



優化灣仔、銅鑼灣及鄰近地區海濱的研究

HARBOUR-FRONT ENHANCEMENT REVIEW - WAN CHAI, CAUSEWAY BAY & ADJOINING AREAS

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ENVISIONING STAGE
PUBLIC ENGAGEMENT REPORT

MARCH 2006



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FOREWORD

The public engagement project titled “Harbour-front Enhancement Review – Wan Chai, Causeway Bay and Adjoining Area” (HER) was initiated by the Harbour-front Enhancement Committee (HEC) for the purpose of enhancing public participation in the Wan Chai Development Phase II (WDII) Review. Result of the HER project will provide inputs to the WDII Review.

The HER project, which comprises the Envisioning, Realization and Detailed Planning stages, is designed to engage the public before the preliminary planning concepts are produced so that members of the community can express at an early stage their visions and aspirations for the sustainable development of the harbour-front with a view to building a consensus. Views and ideas expressed by the public will form the basis for preparing the preliminary planning concepts. It is hoped that with enhanced public participation at an early stage, the subsequent planning concepts can better respond to public needs and aspirations.

The Envisioning Stage lasted six months from May to November 2005. Public engagement activities held at this Stage included five public forums, two community design charrettes, opinion surveys, an Expert Panel Forum on Sustainable Transport Planning and Central – Wan Chai Bypass (Expert Panel), and a Consolidation Forum. Outcome of these activities are described in this report. Generally speaking, there is consensus on the harbour-front enhancement ideas. Having considered the whole package of recommendations of the Expert Panel, the HEC Sub-committee on WDII Review supported the construction of a Central – Wan Chai Bypass (CWB). However, detailed design of surface transport infrastructure is subject to further study, specifically the impact on harbour-front land use and enjoyment, and reclamation.

Ideas and proposals received during the Envisioning Stage and a number of the recommendations of the Expert Panel have implications which extend beyond the WDII area, the scope of HER and the WDII Review. These proposals and recommendations are noted in the Appendix to this report, and require follow up at appropriate forums.

Having completed the Envisioning Stage, the HER project will progress to the Realization Stage during which Concept Plans including development proposals will be created for evaluation and consensus building using the Harbour Planning Principles and specific sustainability principles and indicators which we have developed during the Envisioning Stage. The Realization Stage will be confined to the ambit of the WDII Review, which extends from the Gloucester Road corridor to the harbour, and the eastern construction limit of the Central Reclamation Phase III project near Lung King Street to the eastern breakwater of the Causeway Bay Typhoon Shelter including some extension into North Point that is contingent upon the construction of the CWB. The harbour immediately in front of this area is also included in this review.

On behalf of the HEC Sub-committee on WDII Review, I would like to express my gratitude to all who participated in the Envisioning Stage of HER, without which the Envisioning Stage would not have been so successful. We hope there will be the same, if not more, public enthusiasm in the ensuing stages of the HER project. We look forward to joining hands with the public towards developing a world class harbour-front for the enjoyment of the residents of Hong Kong as well as the tourists.



Mr. Leung Kong-yui
Chairman, HEC Sub-committee on WDII Review
March 2006



CHAPTER 1 INTRODUCTION

1.1 PURPOSE of HER

1.1.1. The draft Wan Chai North Outline Zoning Plan (“OZP”) was gazetted on 19.4.2002 proposing reclamation of about 26 hectares for the construction of Central-Wanchai Bypass, relevant road network and land uses. On 9.1.2004, the Court of Final Appeal (“CFA”) handed down its judgment in respect of the judicial review on the Draft Wan Chai North OZP (S/H25/1). According to CFA judgment, the presumption against reclamation specified in the Protection of the Harbour Ordinance can only be rebutted by establishing an overriding public need for reclamation.

1.1.2. In the light of the CFA judgment on reclamation, the Government has undertaken to conduct a comprehensive planning and engineering review of the Wan Chai Development Phase II (“WDII Review”) to ensure full compliance with the requirements of the Protection of the Harbour Ordinance (“PHO”) and the CFA judgment.

