourfront. reclamation




Swire Properties advocates the implementation of the Harbour Planning Principles-to put people first and create a world-class harbourfront. The vision for Victoria Park Shoreline is to further encourage the formulation of an integrated approach to planning around the harbour, to realize the goals for long term value creation and
sustainable development. It is with these principles in mind that Swire has prepared this proposal in support of the Government and the Harbour-front Enhancement Committee's call for ideas and response to the planning of Wan Chai, Causeway Bay and Adjoining Areas.

This proposal has identified a viable solution for the
harbourfront in Causeway Bay with:

- A largely submerged bypass;
- Reduced elevated roads;
- A pedestrian-friendly public waterfront;
- Additional quality green open spaces created.

MASTERPLANNING CONSULTANT：

CTheHOKPlanningGroup

TRANSPORT CONSULTANT：

偉 Scots Scott Wilson Ltd信 Wilson偉信顅問集團有限公司

8 July 2005
HEC Subcommittee on WDII Review
c／o Civil Engineering and Development Department
13／F，North Point Government Offices
333 Java Road，North Point
Hong Kong


Dear HEC Subcommittee on WDII Review，

## 24150 HER

The Royal Hong Kong Yacht Club（RHKYC）values the concerted efforts of the HEC Subcommittee on the WDII Review to engage the public in the Harbour－front Enhancement Review－Wan Chai，Causeway Bay \＆Adjoining Areas（HER）．The study has certainly set a fine model for the public consultation developments in Hong Kong ．

We have eagerly taken this opportunity to participate in the charrettes and contribute our ideas to realise the mutual vision of a vibrant world－class Victoria Harbour and harbour－front．Allow me to stress that the RHKYC has no intention to expand its site on Kellett Island，nor does it derive commercial interest from the Wanchai Development Phase II（WDII）project．

In response to the HEC＇s invitation for public views，the RHKYC has brainstormed with and solicited ideas from various stakeholders over the past few months． including HER Collaborators such as the Wan Chai and Eastern District Councils， NGOs，sports associations and RHKYC members．Please find attached our submission article in which we have consolidated the ideas for the consideration of the Subcommittee．

Please do not hesitate to contact me should the HEC have any questions or suggestions．We wish the Subcommittee further success in its work over the Realisation and Detailed Planning Stages．

Yours sincerely


Harbour－Front Enhancement Review－Wan Chai，Causeway Bay and Adjoining Areas
優化灣仔，銅鑼灣及鄰近地區海濱的研究
Envisioning Stage：Views Collection Form
構想階段：意見收集表格
Your Views
你的意見
Please ser attached：Cover letter，Submission Booklet and three drawing boards of $A \varnothing$ size．

Please use separate sheets，if necessary．
如有需要，請使用其他紙張。
To facilitate future contacts，please complete the following：
為方便將來聯絡，請填寫以下資料。
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Tel 電話：
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Please fax to： 25769792
請傳真至：25769792
or post to the address on page 32
或郵寄往32頁上的地址



## 橉 <br> xinsexKellett Island, Causeway Bay  <br>  <br> ,

 Submitted by Royal Hong Kong Yacht ClubIntroduction
The evolving of Victoria Harbour, a major public asset holds great promise for Hong Kong
 as a world-class city. Its development will be a milestone and ultimately, a test of the city's maturity and understanding of its people's needs and a symbol of its leading position in the region. If the public voice in Hong Kong has found new energy, it is because initiatives such as the Envisioning Stage of the Harbour-front Enhancement Review (HER) have such as the Envisioning Stage of the Harbour-front Enhancement Review (HER) have made inspiring headway. The Royalfong Kong Yach Club (RHKC) is grateful to be engaged in the study to help identify challenges and visions for the enhancement of

As such, we brought forward our first submission to the Harbour-front Enhancement Committee (HEC) in January 2005, suggesting ways in which Hong Kong could develop a more vibrant Victoria Harbour by drawing examples from the variety of facilities and activities offered by other world-class harbours. We presented our ideas at the HEC's Subcommittee on Wan Chai Development Phase II Review meeting on February 7, 2005.


