

Harbour-front Enhancement Committee
Overview of Proposed Enhancements at Government Piers and
Landing Facilities within the limits of the Victoria Harbour

Purpose

This paper sets out the background, scope and preliminary findings of a consultancy study on enhancing the Government piers and landing facilities within the limits of the Victoria Harbour.

Background

2. Most government piers and landing facilities were designed primarily for the purpose of meeting operational needs. In view of the growing expectations from the public, it is opportune to consider modernising these facilities to enhance their standards and aesthetic appearance.

3. In February 2003, the then Director of Civil Engineering commissioned Maurice Lee and Associates Ltd. to undertake the consultancy study, namely, “Strategic Overview of the Enhancement Works at Government Piers and Landing Facilities”, to advise on the enhancement works required for 78 piers and 24 landings in the territory - 40 of which listed in **Annex I** lie within the limits of the Victoria Harbour (see **Plan 1** for their locations). These piers and landings are included in the study on the basis that they will remain operational in the medium to long term. Piers and landings which are being/will be re-constructed or affected by reclamation in the foreseeable future are not included.

Scope of Study

4. The study requires the consultants to review the existing conditions of the piers and landings, to carry out public opinion surveys, to consult the pier operators, and to set out the priorities of the enhancement works. The consultants will prepare preliminary layout plans and photo-montage images to illustrate the concept of the enhancement proposals.

5. Implementation of the enhancement works is outside the scope of the study, and will be considered/examined separately.

Existing Conditions of Piers and Landings

6. The consultants have examined the functions, structural conditions, usage and aesthetics of the existing piers and landings, and found that the piers and landings can generally meet the required operational functions and their structural conditions are satisfactory. However, most were designed with little consideration of the aesthetics aspects and the need to integrate with the surroundings. Local defects such as rust stains further aggravate their appearance. Facilities for the disabled are also not adequately provided. At some piers, seating and shelters are not provided.

7. The appearance of most ferry piers within the Harbour does not match with the city landscape. As they are very prominent structures in the Harbour, their design should be integrated with the surroundings with a view to enhancing attractiveness and facilitating enjoyment of the harbour view by the public.

Public Opinions

8. The consultants conducted a public opinion survey through interviews with 754 passengers at different piers in June 2003. The survey results show that from the point of view of the pier users, both the internal and external décor of the pier should provide comfort and should complement its functions and the surroundings. The layout of the piers should maximise public enjoyment of the sea view. Consistent and tidy

presentation of facilities such as signage and seating are essential to match with the overall design of the structures. Facilities for the disabled and roofs/shelters which are presently absent at some piers should be provided. The piers should also be kept clean, in particular the toilet area.

9. The consultants also consulted 11 ferry operators between July 2003 and July 2004 by means of questionnaires and interviews. The ferry operators generally opined that the existing piers, which may have similar appearance, should have some sort of uniqueness with reference to their locations. For the design of the enhancement works, the ferry operators considered that the enhancement should not result in significant increase in their operational and maintenance expenditure. They suggested that piers should be provided with sufficient commercial areas for kiosks, cafes and advertisement panels, where appropriate, the rental of which can help subsidise their ferry operations.

Priority of Enhancement Works

10. The purpose of drawing up priority of enhancing the piers and landings is to make more effective use of the government resources. Subject to the availability of the required resources, we recommend that enhancement works for piers and landings with high priority should be implemented first. An implementation plan will be further examined upon completion of the study.

11. The consultants prioritised the piers and landings with reference to the following criteria – ‘locations’, ‘usage frequency’, ‘results of public opinion surveys and consultations with ferry operators’, ‘existing aesthetic conditions’, ‘tourism’, ‘cultural and heritage values’ and ‘future development plan around the pier and landing locations’.

12. The consultants employed a mathematical tool to assign scores to individual piers and landings according to these factors and then ranked these structures based on their scores. Piers and landings with high scores will be accorded with high enhancement priority. Details of the criteria are set out at **Annexes IIa and IIb**.

13. A total of 5 piers and 2 landings within the Harbour limits are accorded with high enhancement priority. Details are summarised at **Annex III**.

