

An Overview of Harbour-front Enhancement by Action Areas

Action Areas	Intervention Strategy	Issues to be addressed
<p><i>a. Kennedy Town Action Area (Plan 1.1)</i></p> <ul style="list-style-type: none"> • Waterfront comprises some large vacant sites and the hinterland mainly residential in character with residential buildings south of New Praya Kennedy Town • Port-related facilities at the Western District Public Cargo Working Area (PCWA) and China Merchants Wharf • Some waterfront sites (Western District PCWA, ex-incinerator and abattoir site, Shing Sai Road and Victoria Road) to be used as works areas for the West Island Line (WIL) project until around 2014, with future development to be determined • Reprovisioning of the Kennedy Town Swimming Pool at Shing Sai Road by 2015 • Land use review for Kennedy Town and Mount Davis by PlanD underway subject to a decision on Route 4 • Review of the need of Route 4 to be completed by 2009 • Major open space – Kennedy Town Temporary Recreation Ground, Cadogan Street Temporary Garden and Belcher Bay Park 	<p><u>Planned projects</u></p> <ul style="list-style-type: none"> • Open space at Shing Sai Road <p><u>Long term planning</u></p> <ul style="list-style-type: none"> • Enhancement of vacant piers off ex-incinerator and abattoir site for public use • Incorporation of harbour-front enhancement into PlanD's land use review for Kennedy Town and Mount Davis • Carrying out district review study for the remaining waterfront areas in Hong Kong Island West 	<ul style="list-style-type: none"> • Subject to reprovisioning of the existing temporary bus terminus • Piers currently not structurally safe for public use • To tie in with the future use of the ex-incinerator and abattoir site • Land use review subject to a decision on Route 4 • Urban design control to be considered in land use review • Pending completion of the Hong Kong Island East Harbour-front Study

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b. Sai Wan Action Area (Plan 1.1)		
<ul style="list-style-type: none"> • Waterfront occupied by the Wholesale Food Market and associated facilities 	<p><u>Long term planning</u></p> <ul style="list-style-type: none"> • Enhancement of the vacant piers for public use • Enhancement of the entire wholesale market site by providing retail/dining facilities 	<ul style="list-style-type: none"> • Suitable segregation from existing market operation and safety issues need to be considered • AFCD/GPA be possible implementation/management agent • Connectivity across roads to be improved
c. Sai Ying Pun Action Area (Plan 1.1)		
<ul style="list-style-type: none"> • Waterfront dominated by a mix of public utilities, leisure facilities/open space and government developments, with major roads segregating the area from the hinterland • A temporary waterfront promenade has been developed to the north of Western Fire Services Street • Waterfront park at Sheung Wan Gala Point to be completed in 2009 • Pedestrian link connecting the waterfront park at Sheung Wan Gala Point and the existing temporary promenade to be completed in 2009 • Sun Yat Sen Memorial Park (SYSMP) and swimming pool complex to be completed in 2011 	<p><u>Planned projects</u></p> <ul style="list-style-type: none"> • Proposed waterfront open space/sitting out area at the former public filling barging point • Planned open space at the Western Fire Services Street • Proposed commercial site with public transport terminus and public car park at Chung Kong Road 	<ul style="list-style-type: none"> • Subject to reprovisioning of the existing temporary lorry park • Require a coherent design of the open space • Subject to relocation of an existing pump house and realignment of the Western Fire Services Street/re-direction of local traffic • Connectivity across roads to be improved