1.1.3. The Harbour-front Enhancement Committee (“HEC”) was established in May 2004 to advise the Secretary for Housing, Planning and Lands on the planning, land uses and developments along the existing and new harbour-front of the Victoria Harbour. The HEC has set up a Sub-committee, namely the Sub-committee on WDII Review, to advise on the WDII Review.

1.1.4. The Government has accepted the recommendation by the Sub-committee on WDII Review that enhanced participation should be a key element of the Review. To achieve this, a public engagement exercise, namely the “Harbour-front Enhancement Review (“HER”) – Wan Chai, Causeway Bay and Adjoining Areas”, is being carried out under the steer of the Sub-committee on WDII Review. Results of the HER project will provide inputs to the WDII Review.

1.1.5. In order to achieve a better understanding of the opportunities for waterfront enhancement and to ensure a high degree of community support for the future draft OZP and the draft Recommended Outline Development Plan (“RODP”), a 3-stage Public Engagement Strategy has been formulated so as to enable a more structured approach to be adopted to the HER public engagement activities:

“Envisioning Stage”

- Public to provide their visions, wishes and concepts, as well as Sustainability Principles and Indicators forming as a basis for the development of the Concept Plans

“Realization Stage”

- Public to evaluate Concept Plans to arrive at consensus

“Detailed Planning Stage”

- Ensure draft OZP and draft RODP reflect consensus

1.2 ENVISIONING STAGE

1.2.1. The Envisioning Stage was formally launched on 22.5.2005. The envisioning exercise is to engage the public in identifying the key issues and establishing principles in terms of improving the waterfront. The concept of sustainable development is underpinning the whole HER project. A preliminary set of sustainability (“SD”) principles and indicators were prepared by the collaborators at the meeting held on 23.1.2005. The public was subsequently invited to comment on these preliminary principles in order to generate an agreed list of SD principles and indicators. These agreed SD principles and indicators will be used to evaluate the Concept Plans to be developed in the Realization Stage. A wide range of the public engagement activities was undertaken during the two-month public engagement period.

1.2.2. During the first phase of public engagement, the following topics were presented to the public to invite views on the scope of the WDII Review:

- Background leading to Review
- Study methodology and program
- Overall public engagement framework
- Major issues, constraints and opportunities along the subject harbour-front
- Visions/ Alternative Scenarios
- SD principles and indicators prepared by the collaborators

1.2.3. To facilitate public discussion, a Public Engagement Kit (“PEK”), in both English and Chinese, was prepared and widely distributed. In addition, background information, consultation materials and other relevant reports were uploaded onto the HEC’s website for public information. An independent website was also launched to provide a platform for the public to respond to an on-line survey and to submit views during the study process. To further publicize the HER, a leaflet summarizing the PEK was prepared and widely distributed for easy reference.

1.2.4. To promulgate the Envisioning Stage consultation, over 4,000 territorial and local organizations including various Associations of Incorporated Owners within the study districts were invited to participate in the engagement activities. Advertisements were posted on Chinese and English newspapers to reach the general public as much as possible.



1.3 COLLABORATORS

1.3.1. To ensure an open and inclusive engagement process, a number of organizations representing different sectors of the public, including the relevant District Councils, community, business, green groups as well as academic and professional institutions have been invited to act as collaborators. They include the following organizations:

- *District Councils*
 - Central and Western District Council
 - Wan Chai District Council
 - Eastern District Council
 - Southern District Council
 - Yau Tsim Mong District Council
- *Local/Community Group*
 - St. James Settlement
 - Caritas
 - Hong Kong People's Council on Sustainable Development
- *Business Groups*
 - Real Estate Developers Association
 - Hong Kong General Chamber of Commerce
 - The Federation of Hong Kong Industries
 - The Chinese Chamber of Commerce
- *Concerned Groups*
 - The Conservancy Association
 - Hong Kong Marine Conservation Society
- *Professional Groups*
 - Hong Kong Institute of Architects
 - Hong Kong Institute of Planners
 - Hong Kong Institute of Surveyors
 - Hong Kong Institute of Engineers
 - Hong Kong Institute of Landscape Architects
 - The Chartered Institute of Logistics and Transport
 - American Institute of Architects (Hong Kong Chapter)