14. We will consider the enhancement works for piers and landings with lower priority later taking into account the availability of resources.

Approach for the Design of Enhancement Works

15. After considering the status of the existing piers and landings as well as the views of the public and ferry operators, the consultants proposed that the following principles be adopted for the design of the enhancement works without defeating the primary functions of these piers and landings.

Aesthetics

16. The enhancement works should integrate with the surrounding physical settings and characteristics including developments or proposals that will be implemented adjacent to the pier and landing locations.

17. The enhancement works should result in more pleasant appearance of the piers and landings. Facilities such as signage, seating, lighting and fitting should be structurally laid out to provide a harmonious image to the public.

Passengers' Comfort

18. The enhancement should enable better enjoyment of the sea view and more comfortable waiting environment for the passengers. For example, toilets at the head of the existing ferry piers should be relocated to the inner part of the pier so that the vacated area can provide an unobstructed sea view.

Environmental Friendliness

19. The enhancement should be environmentally friendly. For example, the design should make full use of natural ventilation instead of air-conditioning which would also reduce operation costs. Use of recycled aggregates in concrete production should also be explored.

Facilities

20. Facilities would be further upgraded, wherever practicable, to provide greater comfort and convenience to members of the public, including the disabled, while maintaining safe and efficient ferry operation. For example, lift for the disabled may be installed if this would not result in significant modification of the existing structural framework of the piers.

21. As a means to cross-subsidise ferry operations, provision of commercial areas within the piers, such as for kiosks, cafes and advertisement panels, may be added with the purpose of allowing the ferry operators to generate non-farebox revenues by sub-leasing out such areas.

22. Attention should be paid to safety when designing new facilities. For example, glass materials for fittings or railings near the mooring or berthing facilities should not be used as they are vulnerable to damage owing to the movement of the mooring lines.

Construction

23. The interruption to the daily ferry services by the construction of the enhancement works should be minimised.

Maintenance

24. The enhancement works should not increase the operating cost borne by the ferry operators in upkeeping the facilities.

25. The enhancement works should not result in significant increase in future maintenance cost borne by the Government.

Next Steps

26. The consultants will prepare preliminary enhancement schemes and photo-montage images for piers and landings which are accorded with high enhancement priority. These preliminary designs will form the basis for public consultation which should be conducted at an early stage and well before implementation. To enhance public involvement, stakeholders and community groups should be involved at the early stage as well as the subsequent stages of the implementation.

Advice Sought

27. Members' comments are invited on the tasks undertaken by the consultants, and the list of piers and landings selected for enhancement and the proposed design approach for the enhancement works.