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<ul style="list-style-type: none"> Landscaped area to the west of SYSMP after completion of the Western Cross Harbour water main and Harbour Area Treatment Scheme (HATS) facilities in 2012-14 Upgrading works for Central PTW to be carried out 	<p><u>Quick-wins</u></p> <ul style="list-style-type: none"> Widening the temporary promenade and beautifying the streetscape along the Western Fire Services Street <p><u>Long term planning</u></p> <ul style="list-style-type: none"> Extension of the pedestrian network from the Central footbridge system to SYSMP being studied by TD 	<ul style="list-style-type: none"> TD and LCSD to consider Require a mix of use to enhance patronage
<i>d. Sheung Wan Action Area (Plan 1.1)</i>		
<ul style="list-style-type: none"> A major transport hub including the Hong Kong - Macau Ferry Terminal (MFT) and Heliport on top of the Inner Pier of MFT Commercial developments comprise Shun Tak Centre and China Merchants Tower 	<p><u>Quick-wins</u></p> <ul style="list-style-type: none"> Improvement of at-grade footpath along the harbour-front 	<ul style="list-style-type: none"> Subject to negotiation with and initiative from private landowner
<i>e. Central Action Area (Plan 1.2)</i>		
<ul style="list-style-type: none"> Extension area of the Central Business District with major transport facilities and commercial and government developments Major developments include the Central Ferry Piers, IFC and Exchange Square complexes, City Hall and Central Barracks Works for Central Reclamation Phase III, Central-Wan Chai Bypass (CWB) and related road works including P2, P1, D6 and various transport facilities in progress 	<p><u>Quick-wins</u></p> <ul style="list-style-type: none"> Designation of areas for market/hawker/performance activities along the ferry pier areas Mitigation of construction works <p><u>Long term planning</u></p> <ul style="list-style-type: none"> Urban Design Study for the New Central Harbourfront (UDS) is in progress 	<ul style="list-style-type: none"> FEHD/LCSD to consider CEDD to consider OZP to be reviewed, if necessary

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<ul style="list-style-type: none"> Tamar Development Project including 2.1 ha public open space to be completed in 2011 Various developments and open space (include 2km long waterfront promenade and 11 ha of harbourside public open space) proposed under UDS 		
<i>f. Wan Chai West Action Area (Plan 1.2)</i>		
<ul style="list-style-type: none"> Waterfront comprises a promenade, the Golden Bauhinia Square and the Hong Kong Convention and Exhibition Centre (HKCEC) Commercial and government developments with cultural facilities in inland On-going demands for expansion of HKCEC and redevelopment of Wan Chai Government Offices 	<p><u>Quick-wins</u></p> <ul style="list-style-type: none"> Upgrading of Golden Bauhinia Square and adjoining waterfront promenade 	<ul style="list-style-type: none"> Require coordination of HKCEC (site manager) and LCSD
<i>g. Wan Chai East Action Area (Plan 1.2)</i>		
<ul style="list-style-type: none"> Wan Chai North waterfront dominated by large commercial and government sites and several recreational facilities Waterfront area to be impacted by the construction of the CWB A mix of commercial and residential developments to the east of Causeway Bay Typhoon Shelter Planned large scale infrastructure works included CWB, P2 and approach roads, as well as the Sha Tin to Central Link (SCL) and North Hong Kong Island Line 	<p><u>Planned projects</u></p> <ul style="list-style-type: none"> CWB and about 13.5 ha of regional/district public open spaces including 4km long waterfront promenade along the new shoreline in Wan Chai 3,530m² public open space and landscaped walkway connecting the future waterfront to be provided within Oil Street development New heliport 	<ul style="list-style-type: none"> Subject to the implementation programme of CWB and future development of Wan Chai waterfront To tie in with the future development of the Oil Street sale site and completion of CWB

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<ul style="list-style-type: none"> Land sale site at Oil Street for commercial/residential uses Major open spaces include Harbour Road Garden, Temporary Wan Chai Waterfront Promenade (“Pet Garden”) and Victoria Park 	<p><u>Quick-wins</u></p> <ul style="list-style-type: none"> Removal of advertising billboard to the west of the Wan Chai East Preliminary Treatment Works 	<ul style="list-style-type: none"> Subject to STT condition
<i>h. Island East Action Area (Plan 1.3)</i>		
<ul style="list-style-type: none"> The area, covering North Point, Quarry Bay and Sai Wan Ho/Shau Kei Wan, to be sub-divided in 3 to 4 action areas subject to the findings of the ongoing study Waterfront dominated by a major road corridor Most of the area is fully developed except for the waterfront sites at Hoi Yu Street and ex-North Point Estate site providing opportunity for temporary public uses Mainly residential in character with some commercial and Government developments along Java Road near Quarry Bay A number of public utility installations scattered along the waterfront Some shipyards, wholesale fish market and the Hong Kong Museum of Coastal Defence located at the eastern end of the Harbour Limit Temporary 20m waterfront promenade along the eastern part of the ex-North Point Estate Site, funded by the Eastern District Council (EDC) under the District Minor Works Programme, to be completed by 2009 	<p><u>Planned projects</u></p> <ul style="list-style-type: none"> Ex-North Point Estate site redevelopment, with waterfront promenade and open space Extension of Man Hong Street Playground Hoi Yu Street development and Quarry Bay waterfront open space Quarry Bay Park Phase 2 (Stages 2 and 3) Aldrich Bay Promenade Extension <p><u>Quick-wins</u></p> <ul style="list-style-type: none"> Temporary waterfront promenade and open space along the Western Lot and the whole Eastern Lot of ex-North Point Estate site and the Central Lot for street market use 	<ul style="list-style-type: none"> Pending future development of the ex-North Point Estate site Subject to reprovisioning of the existing petrol cum LPG filling station Subject to the findings of the Hong Kong Island Harbour-front Study Pending reprovisioning/relocation of the existing temporary uses (such as vehicle pound and car park) Pending relocation of the existing temporary rebus/fee-paying car parking uses