- Associate of Engineers in Society
- *Academic Institutions*
 - Department of Architecture, The University of Hong Kong
 - Department of Architecture, The Chinese University of Hong Kong
 - Department of Civil Engineering, The University of Hong Kong
 - Department of Public and Social Administration, The City University of Hong Kong

1.3.2. The collaborators have kindly contributed to the Envisioning Stage in the following areas:

- (i) reviewing the constraints and opportunities of harbour-front development;
- (ii) establishing the preliminary set of sustainability principles and indicators;
- (iii) promoting the public participation activities through their network;
- (iv) ensuring a transparent and fair process;
- (v) acting as panel members or convenors in public forums/ community charrettes



1.3.3. Two collaborators' working group meetings were held on 23.1.2005 and 2.4.2005 respectively. The first meeting focused on the establishment of the preliminary set of SD principles and indicators, while the second one collected advice and comments on the PEK as well as public engagement activities.

1.4 PUBLIC ENGAGEMENT ACTIVITIES

1.4.1. A wide range of public engagement activities have been undertaken during the Envisioning Stage to elicit views and suggestions. To ensure wide public participation from various target groups including those more active concerned groups, stakeholders, local citizens within the WDII project area and citizens not immediately affected by the WDII study, various means of public engagement have been adopted as follows:

Public Forums

1.4.2. To allow face-to-face dialogue and to solicit views from more active concerned groups and stakeholders, forums had been organized in 5 locations on Hong Kong Island and Kowloon. The major objectives of the forums are to collect views and concerns of these groups on their aspirations and principles for waterfront enhancement at Wan Chai, Causeway Bay and adjoining areas, as well as their impact on infrastructure and transport provisions, in particular the possible construction of the Central-Wanchai Bypass. The public forums are also intended to contribute towards establishing a set of SD principles and indicators which will be adopted in evaluating Concept Plans during the Realization Stage of HER.

1.4.3. The 5 public forums were held on the following dates:

- 23.5.2005 (Wan Chai)
- 31.5.2005 (Eastern)
- 2.6.2005 (Central and Western)
- 7.6.2005 (Southern)
- 13.6.2005 (Yau Tsim Mong)



Community Charrettes

1.4.4. Two community charrettes were organized to collect views systematically from the active concerned groups and stakeholders. Unlike public forums which focused on concepts and principles, the community charrettes focused more on design concepts and preliminary concepts within the context of highway options. Very broadly based layout plans had been created by the public at these charrettes to reflect their views. The physical model of the harbour area and 3D models of the highway possibilities were also presented at these public events to ensure that the participants had a clear idea of the issue.



1.4.5. The two community charrettes were held on the following dates:

- 18.6.2005 (Wan Chai)
- 25.6.2005 (Yau Tsim Mong)

Opinion Surveys

1.4.6. To ensure a wider coverage of the public, especially for those who are not immediately affected by the study, different opinion surveys based on different target groups had been undertaken:

- Telephone survey covering all areas on Hong Kong Island, Kowloon and New Territories (randomly selecting respondents who may not be immediately affected by the study)
- Road-side survey around the WDII area (targeting residents, workers, tourists as well as passers-by who may be affected by the WDII study)
- Self-administered questionnaires collected from public forums, community charrettes, online, fax, email and letter (targeting those more proactive members of the public who may not be available for forums/ charrettes)

Written Submissions

1.4.7. To allow the public freely to express their views and suggestions on the WDII study, even though they do not participate in any forums/ charrettes, view collection forms had been designed to solicit public views, and they were attached in the PEK as well as uploaded onto the web-site. During the public forums and charrettes, participants were encouraged to make a written submission about their “One Biggest Wish” for the future harbour-front. Moreover, the public were encouraged to submit their comments, suggestions and proposals in their own format.



1.5 PURPOSE OF THE REPORT

1.5.1. The main purpose of this report is to summarize the public comments received at the Envisioning Stage public engagement exercise. Detailed records of various events, surveys and written submissions have been compiled in the separate Annex Volume.

