

## **Annex IVd**

### **Other Comments listed on Opinion Surveys**

| No. | Language | Type of           | Comments  |
|-----|----------|-------------------|---|
| 1   | English  | Self-administered | <p>1.Prime objective must be to preserve and enhance the harbour and foreshore as a natural environment. An objective to rehabilitate the harbour as an ecological system should be established.</p> <p>2. Following (1) there should be sandy beaches establish in the Causeway Bay Typhoon shelter to encourage reestablishment of species and improved bio-diversity.</p> <p>3. Beaches should be used to provide contract between people and the water. Continuous vertical sea walls should be limited to special areas only.</p> <p>4. The Causeway Bay Typhoon Shelter should be linked to the Victoria Park area and water used as recreational resource e.g. dragon boar racing.</p> <p>5. Continuous pedestrian linkage along the waterfront need not be on the waters edge. In places other activities such as the Yacht Club and Fire Boat/ Customs boars need access. Continue pedestrian linkage should be provided around these water/land interaction points free from traffic conflict.</p> <p>6. Water quality should be improved by removing pollution at source, not by reclamation.</p> <p>7. The former cargo work area/basin should become a focal point for interchange between land and water, an area of entertainment, place for public gathering and activities.</p> <p>8. Government needs to establish a special fund and program for improving the Harbour front independent of infrastructural works.</p> |
| 2   | Chinese  | Self-administered | <p>1.在有induced travel demand的已開發地區，road pricing 策略會優於road construction.</p> <p>2. 建議多利用既有東西向道路，高架二層，配合road pricing 策略之方案</p>  |
| 3   | Chinese  | Self-administered | <p>1.改善交通是迫切的2.沒有填海,根本不能有效改善海濱環境</p>  |
| 4   | Chinese  | Self-administered | <p>1.非不得已不要填海</p> <p>2.遷移非重要政府部門至西九龍南昌站</p> <p>3.用卜公碼頭方式取得空間</p> <p>4.不活躍社區人士（如老人，退休人士移居適合的地區，減少對灣仔區貢獻不大的居民</p> <p>5.只有高增值的商業投資，才能在中環，金鐘，灣仔，銅鑼灣落戶</p>   |
| 5   | English  | Self-administered | Any harbour reclamation is a last resort, not first resort. If it is proved to be needed then only minimum reclamation should be done.  |
| 6   | English  | Self-administered | Avoid harbour reclamation at all cost   |
| 7   | English  | Self-administered | Don't build a heli port in Wan Chai. The noise level from the Pla Heliport is already too high and continues day and night  |
| 8   | English  | Self-administered | In favour of development that can sustain for the longer period of time that generations can use and benefit from it.   |
| 9   | English  | Self-administered | Save our natural resources, sustainable development mean good planning, sustainable/environmental friendly transport policy (Not trunk road)  |
| 10  | English  | Self-administered | The matters is putting the road under water/ground and not putting it above ground to ruin the shoreline  |
| 11  | English  | Self-administered | To achieve sustainable development of Wanchai should not link to traffic problem  |
| 12  | English  | Self-administered | Traffic congestion maybe inevitable, reclamation is not.  |
| 13  | Chinese  | Self-administered | 不要堅持上任行政長官的填海計劃,真正以民為本重新設計,整合規劃,不應為今天的諮詢定下規限,一切的想法都要跟正在施工的工程銜接.   |
| 14  | Chinese  | Self-administered | 由於社會進步,車輛有增無減,道路長遠而言會不勝負荷.為減少不必要去的使用及環保,應使用道路收費,而這次建造主幹道要設計有收費而踏出第一步.   |