During the meeting, many members expressed their appreciation for the ideas and participation of the RHKYC in the HER. However, some attendees had reservations over participation of the RHKYC in the HER. However, some attendees had reservations over
the feasibility of the underground alignment for the Central-Wan Chai Bypass (CWB) ceasibility of the underground alignment for the Central-Wan Chai Bypass (CWB) whatever alignment serves the Overriding Public Need and befits the public's interest. The alignment in our first submission was posited only to indicate the possibility of a勆 alignment in our first submission was posited only to indicate the possibity tunnel option for the CWB. From this point, we approached our main objective to brainstorm ideas for enhancing the vibrancy of Victoria Harbour. While we had no other Deep Tunnel alignment in the HER Public Engagement Kit, and the RHKYC would be keen to offer its ideas for the consideration of all based on this alignment.


As an active member of the Wan Chai and Causeway Bay community and frequent user of the Victoria Harbour, RHKYC is whole-heartedly in support of the vision and purposes of the HER. At the suggestion of the Secretariat of HEC's Subcommittee on Wan Chai Development hase II Review, we are happy to furthe communicate with the Subcommittee on our ideas for harbour-front enhancement However, we would like to clarify that the RHKYC has no intention whatsoever to expand its site on Kellett Island, nor does it derive any commercial interest from the WDII project. Rather, we come forward as voice in the community discussion concerned with rectifying the real challenges in a harbour with a history and culture that must be preserved, and which should carry Hong Kong's social and aesthetic identity as a world-class city.




Drawing from our experience and history at the waterfront, we believe that there are three essential elements for developing a world-class harbour:

## Harbour diversity:

The harbour should be equipped with modernized facilities while with modernized facilities while also preserving the cultural eritage of the community. A diversity of activities should be vailable for all with the resence of various "pockets of nterests", i.e., different clusters of tractions to serve the community's range of interests.

## Water Vibrancy:

Activities should not only be available on the shoreline but also within the harbour itself Victoria Harbour is a valuable natural, social and economic asset of Hong Kong and should be fully utilized in a sustainable manner for public enjoyment.

Collective Wisdom: The development of the harbour can only be achieved through the proactive participation of differen stakeholder groups and holistic planning, in order that the interests of each can b addressed and balanced

## Unique Role in Promoting Sports Activities

Moved by this vision, RHKYC has reached out to various stakeholder groups to galvanise community spirit for developing a vibrant harbour with diverse activities for all. Having initiated and been in close contact with various sports associations, some of our collaborative efforts are listed below:
-We are in full support of the cross-harbour swimming competition in November 2005, which will be held in Victoria Harbour for the first time in 30 years. The competition, with over 1,000 competitors expected, will have its finishing line at the RHKYC.

- Engaging with the Hong Kong Dragon Boat Association, we have discussed the feasibility of holding dragon boat races in the Wan Chai water area, should the water quality of Wan Chai be improved. Thus far, we have received their enthusiastic support. Additionally, the Club has worked with the Dragon Boat Association and the Stanley Residents Association for over 10 years in providing equipment and staff for the practical operation of starting, finishing and ensuring safety and rescue services during the Stanley Dragon Boat Championship. In 2005, we had the largest event ever, with 166 international teams and over 4,000 participants.
- Hong Kong's annual canoeing marathon, with its starting line at the RHKYC, is a collaborative effort between the Hong Kong Canoe Union and the RHKYC. We hope to continue the excellent standard of this tradition.
- RHKYC has also held meetings with the Hong Kong Mandarin Sport Fishing Club, Hong Kong Canoe Union and Hong Kong China Rowing Association to discuss long-term local water sports development.
- The Club is a major contributor and organiser in the upcoming Harbour Day in November 2005 which coincides with our Round the Island Race. We form a vital link between government departments and NGOs on the water.



In response to HEC's call for proactive participation in the HER, RHKYC has come up with a number of ideas for developing the Victoria Harbour-front, as indicated in the map. These reflect the RHKYC's role as an established sports group in Hong Kong, and as an active member of the Wan Chai and role as an established sports group in Hong Kong, and as an active member of the Wan Chai and our vision promotes a thriving water sports culture in Hong Kong, and a diversity of recreational, leisure and dining facilities for the greatest benefit of the community.

The current vista by contrast, is a disappointing one patched with unused, and in some cases, misused land as cargo handling areas, warehouses, docks and abandoned piers. We envisage an accessible waterfront for the public and it is our view that the government should re-develop these land areas for greater connectivity along the harbour-front. The imminent changes at Victoria Harbour will ask for major decisions - some will necessitate transformation and some will require the preservation of those elements that bear Hong Kong's historical identity as a harbour city.