1.5.2. As these various forms of activities were intended to address slightly different targets in order to allow a more detailed understanding of the public's views, separate chapters (2 to 5) are dedicated to report on the different activities. Chapters 6 and 7 depict discussions in Expert Panel Forum on Sustainable Transport Planning and Central – Wan Chai Bypass and Consolidation Forum respectively. Parallel discussions in the HEC Sub-committee, District Councils, Town Planning Board and Legislative Council are included in Chapter 8. Chapter 9 covers the Conclusions and the Recommendations to the Government for the preparation of Concept Plans and Chapter 10 briefly talks about the Next Steps.

CHAPTER 2 PUBLIC FORUMS

2.1 INTRODUCTION

2.1.1. The objectives of the five public forums were to brief the public on the study background and process and encourage the public to voice their concerns and suggestions over the study area.

2.1.2. Public forums began with briefings on the study background and objectives, existing challenges of the harbour-front including the need to address infrastructure and transport issues by the Government officials and the consultants. A floor discussion session was subsequently held to provide a dialogue among the general public, the Government officials and the consultants over the two focus topics, namely harbour-front enhancement and transport issues. Finally, the participants were asked to form groups to provide comments and advice on the preliminary set of SD principles, which were prepared by the Collaborators.

2.1.3. A profile showing the cross section of participants is presented in Section 2.2, followed by a summary of the major points raised in

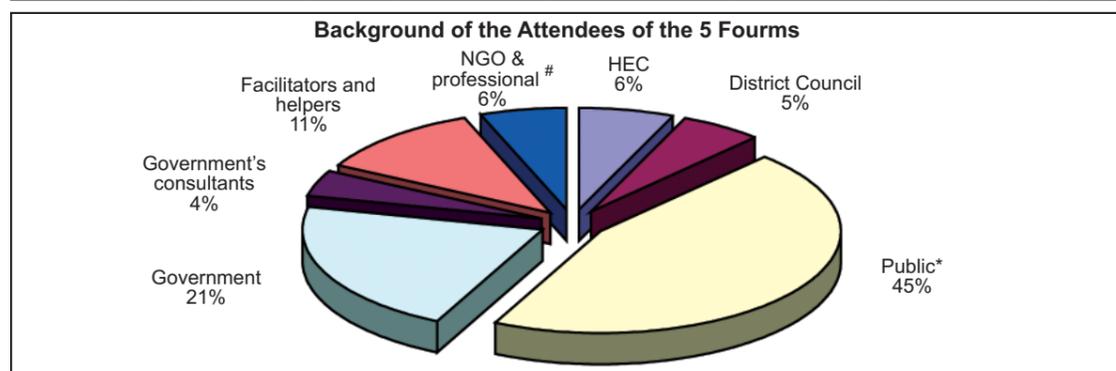
relation to the two focus topics in Section 2.3. The common elements of the sustainability principles and indicators emerging from group discussions are consolidated to a revised set of principles and indicators as shown in Section 2.4. Forum minutes and individual group reports on the discussion are in the Annex Volume.

2.2 CROSS SECTION OF PARTICIPANTS

2.2.1. Public forums were well attended by participants with different backgrounds, including the general public, representatives of Non-government Organizations (“NGO”) and professional groups, HEC members, District Council members, Government officials and Government’s consultants. A total of 421 attendees participated in the five public forums (Figure 2.1). The general public including citizens, teachers, students and representatives from consultant firms represented the largest group.

Figure 2.1 Background of the Attendees of the Five Public Forums

	HEC	District Council	Public*	Government	Government's consultants	Facilitators and helpers	NGO & professional #	Total
Forums	27	23	191	90	18	48	24	421



*Public includes citizens, teachers, students and other consultant firms.

NGO and professional groups includes the Association of Engineering Professionals in Society, Hong Kong Trade Development Council, Hong Kong Fishermen's Association, Green Student Council, Save Our Shorelines, Clear The Air, Hong Kong Institute of Architects, New Century, Society for the Prevention of Cruelty to Animals, The Institute of Civil Engineers Hong Kong Office Online, the Associations Of Incorporated Owners, St. James' Settlement, Hong Kong People's Council for Sustainable Development and Hong Kong Marine Conservation Society.

2.3 Main Points of Floor Discussions

Harbour-front Enhancement

Vibrancy

2.3.1. There is a general consensus that the vibrancy of the waterfront should be enhanced with the provision of leisure activities, like cycling, walking, fishing and alfresco dining, and cultural activities. Water sports should also be encouraged to enliven the harbour. Image of harbour-front was considered important.