| 15  | Chinese  | Self-administered | 快速落實,進入下一階段   |
| 16  | Chinese  | Self-administered | 保護維港  |
| 17  | Chinese  | Self-administered | 政府要與市民立約,這是最後一次的填海工程,以改善交通及美化海港,海濱  |
| 18  | Chinese  | Self-administered | 要改善海濱,應增加海旁康樂設施,但不是改善交通及填海  |
| 19  | Chinese  | Self-administered | 要解決交通擠塞及連貫海濱長廊兼顧及搬遷阻礙海旁的一些建築,盡量或不要再填海為原則  |
| 20  | Chinese  | Self-administered | 從速建築繞道解決交通問題  |

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| 21 | Chinese | Self-administered | 最好不要填海   |
| 22 | Chinese | Self-administered | 當局宜多公開(維港及灣仔區沿岸)可持續發展計劃的詳實資料   |
| 23 | Chinese | Self-administered | 解決交通問題,不應以增加道路,應提供環保公共交通及控制不環保之私家車   |
| 24 | Chinese | Self-administered | 優化灣仔,如銅鑼灣等是第一階級,及後需伸延優化於港島及九龍海岸  |
| 25 | Chinese | Self-administered | 灣仔確實是香港島的交通問題所在及需解決.如果再在填海問題上糾纏不清,必然直接影響香港經濟.  |
| 26 | English | Online            | First stage should be to try to control the traffic. This can partially be done by increasing the tolls on the central tunnel to push more traffic to the Eastern and Western Tunnels.<br><br>A toll on the use of the road between Wan Chai and Central might also be appropriate   |
| 27 | English | Online            | For Hong Kong to make use of one of it's greatest assets - the harbour, it is imperative to provide a user friendly public interface between the harbour and the shoreside to allow for interaction at an individual level. There are many models from other great harbour cities that can be followed. It is abominable to consider that for years government and developers have valued square foot property values above the public good. Make the harbour vibrant - allow interesting public access - create a focus - not a ring road!  |
| 28 | English | Online            | HK Harbour is one of the central attractions of Hk for both residents and visitors - any change to the waterfront should be carried out solely for the enhancement of the harbour NOT for external economic gain. The RHKYC is a key part of the Harbour history and community so should not be negatively impacted by any changes   |
| 29 | English | Online            | I disagree with reclaiming land in order to build a bypass to alleviate traffic congestion for two main reasons.<br><br>Firstly, ERP appears to be a cheaper, cleaner, and more effective solution than a traffic bypass. Reclamation and construction would cost much more than implementing ERP. Also, ERP would reduce the number of vehicles on the road, leading to cleaner air, which a bypass would not do. Most importantly, while a bypass would allow traffic that is passing THROUGH the Central area (on the way to another destination) to flow more quickly, I do not think the bypass would have a substantial impact on the problem of traffic going TO the Central area to drop off/pick up etc., which is also a severe a problem.<br><br>My second reason: even if a bypass were to solve all the traffic problems (which it will not), what is the point of being able to get to and from different areas of Hong Kong with lightning speed, when each area you leave or enter is ugly, characterless and deprives us of sections of the harbour? Even if economic reasons are cited, I think that the drop in tourism once Hong Kong becomes so unenjoyable a place to walk about in would offset that greatly. |