If these decisions are to offer the most benefit to each and every member of Hong Kong, it will be important to acquire the collective wisdom of the community by engaging different stakeholde groups. In line with this principle, the RHKYC has proactively shared our ideas with various sporting associations, including the Hong Kong Mandarin Sport Fishing Club, Hong Kong Canoe Union, Hong Kong Dragon Boat Association, Hong Kong Sailing Federation, the Rowing Club of the University of Hong Kong and Hong Kong, China Rowing Association. Our fellow counterparts have contributed enthusiastically by verifying the feasibility of our suggestions for sports activities, and suggesting improvements on our ideas.

Our efforts also extend to engaging the Wan Chai District Council and Eastern District Council, collaborators for the HER, on our ideas and suggestions for the Victoria Harbour-front. Many members from both District Councils agreed that the tunnel option for the CWB would bring the greatest benefits to the community and to the public enjoyment of the Harbour and waterfront.

## Dream or Reality?

The following ideas were particularly welcomed by various members (Please refer to the map for the features):


## A Continuous Promenade

For greater connectivity, a cycling path (indicated with a red dotted line on the map) could be built along the waterfront stretching from the Convention and Exhibition Centre to Victoria Park, or possibly further. An eco-tram sstem could also be constructed for visitors to commute along the waterfront and among different "pockets of interests".


Fishing docks along the existing typhoon shelter breakwater and floating platforms under the Island Eastern Corridor could be built to provide a proper place for enthusiasts of this local activity. A suspension bridge could be built connecting the breakwater at the typhoon shelter and the one extended from the inland lake for egrets.



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## -

The recreational facilities would bring not only enjoyment for the public, but also generate significant economic benefits for Hong Kong. The harbour-front could become a hot spot for tourism with local food pavilions, bars and shops, which would boost the local economy of the Wan Chai and Causeway Bay districts. Local landmarks, such as a musical fountain, could also be added to complement existing ones such as the Noon Day Gun to form a tourist attraction cluster



The cultural and historical character of Hong Kong could be distinguished with the establishment of permanent dragon boat race course at the typhoon shelter area. The 550 metre-long, 100 metre-wide race course can accommodate up to ten dragon boat lanes at one time, sufficient to bring the traditional annual competitions back to the Victoria Harbour


By no means exhaustive, these concepts proposed by RHKYC serve only to show what an integrated plan could do for a more prestigious Victoria Harbour. In addition to engaging stakeholder groups, we have also participated in the public forums and community also participated in the public forums and community
charrettes of various districts and discussed with local communities on how the harbour can be further enhanced. Our engagement with the vast majority of these groups has found keen support and more importantly, has opened up exciting paths for alternative possibilities and community collaboration Our experiences at the forums and charrettes have been extremely productive. These events have ascertained our belief that through extensive and rigorous discussion, through the consideration of different interests and needs, the community will eventually derive consensus for a creative and holistic harbour-front development plan for long-term and sustainable benefits to Hong Kong

## Conclusion

Our recent engagement with sporting associations and community groups has suggested that a tunnel option for the Central Wanchai Bypass would open up substantial opportunities for enhancing harbour vibrancy, and allow direct access by the public to the harbour-front. Nevertheless, in terms of communicating as an integrated society, we have much further to go. Should the results of the HEC's public consultation project ultimately acknowledge a missing road link in the current infrastructure, i.e., the Central Wan Chai Bypass needed to relieve traffic congestion on the northern shore of Hong Kong Island, the RHKYC would hope to assist the public objective on this basis and offer ideas for developing the harbour-front. We are confident that the HEC's consultation efforts will indeed reveal the best way to harmonise the economic, environmental and social needs of the Hong Kong community. We would be more than happy to continue to share our thoughts with the HEC and other stakeholders, contribute our ideas to the Study and engage in lively discussions within our society - ultimately, to develop a vibrant harbour for all.