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<ul style="list-style-type: none"> Major existing open spaces include Tong Shui Road Garden, North Point Promenade, North Point Ferry Concourse Promenade, Tin Chiu Street Children's Playground, Man Hong Street Playground, Quarry Bay Park, Sai Wan Ho Harbour Park and Aldrich Bay Promenade Aldrich Bay Park to be completed by 2011 	<ul style="list-style-type: none"> Temporary waterfront promenade/ open space along the Hoi Yu Street waterfront to connect with Quarry Bay Park Improvements to various LCSD sites <p><u>Long-term planning</u></p> <ul style="list-style-type: none"> Area falls under the on-going Hong Kong Island East Harbour-front Study 	<ul style="list-style-type: none"> Presence of private lots and public utility installations along the harbour-front and subject to negotiation with public utility companies LCSD to consider
<i>i. Lei Yue Mun Action Area (Plan 1.4)</i>		
<ul style="list-style-type: none"> The area as a tourist attraction famous for seafood restaurants along Lei Yue Mun waterfront and small scale traditional settlements Comprises Sam Ka Tsuen Typhoon Shelter, Sam Ka Tsuen Ferry Pier and Lei Yue Mun waterfront Minor improvement works include renovation of the Lei Yue Mun Waterfront Sitting-out Area, repaving of the footpath serving the seafood restaurants, construction of a "Pai Lau", and provision of a taxi stand and coach laybys completed by the Tourism Commission (TC) in 2003 Major open spaces include Lei Yue Mun Typhoon Shelter Breakwater Sitting-Out Area and Lei Yue Mun Waterfront Sitting-Out Area 	<p><u>Planned projects</u></p> <ul style="list-style-type: none"> Further improvement of facilities including streetscape improvement and beautification works, construction of a waterfront promenade and a viewing platform and provision of public landing facilities along the Lei Yue Mun waterfront to be undertaken by TC <p><u>Quick-wins</u></p> <ul style="list-style-type: none"> Enhancement of LCSD facilities Improvement of pedestrian connectivity to MTR station 	<ul style="list-style-type: none"> Subject to completion of the statutory procedures to extend the OZP boundary for the construction of the breakwater, waterfront promenade and the public landing facilities, and funding approval HEC's concerns on the proposed artificial elements LCSD to consider TD to consider

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j. Yau Tong Action Area (Plan 1.4)		
<ul style="list-style-type: none"> Area due for renewal with waterfront dominated by private industrial uses with some public utilities, a cooked food market, a wholesale fish market and temporary uses The “CDA” site intended to be comprehensively redeveloped for predominantly residential use with ancillary retail and community facilities Major open space includes Sam Ka Tsuen Recreation Ground 	<p><u>Planned projects</u></p> <ul style="list-style-type: none"> Waterfront promenade within the “CDA” site <p><u>Long term planning</u></p> <ul style="list-style-type: none"> Redevelopment of industrial buildings 	<ul style="list-style-type: none"> Pending future development of the “CDA” site Subject to private initiative
k. Yau Tong Bay Action Area (Plan 1.4)		
<ul style="list-style-type: none"> Area due for renewal with waterfront dominated by shipyards, sand depots and other industrial uses The “CDA” site intended primarily for comprehensive residential and commercial development with community facilities Some GIC facilities and the Eastern Harbour Crossing Ventilation Building along the waterfront 	<p><u>Planned projects</u></p> <ul style="list-style-type: none"> Waterfront promenade (not less than 15m wide and with a site area of not less than 24,700m²) within the Yau Tong Bay “CDA” site <p><u>Long term planning</u></p> <ul style="list-style-type: none"> Redevelopment of industrial buildings Creating connectivity along the ventilation building site 	<ul style="list-style-type: none"> Pending future development of the “CDA” site Future marine uses and design control through planning briefs and lease conditions Subject to private initiative
l. Kai Tak Action Area (Plan 1.4)		
<ul style="list-style-type: none"> The longest waterfront and largest vacant site comprises the ex-Kai Tak Airport Site, the waterfront area stretching from Kwun Tong to Cha Kwo Ling, and the waterfront along Ma Tau Kok The Kai Tak Planning Review completed in November 2007, with developments and infrastructure incorporated 	<p><u>Planned projects</u></p> <ul style="list-style-type: none"> Waterfront promenade at Cha Kwo Ling PCWA Remaining section of waterfront promenade at Kwun Tong PCWA 	<ul style="list-style-type: none"> Pending closure/reprovisioning of the PCWA Pending closure/reprovisioning of the PCWA