| 30 | English | Online            | I think HK means Harbour. Harbour means sea. Sea mean respect of the environment... HK is doing everything wrong! That's a shame.  |
| 31 | English | Online            | In its present state, Hong Kong is the perfect example of how to provide people the lowest quality of life despite having enormous available means.  |
| 32 | English | Online            | It is not sensible to make any more reclamation . To preserve our harbour which is the "land mark" of HK, our harbour is also seriously congested ,however no one seems to notice it. One of the key reason for the unbearable traffic jam is caused by the cross harbour tunnel. Certainly , we cannot stop using the tunnel ( it was the turning point of HK). If we could control and limit and reduce the traffic flow of the cross harbour tunnel by any means e.g. a premium toll fee during peak hours may perhaps reduce the immense amount of traffic through that tunnel consequently would ease off the traffic jam in Wanchai ,Causewaybay area.   |
| 33 | English | Online            | Make all the Cross Harbour Tunnels the same cost. This will draw traffic away from the Centre Tunnel and alleviate some of the traffic in Wanchai/Causeway Bay area. There should be no more reclamation of Victoria Harbour.  |
| 34 | English | Online            | NO more land reclamation along the harbour-front   |
| 35 | English | Online            | No more reclamation in Victoria Harbour, please!!!   |

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| 36 | English | Online | Please don't forget that Hong Kong doesn't have many open areas and that the waterfront could be used to the benefit of Hong Kong and its overseas guests. Promote watersports activities and don't 'cut off' the Harbour by putting in a whopping great flyover when a tunnel would be just as good and would allow the public a happy waterside area to watch watersports activities and be outdoors. Something similar in terms of eating facilities outdoors like they do in Singapore would also be a great thing for us to have - it is the only thing Hong Kong is missing in terms of the culinary scene. Thank you for your hard work!  |
| 37 | English | Online | Please don't turn Victoria Harbour into the Victoria River! The harbour should provide a spectacle of commercial and recreational boating of all types. Reprovision unsightly infrastructure (electrical substations, WSD works) away from the harbour. Put in it's place things outdoor things that the public can enjoy - footpath, cycle path, parks, al fresco eating/dining, attractive watersports facilities.   |
| 38 | English | Online | Please protect our harbour. It is one of our greatest assets and hugely unutilised for social recreation - I think of the maritime museums of Sydney, New York and Auckland. The restaurants of Circular Quay in Sydney; the Via Duct Basin in Auckland. What about Boat Quay in Singapore? Why have we let our harbour deteriorate into a commercial staging post and thoroughfare ?  |
| 39 | English | Online | Reclaiming for easing traffic is a temporary measure and will not solve any problem.   |
| 40 | English | Online | Take other world-famous cities as an example.<br>- Sydney: has a stunning harbour front - without any reclamation - due to laws for protecting the harbour that have been passed a hundred years ago. --> main harbour, the rocks, darling harbour. And there was no reclamation either for building the cross harbour tunnel.<br>- San Francisco: Has a beautiful water front from Pier 39, through the Presidio, to Golden Gate Bridge.<br>- Stockholm<br>- Istanbul<br>- Athens   |