28. Members will be further informed of the preliminary designs produced by the consultants by end of this year.

Attachments

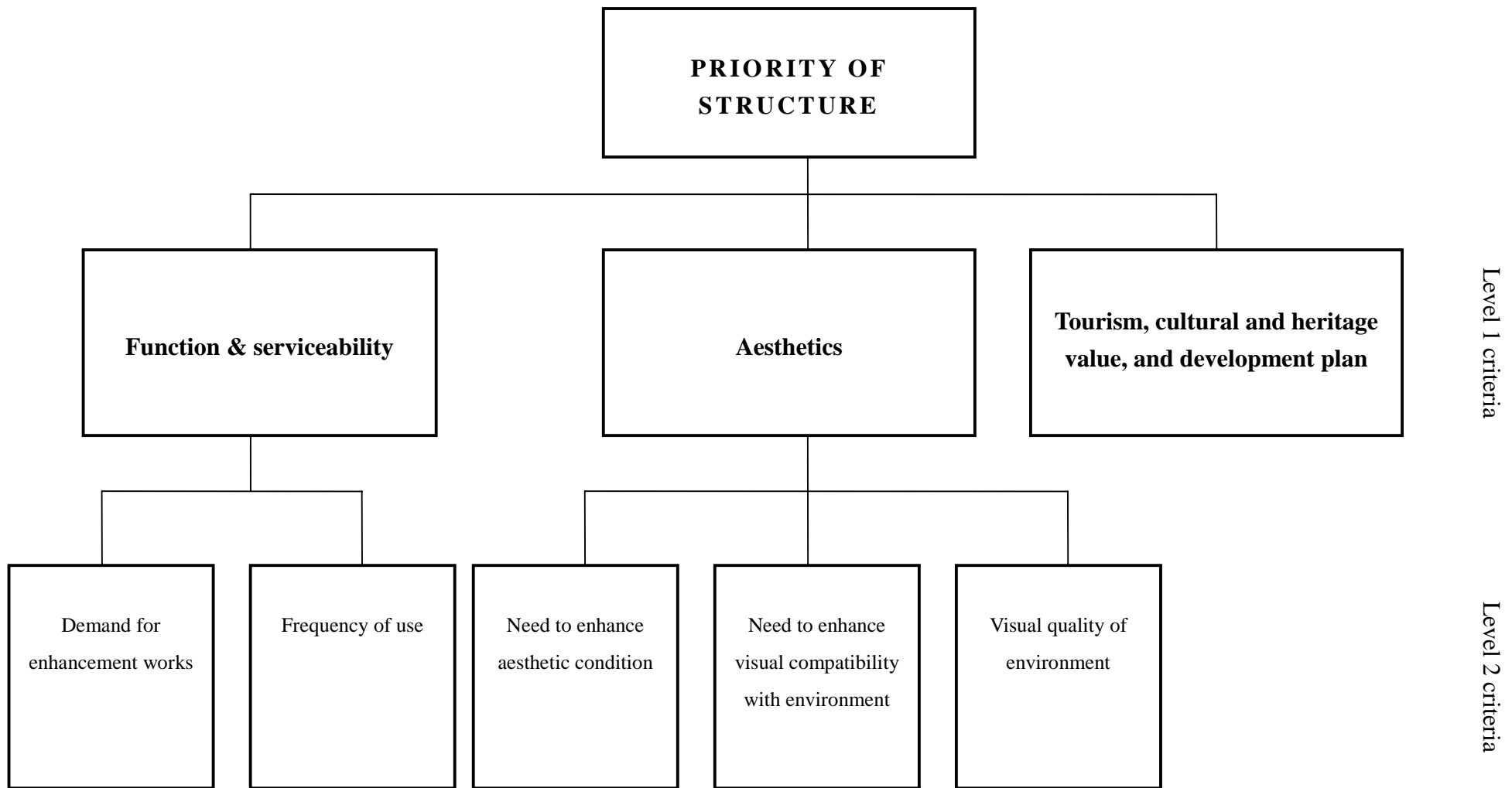
Annex I	List of Piers and Landings within the Harbour Limits
Annex IIa	Criteria Organisation Chart for Priority Ranking
Annex IIb	Criteria used for Priority Ranking
Annex III	Piers and Landings within the Harbour Limits with High Enhancement Priority
Plan 1	Locations of Piers and Landings within the Harbour Limits

Civil Engineering and Development Department
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List of Piers and Landings within the Harbour Limits