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<p>into the relevant OZP</p> <ul style="list-style-type: none"> • For the ex-Kai Tak Airport site, partly vacant and partly occupied by temporary uses • For Kwun Tong and Cha Kwo Ling, mainly occupied by PCWAs, Kwun Tong Ferry Pier and Kwun Tong Vehicular Ferry Pier along the waterfront • For the Ma Tau Kok waterfront, renewal in progress, with a mix of old and new residential, industrial and open space uses, ferry piers and various temporary government uses • The construction of Central Kowloon Route will impact the Ma Tau Kok waterfront • Major open spaces include Hoi Bun Road Park, Kwun Tong Ferry Pier Square, Hoi Sham park and King Wan Street Playground • 200m temporary waterfront promenade at Kwun Tong PCWA to be completed by CEDD in 2009 • Runway Park to be completed in 2013 	<ul style="list-style-type: none"> • Future Kai Tak Development includes large scale road infrastructure, cruise terminal, sports stadium, housing, commercial, GIC facilities and open space • Waterfront promenade within commercial sites at Kai Hing Road • Waterfront promenade within “CDA” site along Ma Tau Kok waterfront • Waterfront promenade within residential site along Ma Tau Kok waterfront • Waterfront promenade at Ma Tau Kok <p><u>Quick-wins</u></p> <ul style="list-style-type: none"> • Exploring how part of the vacant land could be better utilized for public use during the construction stage, including creating waterfront access, creating a green edge to the area and actively facilitating various temporary uses 	<ul style="list-style-type: none"> • Subject to implementation programme of the Kai Tak Development • Presence of private lots along the harbour-front • Pending future development of the commercial sites • To tie in with future development of the CDA site • Subject to decommissioning of the existing gas facilities within the site and rely on private initiative • Subject to the findings of the Kai Tak Development – Engineering Review • CEDD to consider and coordinate

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	<p><u>Long term planning</u></p> <ul style="list-style-type: none"> Continual reviewing and improving the design Providing marine uses along PCWA and creating connectivity along the G/IC site near Yau Tong Bay 	<ul style="list-style-type: none"> CEDD to consider under appropriate consultancies
m. To Kwa Wan Action Area (Plan 1.5)		
<ul style="list-style-type: none"> A primarily industrial area, with a privately-owned pier and To Kwa Wan Preliminary Treatment Works along the waterfront An application for a proposed gas pigging station to the north of the To Kwa Wan Preliminary Treatment Works pending consideration by the Town Planning Board 	<p><u>Planned Projects</u></p> <ul style="list-style-type: none"> Open Space at Chi Kiang Street <p><u>Quick-wins</u></p> <ul style="list-style-type: none"> Improvement of connectivity between future waterfront promenade and hinterland <p><u>Long term planning</u></p> <ul style="list-style-type: none"> Provision of incentive to encourage redevelopment of incompatible use 	<ul style="list-style-type: none"> Scope of open space under review Subject to negotiation with and initiative from private landowner
n. Hung Hom East Action Area (Plan 1.5)		
<ul style="list-style-type: none"> A well developed waterfront adjacent to a mix of commercial, residential and community uses Some waterfront sites along Hung Hom Bay are vacant and was the subject of Hung Hom District Study (HHDS) completed in early 2008 Recommendations of the HHDS for the waterfront “CDA” sites and “R(A)2” site incorporated into the relevant OZP 	<p><u>Planned projects</u></p> <ul style="list-style-type: none"> CDA sites Hung Hom waterfront promenade and adjoining open space 	<ul style="list-style-type: none"> Planning briefs to take into account HEC’s comments to facilitate activation of public spaces and outdoor seating accommodation Development mode being studied by Government