| 41 | English | Online | The harbour is one of the last asset of central Hong Kong. Make it precious, don't destroy it!   |
| 42 | Chinese | Online | 這個網上問卷調查應放在網站主頁，吸引更多香港市民參與。  |
| 43 | Chinese | Online | 1. 減少填海<br>2. 發展其它地方<br><br>Thank you!   |
| 44 | English | Online | Don't reclaim more, it is because the harbour is going to be less and less   |
| 45 | English | Online | I do not think that reclamation can solve the problem of traffic congestion. Frankly I think the government is trying to spoil the "traffic". It is just like a parent trying to buy larger and larger clothes for a child who is getting fatter and fatter. but isn't getting the child to go on diet would be the most appropriate solution?   |
| 46 | English | Online | The existing Wan Chai Waterfront is not accessible at all and it is a waste of natural resources - the Victoria Harbour. A continuous promenade for tourist and local people is what we want.  |
| 47 | English | Online | Traffic congestion is a major problem. Can we solve it just by the construction of a trunk road? Will there still be traffic congestion after reclaiming the harbour and building the roads?? Doubtful...  |
| 48 | Chinese | Online | 不要再填海了，香港島就快變成香港半島了~~<br>不要再填海了，維多利亞港就快變成維多利亞河了~~  |
| 49 | Chinese | Online | 主要街道(軒尼詩道)兩旁行人路較為狹窄，人來人往易讓成不要的意外，也欠缺大型樹木，應擴闊行人路及種植更多綠色植物點綴一下，美觀又可改善空氣質素。<br><br>另外，在新興建的海濱希望設有一個博物館關於維港的歷史，以及希望有足夠的空間;椅供遊人享用，如可以的話，在沿線海濱設立兩三個警更亭，可作保安及旅遊諮詢用。   |
| 50 | Chinese | Online | 必需改善銅鑼灣避風塘之水質  |
| 51 | Chinese | Online | 目前所謂擠迫、缺乏可用的休憩用地...等問題，是一向以來都市有沒有全面性平衡的問題，而不是「必須」填海是否的問題。例如銅鑼灣和灣仔等每下愈況的空氣質素，問題一直是高樓一邊擋住從維多利亞港流動的風，另一邊又把已飽和的交通量帶來的廢氣重重圍堵，當我們沒有一套適用於香港這種山脈／島嶼型都市的發展規劃，把樓宇的高度和空氣流動的因素一併考慮，問題是一直出現的。目前的情況是，縱使海濱填了海，原來海濱的高樓依然擋住流動的風，若再加上像胡應湘先生那棵大屏風的「大計」，把維多利亞整個填掉也不能達到目的。<br>至於紓緩交通的問題，就目前的運輸來看，我們沒有好好利用我們的電車系統——這在歐洲已被多個國家「重新發現」的運輸系統，是21世紀的趨勢，特點是環保和運輸量大——假如一個城市沒有一套把人口增長計算在內的運輸政策，不規劃／無限制私家車的增長，填海已不是最終的手段，可能我們要面對的是把整個香港的山都移去、海也填平也不能解決的問題。<br>關於休憩地方不足，也是一個資源沒有好好被規劃和利用的問題。現時銅鑼灣和灣仔的問題，因為集合了住宅、商廈、購物中心、運輸要道...為避免所有資源重疊，我們要解決問題，是否可以從重新分配資源著手，而1不是單純填海就可以解決？我想我們大部分人最怕見到的，是各位只看得見眼前蠅頭小利又好大喜功沒有腦袋的官僚大人，心想以為填了海，把避風塘、遊艇會這些有特色的海港景色畫在地圖上就可以了，可能各位官僚大老爺太愛湯顯祖先生的《牡丹亭》，深信「借屍還魂」往往得成正果，而忽略坊間流傳眾多相關故事，往往都是恐怖故事一則。 |

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| 52 | Chinese | Online | 希望灣仔、銅鑼灣及鄰近地區海濱發展<br>可以在基建、填海、休憩及填海間取一個平衡<br>以填補現在金鐘至銅鑼灣之間不完整的海傍   |
| 53 | Chinese | Online | 其實可以鼓勵市民多D善用西隧, 例如將它的收費減少  |
| 54 | Chinese | Online | 政府只知不斷填海以發展地產, 將更多交通帶到海旁, 完全缺乏系統化地規劃, 以改善市容, 令香港更具吸引力, 令更多遊客來香港.<br>將海旁填海用作車路, 會令海濱空氣更差, 有休憩地方也沒有人願意去, 浪費寶貴天然資源. 香港地少人多, 應該盡量鼓勵集體運輸,<br>限制製造污染, 載客只得一至兩人的私家車於繁忙時間進入中環, 灣仔, 銅鑼灣, 這樣不單可以舒緩交通擠塞情況, 更可改善空氣污<br>染.  |
| 55 | Chinese | Online | 個人絕不接受任何填海   |
| 56 | Chinese | Online | 維多利亞港一向以的水深港闊見稱,小學教科書亦以這為題:<br>「維多利亞港水深港闊,適合大型船隻停泊,令香港成為世界各國運輸的中轉地。」<br>但以數十前前及現在的相片對比,可看到我們的海港經已不再是水深港闊了!<br>以交通擠塞為理由去填海是短視及不理智! 主要問題根本是交通管理方面,<br>香港並沒有一套完善的交通管理方案,三條過海隧道便是一個好例子,<br>以往為舒緩紅隧交通擠塞而興建東隧及西隧,可惜,沒有恰當的管理,紅隧的問題仍沒有解決,<br>這與填海而舒緩交通一樣,在沒有完善的管理低下,填海只是虛有其表,<br>到幾年後又會出現第二次填海計劃,這無形是無了期的填海,<br>影響生態及香港以維海水深港闊的聲譽!!! |
| 57 | Chinese | Online | 維多利亞港很美麗,但可惜香港,無論是九龍或香港島,均缺乏一個連貫的海濱供遊人觀賞。  |
| 58 | Chinese | Online | 請不要抄考外國某些特別的頂點,我不希望香港沒有自己的特色。  |