Connectivity/ Accessibility

2.3.2. Most attendees commented that the connectivity and accessibility of the existing waterfront must be improved to bring more public to the waterfront. To achieve this, an east-west continuous waterfront should be ensured for public enjoyment but more particularly, north-south pedestrian accessibility to the waterfront through a well-designed pedestrian network system should be provided. The present separation of the waterfront from the hinterland should be rectified. Many attendees proposed the extension of Victoria Park towards the waterfront, possibly through a new landscape deck.

Land/ Marine Use Compatibility

2.3.3. Many attendees agreed that to ensure maximum land / marine use compatibility is an important design principle for the waterfront. There should be no large-scale or high-rise buildings along the waterfront, so as to protect the ridgeline. There should also be no residential or office uses along the waterfront, in order to maximize public enjoyment and minimize traffic generation. Moreover, the land requirement for the construction of distributor roads should be minimized to release more land for waterfront and leisure activities.

Cultural and Historical Heritage

2.3.4. The public in general shared the sentiment that the existing cultural and historical heritage along the waterfront, including the Noon-day Gun should be conserved. Reclamation should be minimized to preserve the Victoria Harbour, the natural asset of the society. Causeway Bay Typhoon Shelter is also considered as an important cultural asset. Revitalization of past activities in the Typhoon Shelter like seafood cuisine and sampan tour is recommended to reflect its historical value and to attract tourism.

Environmental Quality

2.3.5. There is a general concern on the environmental quality along the waterfront. Improvement on air and water quality, and noise aspect is highly recommended. To further enhance the surrounding environment, more greenery and landscaping with trees and grassland along the waterfront should be planned.

Immediate Waterfront Improvement

2.3.6. In addition to long-term waterfront enhancement proposals, many attendees were of the view that immediate improvement measures should be implemented, such as releasing available government land for public enjoyment, clearance of illegal uses and installing temporary planters and seating to facilitate public use and enjoyment.

Transport Case — Arguments for the construction of Central-Wan Chai Bypass (“CWB”)

2.3.7. Many attendees considered that traffic congestion along Connaught Road/ Gloucester Road every weekday has become unacceptable. Road traffic conditions in Central, Admiralty and



Wan Chai could be highly unreliable. Traffic congestion has substantially lengthened the travelling time between the east and the west.

2.3.8. An expert in transport planning advised that urban developments including new towns, port and airport have in the past 2 decades been shifting to the west. These activities require the strengthening of the connection between the east and the west. The Bypass has to be built to satisfy the demand that was initiated a long time ago as well as the demand associated with the continuous economic growth.

2.3.9. Some attendees point out that the Bypass, which forms part of the strategic road network in Hong Kong is basically a missing link to solve traffic congestion.

2.3.10. According to another expert in transport economics, ERP in Hong Kong may have to charge around HK\$40 for a time saving of 40 minutes to become effective, which would likely be unacceptable to the community. Moreover, building a Bypass is a pre-requisite for the implementation of ERP. From economic and transport planning point of view, pricing and road investment should be implemented to solve the congestion problem in the long term.

2.3.11. Many attendees considered that if the Bypass has to be built, reclamation is acceptable but must be minimized.



2.3.12. Most attendees did not favour an elevated road option for the Bypass, as a flyover would bring visual impact to the waterfront. Tunnel or depressed roads are to be preferred.

2.3.13. Some considered that the Bypass would probably decrease traffic congestion and hence improve air quality. Existing traffic congestion is posing serious air pollution problems in the Wan Chai area.

Government's Response

2.3.14. The Central-Wan Chai Bypass is to complete the missing strategic road link and will effectively tackle the traffic congestion problem along the Connaught Road/ Gloucester Road Corridor. The Government is committed to comply with Protection of Harbour Ordinance and Court

of Final Appeal judgment and keep reclamation to the minimum. Any reclaimed land will be put to public use and no land will be reclaimed for the purpose of land sales.