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<ul style="list-style-type: none"> Major open spaces include Hutchison Park, Tai Wan Shan Park and adjoining promenade along the waterfront Beautification of Tai Wan Shan Park (Promenade) including landscape beautification, wall repainting, installation of arbours and benches, and a mural of mosaic tiling on part of the external wall of the Swimming Pool completed in April 2009 	<p><u>Quick-wins</u></p> <ul style="list-style-type: none"> Temporary Hung Hom Waterfront Promenade and open space at Kin Wan Street 	
<p><i>o. Hung Hom West Action Area (Plan 1.5)</i></p>		
<ul style="list-style-type: none"> Area dominated by the integrated rail complex including the Hung Hom Station, Hong Kong Coliseum, MTRC Freight Yard, International Mail Centre (IMC) and the adjacent commercial development to the east, i.e. the Metropolis 	<p><u>Long term planning</u></p> <ul style="list-style-type: none"> Under the HHDS, the waterfront portion of the site is proposed for retail, hotel, waterfront-related leisure uses and a publicly-accessible waterfront promenade, on the assumption that the Freight Yard and IMC will be relocated in the long term 	<ul style="list-style-type: none"> Subject to alignment and design of SCL Connection between podium level with the surrounding neighbourhoods required improvement
<p><i>p. Tsim Sha Tsui East Action Area (Plan 1.5)</i></p>		
<ul style="list-style-type: none"> A well established waterfront promenade along Salisbury Road and hinterland as a major tourism, commercial and residential area Waterfront includes commercial, cultural and hotel developments Major open space includes the Tsim Sha Tsui Promenade (including Avenue of Stars) Enhancement of Footbridges across Mody Road and Salisbury Road by the Tourism Commission to replace ramps by lifts to be completed by mid 2010 	<p><u>Quick-wins</u></p> <ul style="list-style-type: none"> Improving directional signage from Nathan Road and Salisbury Road to waterfront Activating promenade and providing dining facilities with outdoor seating facing the harbour in the cultural facilities Enhancement of LCSD sites 	<ul style="list-style-type: none"> DEVB/TD to consider Conflict with current provision for public events and pedestrian circulation during fireworks need to be resolved LCSD to further consider LCSD to consider

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<ul style="list-style-type: none"> TST Promenade Beautification Project – Phase 1 largely completed in 2006, including hard and soft landscape improvement, outdoor space for performance and alfresco dining, etc. and remaining works for the Star Ferry Piazza redevelopment anticipated for completion by 2013 	<p><u>Long term planning</u></p> <ul style="list-style-type: none"> Star Ferry Piazza redevelopment 	<ul style="list-style-type: none"> Integration of piazza plans and the waterfront
<p>q. Tsim Sha Tsui West Action Area (Plan 1.5)</p>		
<ul style="list-style-type: none"> Waterfront dominated by large private mixed use developments including hotel, office, retail and cruise/cross-boundary ferry terminals Major developments include Ocean Terminal, Harbour City and China Hong Kong City 	<p><u>Long term planning</u></p> <ul style="list-style-type: none"> Enhancement of private piers and their connectivity to WKCD 	<ul style="list-style-type: none"> Subject to private initiative
<p>r. West Kowloon Cultural District Action Area (Plan 1.6)</p>		
<ul style="list-style-type: none"> Large vacant site reserved for the development of the West Kowloon Cultural District (WKCD) Development of new stations and PTIs Roads to link Central Kowloon Route and local distribution Temporary uses of vacant sites, with a major portion proposed for use as works area and barging facilities for the Guangzhou-Shenzhen-Hong Kong Express Rail Link (Hong Kong Section) A temporary waterfront promenade has been developed for public use until commencement of the construction works for WKCD 	<p><u>Planned projects</u></p> <ul style="list-style-type: none"> Core art and cultural facilities, a variety of entertainment, retail, restaurant uses as well as commercial, office, hotel and residential developments, and other GIC facilities plus public open space of not less than 23 hectares (including 3 hectares of piazza areas and a waterfront promenade of not less than 20m in width) <p><u>Quick-wins</u></p> <ul style="list-style-type: none"> Provision of public uses and waterfront access during construction of WKCD 	<ul style="list-style-type: none"> Integration with adjoining areas need to be considered WKCDA needs to coordinate the planning and implementation programme of WKCD development with other works occupying the site