VICTIRIA HARBGUR

To: bpchan@cedd.gov.hk
$c c: \quad \square$
bcc:


Subject: Harbourfront Enhancement Review - Wanchai, Causeway Bay and Adj.Areas

## Dear Mr. Chan,

On behalf of SHKP I wish to submit the following points for your consideration:-

1. In the light of the CFA decision any new reclamation in this area must be the absolute minimum necessary for very specific public purposes, namely to ensure:-
(i) there is a vibrant, attractive and continuous pedestrian waterfront,and (ii) there is adequate pedestrian accessibility to this waterfront from the hinterland for all age groups,social groups and disabilities. 2. With regard to traffic issues we agree there is a pressing need to identify solutions to this existing problem.
Again to be in line with the CFA decision it must be shown that all other alternatives have been tried and tested before any further reclamations for the construction of new roads can be justified so we support the idea of increasing the use of the Western Harbour Tunnel by unitary tunnel pricing together with implementing a more comprehensive ERP strategy. If, ultimately, a further road is proven to be needed it should be in the form a tunnel as shown in figure 1 on pages 25 and 26 of your Public Engagement Kit, in order to avoid undesirable visual and environmental impacts. We look forward to participating in the next stage of work on this important project,
Regards,

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## From：

Sent：Saturday，July 09， 2005 1：59 PM
To：＇bpchan＠cedd．gov．hk＇
Subject：回應《優化灣仔，銅鎠禁及鄰近地區海济的研究》
共建維港委員會
灣仔發展計劃第二期檢討小組委員會主席
梁光銳先生：
維多利亞港兩岸的發展一直受社會人士的關注，而絕大多數的市民均反對繼續填海工程，故此本人對於政府向公潨諮詢有關「優化」海濱的構思本應十分支持。可惜，貴委員會提出並向公眾諮詢的《優化灣仔及鄰近地區海濱的研究（構思階段〕公眾參與小錦囊》（下稱：小錦囊），過程中出現很多問題，加上與「東南九龍發展計劃」的諮詢比較，使本人甚爲懷疑是次的諮詢，政府及 貴委員會是否真心收集民意或是另有其他的意圖。有關的理據如下：

1 缺乏宣傳
1.1 政府於5月19日發出新聞稿，宣傳有關的「公潨論壇」及「社區工作坊」，然而，5月23日已經是第一次「公潨論壇」，公潨人事未必可以安排時間出席。
1.2 本人亦未察覺 貴委員會對整個「小錦囊」的諮詢，有具規模或長時間的宣傳（如：報章雜誌廣告，電台及電視宣傳）。此外，無論政府或共建維港委員會的網頁，均不見有廣泛的編幅，介紹整個諮詢計劃。

## 「公潨論壇」及「社區工作坊」討論的重點

2.1 「公潨論壇」開始的時候，運輸署代表再用了超過 15 分鐘時間講解現時的交通問題，以証明興建「中環澈仔繞道」的需要性及迫切性。參與的官員亦願意，即時回應參加者有關交通的提問（如：電子道路收費的可行性）。但對於參加者提及一些現時海濱問題或意見（如：油街一帶沒有扶手），政府相關部門沒有派出代表作出任何回應，從而使本人懷疑整個談詢計劃的重點在那裏？
2.2 「社區工作坊」時，運輸署的代表除了花上長時間介紹交通問題外，亦製作了立體的模型介紹5個興建「中環灣仔繞道」的方案。此外，「社區工作坊」亦十分著重興建中環灣仔繞道路工程，用了很多關於建橋起路的專業字眼，對普通市民來說，實在不易了解及明白。如果政府真的想做公潨諮詢，想市民討論優化海港的話，政府毋需花大部分時間討論工程上的種種困難。
2.3 此外，貴委員會的問卷調查亦極不科學，引致出來的結果可能有偏差，幸好，孫明陽局長已承諾再次進行調查，以了解市民對相關問題的意見。

## 零填海

3.1 東南九龍發展計劃檢討小組委員會，表明「以不填海爲起點」去硏究整個規劃計劃，可惜「小錦㐮」內從沒發現 貴委員會有意套用此原則。此外，「工作坊」內討論的 5 個興建中環灣仔繞道的方案中，每個均需要不同程度的填海。相反，政府從未接立法會的要求，研究並提交零填海的方案興建中環灣仔繞道。
總結而言，本人認爲是次「小錦囊」根本並非真正諮詢市民對「優化」 」海濱的意見，相反是借助公潨意見，製造「淩架性的需要」從而爲未來的填海及興建道路的計劃大開綠燈。
本人再次對 貴委員會提出以下要求：
1）必需持守「零填海」的原則，研究灣子及鄰近地區海濱的發展； 2）立即進行一切可行的工程（如：前貨物裝卸區，油街一帶沒有扶手），改善現時海濱環境。
如有任何查詢，歡迎致電 $\square$ 與本人助理 $\square$ 聯絡。