Traffic Case – Arguments against the construction of Central-Wan Chai Bypass (“CWB”)

Electronic Road Pricing (“ERP”)

2.3.15. Some attendees had the strong view that ERP alone can solve traffic congestion problem. They pointed out that ERP is very successful in UK (congestion charge in London) as about 24% reduction of traffic flows could be made within 2 years. People will react to road pricing, just as people left their cars at home when the toll rose in the Eastern Cross-Harbour Tunnel in May 2005. With ERP, there would be surplus road capacity even without building the Bypass and about 24% of the traffic would disappear.

Demand Management

2.3.16. Some attendees commented that demand management is more important in solving the

traffic problems. Toll pricing of the three harbour-crossings can be regulated to redirect traffic effectively and the traffic congestion on Gloucester Road may be relieved.

2.3.17. Some considered that the traffic demand projected by the Government remains questionable as population growth in Hong Kong has slowed down. The demand assumption should be reviewed and the Bypass may not be required.

2.3.18. Others have the view that sustainable land use planning could reduce traffic demand. By minimizing intensive and large-scale development projects along the waterfront, traffic demand will decrease. Additional service roads, namely P2, which would further take up the waterfront site from public enjoyment may not be required.

Mass Transit Railway (MTR)

2.3.19. Some attendees believe that MTR, which has high transit capacity, can contribute towards relieving road congestion. By providing the West Island Line and South Island Line, more passengers would be diverted from road traffic to railway transport system.



2.4 Consolidated set of Sustainability Principles

Government's Response

2.3.20. The Government does not believe that ERP alone can resolve the traffic problem. ERP can at best be complementary to the CWB. The Bypass is the alternative route for those who do not wish to travel into the ERP area.

2.3.21. Even if the tunnel tolls are harmonized, there is still a need to have a Bypass to channel east-west direction traffic to both Eastern and Western Harbour-crossings. The existing saturated Gloucester Road can hardly play this role. Traffic demand is not only generated from population growth, but also from job opportunities and overall economic growth. It is mainly the latter 2 components, which drive the traffic demand of Hong Kong. Moreover, intensive developments, like the International Financial Center have already been completed in the waterfront. It is impossible to demolish them and reshape the waterfront. In addition, high fuel tax, First Registration Tax and driving licence fees are all in place to limit private car ownership. It is not considered that traffic management alone is sufficient to solve the current traffic problem.

2.3.22. When modelling the traffic forecast, the MTR West Island Line and the Western Harbour-crossing have already been taken into account, but the traffic forecast still shows serious traffic congestion in 2011. MTR cannot accommodate goods movements and the demand of some for point-to-point delivery in Hong Kong. Finally, even if the South Island Line is built, only about 20,000 people would be diverted away from buses. As bus occupation rate is as low as 5% on Gloucester Road, the reduction of 150-160 bus journeys is not sufficient to alleviate the congestion of Gloucester Road.

Sustainability Principles and Indicators as Guidelines and Evaluation Tool

2.4.1. Sustainable development stresses the importance of a holistic approach to planning and development. A holistic approach has two facets: the need to take into account social, economic and environmental considerations comprehensively and the need to involve all concerned individuals, organizations and stakeholders into the planning process.

2.4.2. The HER intends to adopt principles of sustainability to ensure holistic and comprehensive planning for the study area. The compilation of a set of sustainability principles and indicators is one of the important steps to such a goal.

2.4.3. On 23.1.2005, nine sustainability ("SD") principles were suggested by the study collaborators. For each principle, some qualitative and quantitative sustainability indicators in the social, economic and environmental arenas were also proposed. The study team took forward the initial set of principles and indicators to the public forums so as to enable the public to further discuss their suitability and significance. Participants at the public forums were encouraged to add to or to amend the initial principles/indicators and they could also restructure the whole set better to reflect their vision and the needs of the study area.