	Name of Marine Structure	Region
Ferry Pier		
1	Hung Hom (North) Ferry Pier	Kowloon
2	Hung Hom (South) Ferry Pier	Kowloon
3	Tsim Sha Tsui Ferry Pier	Kowloon
4	Sam Ka Tsuen Ferry Pier	Kowloon
5	Central Pier 5	HK Island
6	Central Pier 6	HK Island
7	Central Pier 3	HK Island
8	Central Pier 4	HK Island
9	North Point (East) Ferry Pier	HK Island
10	North Point (West) Ferry Pier	HK Island
11	China Ferry Terminal Pier	Kowloon
12	Macau Ferry Terminal Inner Pier	HK Island
13	Macau Ferry Terminal Outer Pier	HK Island
Public Pier		
1	Kowloon Public Pier	Kowloon
2	Tsing Yi Public Pier	NT/Island
3	Kennedy Town Old Cattle Pier	HK Island
4	Kennedy Town Poultry Pier	Kowloon
5	Yau Kam Tau Pier	NT/Island
6	Tsuen Wan Ferry Pier (West Rail)	Kowloon
7	Tong Shui Road Pier	HK Island
Public Landing		
1	Hong Kong Convention & Exhibition Centre Landing	HK Island
2	Hung Hom Landing No. 8	Kowloon
3	Sai Wan Ho Landing	HK Island
4	Quarry Bay Park Landing No. 1	HK Island
5	Watson Road Landing	HK Island
6	Sam Ka Tsuen Landing No.3	Kowloon
7	Tai Wan Shan Landing	Kowloon
8	Tsuen Wan Public Landing (West Rail)	NT/Island
Government Pier/Landing		
1	Green Island Police Pier	NT/Island
2	Stonecutters Island PCWA	Kowloon
3	Dyer Avenue Pier	Kowloon
4	Central Pier No. 1	HK Island
5	Sai Wan Ho Marine Police Base (East) Pier	HK Island
6	Sai Wan Ho Marine Police Base (West) Pier	HK Island
7	Government Dockyard Jetty No. 2	Kowloon
8	Government Dockyard Jetty No. 2A	Kowloon
9	Government Dockyard Jetty No. 3A	Kowloon
10	Government Dockyard Jetty No. 3B	Kowloon
11	Government Dockyard Jetty No. 3C	Kowloon
12	Tsing Yi Fire Boat Landing	NT/Island

HK Island	17
Kowloon	18
NT/Island	5
TOTAL	40



Criteria Organisation Chart for Priority Ranking

Criteria used for Priority Ranking

Level 1 Criteria	Level 2 Criteria	Description
Function & serviceability	Demand for enhancement works	This criterion represents the expectancy and the level of demand for enhancement works items which are categorised as essential, important, significant and minor according to the opinion survey results and the existing condition of the structure.
	Frequency of use	This is determined by whether the structure is occasionally, regularly, frequently or heavily used daily and/or during holidays/weekends.
Aesthetics	Need to enhance aesthetic condition	This criterion represents the overall aesthetic condition of the structure itself. Structures with many visual defects are considered poor in aesthetic condition.
	Need to enhance visual compatibility with environment	This criterion represents the degree of visual compatibility of a structure with the visual environment in which the structure is located. Consistency with existing waterfront character is also considered. Structures having higher incompatibility with the visual environment or higher inconsistency with the existing waterfront character rank higher in this respect.
	Visual quality of environment	This criterion represents the visual quality of the visual environment in which the structure is located. Structures located in a visual environment with a higher quality rank higher in the respect.
Tourism, cultural and heritage value, and development plan		This criterion represents the significance of a structure and its immediate location with respect to tourism, cultural and heritage issues and future planning intentions.

Piers and Landings within the Harbour Limits with High Enhancement Priority

Name of Pier/Landing	Remarks
Tsim Sha Tsui Ferry Pier	The pier is located at prominent seafront in the Tsim Sha Tsui tourist area. The enhancement works should integrate with the proposed Tsim Sha Tsui Promenade Beautification Project and take into account any reconstruction project as the ferry pier is approaching its design life of 50 years.
Kowloon Public Pier	The pier is located at prominent seafront outside the Tsim Sha Tsui Cultural Centre. The enhancement works should integrate with the proposed Tsim Sha Tsui Promenade Beautification Project.
Hung Hom (North) Ferry Pier	The pier is located at the Hung Hom seafront. The enhancement works should integrate with the planned commercial use and hotel development along the seafront as well as the proposed enhancement works for the promenade linking Hung Hom to Tsim Sha Tsui East.
Hung Hom (South) Ferry Pier	Same as for Hung Hom (North) Ferry Pier.
Sam Ka Tsuen Ferry Pier	The pier is located at the waterfront in Lei Yue Mun, which is a prominent tourist area. The enhancement works should integrate with the improvement proposal for Lei Yue Mun.
Hong Kong Convention and Exhibition Centre Landing	The landing should be enhanced to integrate with the landscape around the Convention and Exhibition Centre which is a prominent tourist area.
Hung Hom Landing No. 8 adjacent to Hung Hom (North) Ferry Pier	Same as for Hung Hom (North) Ferry Pier.