2005年7月9日

Q 1．交 通 問 題
要解决塞車問題，應先䁖解塞車原因，現分析如下：－
a）塞事向来瞴縉摔田素有相互闆係，但過毛五年，香港只有通缩問題。而運输署卻未能做好交通管理措施，防筮未㦓，做成塞事主因。
b）近年建铪署只著重港岛東區及南區，新界新如天水園，特军澳，東涌等新巨的交通服務，增加不少新的巴土缘及専缐小巴至中巨要及銅畭湾。在上下班時間，因排隊上落客而造成敀重恋塞。
C）自従上環至西環沿海㠶淥啟用後，令以往上環及堅民地城塞事問題得以解決，原本在區内缓慢行駊的事䩫可直接史至中渨，加上西隧收费太貴，未能有效分流過海車輞，做成塞事另一原因。
d）淖 海 建 路 需 時，應 该 是 表 遠 考 虎 方 案。
而 政 府 郃 警 告差停止工程，上環至金镱會需 時 45分錆，意即就鼾工程如期展開，
市民都須要忍受幾年的塞事。其貝政府倡議的湾仔续道，特曾令今日中環塞事閣題移至涪仔，情形好像之前苗述之上環至西環沿海快缐—様，到 時 湾 仔 塞 車 情 形 含更加䠶重。继而市民被迫接受䟻下的架空跠报。所以短期應急措施是—運輸署全力推行 巨必内交 通 管理措施，亚鼓勵市民多用鐡路，而政府可用塤海的费用反反收購西隧，三管魚下，可收妄竿見影成效。
長遠本説，港島是頂要一條由中理直通北角的隧道，避管進入湾仔及金同鈛语的事事雨
另外政府設竍䢖接涪仔绕道至北角一段的
風景，也毁堿了避国塘，带乐空氣污染，設計沿後及過時。

Q2．海滂表廊及其他公共設施。
反鋩填海毛，盟建新的海演長廊，原因是現有的由中環天星硯须至咱展一段，舞䇎假日或工餘的 時 関都甚少市民或進客使用，只有一些外地俑土在 假日時聚集，究其原因有二；
（一）由香苍烽向九龍及由由能望向香䜤是足同的，市民或过客绵愛集中在尖䏚呾望向香洪及

欣並维港雨岸组成的景色，因为由港忽海遑望向九能只見到岸㝵的天厦，看な到九龍的山脊。景色較為舜色。
（二）冷水水的海滂走廊，既没有本身路段特戓，又遠離金鐘一夏的民朕商業區。阶以失も吸引力。故此，再花錢建造一條更伸出媜海區的海澺長廊，宮是 3 切惯際而又浪费的建設。

至於抽水站等公共設施，可透過改建成地底抽水站，或盎往上環海旁天橋底的空地重新閭建，不㦄，佔用珍贵的土地資源。

Q3．支持制定法定之海岸缐；着要再填海，可交且立法會透過修改法例後才可再槕海，做法直接，架構帳笪。

最後我認為只頂把现有海㣎汇域重新美化及連接便足够加上改造沿海道路成為半沉降道路後所提供的大量地面面皘，大大增加了行人區或黃場所需的用地。再配含蓪救性塤海得来的土地，维港沿岸特焕然一新 （見附圆）。所带出的僈点可郇介如下：一
（1）挽求失笿中或己失毛的本地文化及歷史景點，例如設文化區。挔市民可白由唱歌跳舞而不被執法部門阻止，又可变以前虎豹列墅密生及劃油書的技術再現维港，另外美化避国塘，重建昔日猲有的避国培歌笁及领食風味，保存有歴史故事的皇后码頭及倍统訪港軍艦水兵上岸的分域街码領。
（2）真正提供有利本土经涽腹展的環境及地方。
（3）補救性塤海可提供更多私人岑與莈展的展館用地，

（4）新建離岸直升機坪可解决官民爭用梅传問題，亦減少啋音及升降安全等閣題。
有助旅逰及商業活動登展，亦可成為代表香港新一代有特式的観光交通工具。
（6）不塤海可令海岸绿有足呴位置䘡設海中嗦泉，配合焐光，令海旁更有特色。
（7）遊艇合侧的觀光船上落像可带旰會展至海堤一带，特色
漒客送，商菜遠景惯了可軽視。
（8）向世界展示先進的规劃概念，建設海底横贯「中環至北角隧道及環保的半沉降道路，真正以人為本。
並指成纪䤸片畕述保大的施工通程及嬌人的成果，给醘際性的電视頻道播放，有助免贈宣傳香港！！！