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s. Yau Ma Tei Action Area (Plan 1.6)		
<ul style="list-style-type: none"> • The area dominated by PCWA and the New Yau Ma Tei Typhoon Shelter, some Government uses and new residential developments and adjoining public promenade/open space along Hoi Fai Road and the Tai Kok Tsui waterfront • Sections of the waterfront promenade adjoining the Long Beach and One Silver Sea have been developed and opened to public • Open Space at ex-Tai Kok Tsui Bus Terminus to be completed by 2013 • Waterfront promenade along Tai Kok Tsui waterfront fronting residential lot KIL11146 to be completed by 2012 	<p><u>Quick-wins</u></p> <ul style="list-style-type: none"> • Enhancement of pedestrian connectivity along the typhoon shelter linking Tai Kok Tsui waterfront with WKCD • Enhancement of the interface with the PCWA e.g. upgrading of fence <p><u>Long term planning</u></p> <ul style="list-style-type: none"> • Future marine uses of PCWA and typhoon shelter 	<ul style="list-style-type: none"> • Require setback of the boundary fence along the PCWA or provide footpath along highway • Access to the waterfront from the inland areas is generally severed by the West Kowloon Highway • Subject to relocation or termination of PCWA operation
t. Western Harbour Action Area (Plan 1.7)		
<ul style="list-style-type: none"> • Hong Kong's industrial harbour covers the waterfronts of Cheung Sha Wan, Stonecutters Island, the south-western part of Kwai Chung and the southeastern part of Tsing Yi • Generally for port-related uses, with other major developments including the Cheung Sha Wan Wholesale Market, Ngong Shuen Chau Barracks, the Stonecutters Island Sewage Treatment Works, Tsuen Wan Chinese Permanent Cemetery and a former landfill at Gin Drinkers Bay (designated as Kwai Chung Park) • The lower platform of the designated Kwai Chung Park to be developed as a BMX Park in late 2009 	<p><u>Quick-wins</u></p> <ul style="list-style-type: none"> • Enhancement of the interface with public areas • Reviewing opportunities for visitation programme by port operators <p><u>Long term planning</u></p> <ul style="list-style-type: none"> • Monitoring the need for future port expansion 	<ul style="list-style-type: none"> • Subject to initiative of port operators

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u. Tsuen Wan Action Area (Plan 1.7)		
<ul style="list-style-type: none"> • The area dominated by mainly residential developments, the new West Rail Station and a new waterfront, with beaches at the west side • The area at and around the Tsuen Wan West Station is designated as “CDA” for comprehensive residential and commercial uses • CEDD is undertaking a “Cycle Track between Tsuen Wan and Tuen Mun – Investigation” project for the construction of an approx. 22km long cycle track for recreation purpose, with construction works to commence in 2011 in stages • Major open space – Tsuen Wan Rivera Park, Tsuen Wan Park and Tsuen Wan waterfront promenade 	<p><u>Planned projects</u></p> <ul style="list-style-type: none"> • Public waterfront promenade adjacent to Tsuen Wan West Station property development <p><u>Quick-wins</u></p> <ul style="list-style-type: none"> • Redefining the scope of CEDD’s cycle track project to include enhancement of accessibility to the harbourfront for cyclists and pedestrians • Activation of the waterfront by designating public areas for outdoor seating and other uses 	<ul style="list-style-type: none"> • To tie in with the implementation programme of the property development • CEDD to consider • FEHD to consider
v. Tsing Yi North Action Area (Plan 1.7)		
<ul style="list-style-type: none"> • A well developed area with mainly residential at the north eastern part including a mix of private (e.g. Villa Esplanada and Tierra Verde) and public housing estates (e.g. Cheung On Estate and Cheung Fat Estate), with waterfront served by the Tsing Yi MTR Station • Shipyards located to the further west and the western end reserved for recreation and tourism related uses • Major open space includes the continuous waterfront promenade fronting Cheung On Estate, Villa Esplanada and Tierra Verde • Open space at Tam Kon Shan Road to be completed in 2009 	<p><u>Quick-wins</u></p> <ul style="list-style-type: none"> • Activation of the waterfront and open spaces through designating public areas for outdoor seating and other uses 	<ul style="list-style-type: none"> • FEHD to consider • Subject to private initiative to activate public open space in private areas