2.4.4. After these events, the views of the public were consolidated into seven sustainability principles. The preliminary set of sustainability indicators were also re-organized to accord with the consolidated set of principles taking into account comments from the attendees. The seven sustainability principles are very similar to five of the eight Harbour Planning Principles except

that they may be more specific to the concerns of the Wan Chai and Causeway Bay harbour-front. The remaining three Harbour Planning Principles are more concerned about the planning process and have been repeatedly mentioned during the Envisioning Stage by the public. They are therefore adopted as the fundamental sustainability principles. The consolidated set of principles is shown in Table 2.1 for reference. It is recommended that the list of consolidated sustainability principles and the associated indicators should be used for two purposes:

- 1) To present as a **set of publicly-initiated sustainable development guidelines** for the planning and development of the study area; and
- 2) To be used to develop a **set of evaluation criteria** for measuring how well the concept plan(s) meets/ matches the visions of the public

2.4.5. The consolidated sustainability principles represent the stakeholders' aspirations along the Wanchai, Causeway Bay and adjoining areas' harbour-front while the sustainability indicators help to further define the meanings of the principles. The indicators aim to quantify the principles into specific concerns to be addressed. However, not all indicators are quantitative. It is particularly difficult to quantify socio-cultural related indicators. Therefore, we would suggest that the set of sustainability indicators consists of two types: some of the indicators are measurable and can be evaluated (e.g. provision of activity nodes along the links, provision for different modes of access) while some are for indicative purpose to better deliberate the sustainability principles at the concept plan-making level (e.g. creative use of 3-dimensional space and provision of a secure and safe environment).

2.4.6. The sustainability principles and indicators contribute significantly to making the HER a sustainable process and to building consensus with a common yardstick.



Table 2.1 Consolidated Sets of Sustainability Principles and Indicators

FUNDAMENTAL SUSTAINABILITY PRINCIPLES

1. Integrated Planning for a World-class Harbour
2. Sustainable Development for the Harbour
3. Early and Ongoing Stakeholder Engagement

CONSOLIDATED SUSTAINABILITY PRINCIPLES AND INDICATORS FOR HER (DERIVED FROM PUBLIC FORUMS)

Access and Linkages			Uses and Activities		Comfort and Image	
1. Create a Vibrant and Attractive Waterfront that is Continuous and Accessible for All	2. Ensure Pedestrian Connectivity between the Hinterland and the Waterfront	3. Improve Traffic Conditions	4. Ensure Land and Marine Use Compatibility	5. Enhance Identity by Conserving Natural and Cultural Heritage	6. Enhance Environmental Quality along the Waterfront	7. Enhance Visual Amenity, Landscape and Quality of Space
Social Indicators						
<ul style="list-style-type: none"> • Accessible for all ages, social groups and disability conditions • Access for all at no charge • Diversity in activities for different times and age groups 	<ul style="list-style-type: none"> • Provision of activity nodes along the links • Ease of access by pedestrians including the disabled 	<ul style="list-style-type: none"> • Shorter travelling time within and between districts • Provision for different modes of access 	<ul style="list-style-type: none"> • Provision of facilities to enhance community's enjoyment of the harbour 	<ul style="list-style-type: none"> • Provision of activities which conserve and sustain the existing cultural heritage at the waterfront • Provision of local activities to enhance social attachment to the harbour 	<ul style="list-style-type: none"> • Increase diversity in activities and public enjoyment through improved environmental quality 	<ul style="list-style-type: none"> • Open space suitable for all ages, social groups, and disability conditions • Provision of a secure and safe environment
Economic Indicators						
<ul style="list-style-type: none"> • Provision of business opportunities (for both day and night time) • Facilitate wide range of economic activity 	<ul style="list-style-type: none"> • Provision of business opportunities along the link • Extension of the economic activities from the hinterland including the old inner districts to the promenade 	<ul style="list-style-type: none"> • Reduction in cost due to shorter travelling time • Lower construction cost and operation cost 	<ul style="list-style-type: none"> • Promotion and revitalization of local business 	<ul style="list-style-type: none"> • Provision of the economic activities with cultural value 	<ul style="list-style-type: none"> • Cost of energy consumption • Cost effectiveness in enhancing environmental quality 	<ul style="list-style-type: none"> • Provision of opportunities for small business with compatible character

CONSOLIDATED SUSTAINABILITY PRINCIPLES AND INDICATORS FOR HER (DERIVED FROM PUBLIC FORUMS) (Continued)

Access and Linkages			Uses and Activities		Comfort and Image	
1. Create a Vibrant and Attractive Waterfront that is Continuous and Accessible for All	2. Ensure Pedestrian Connectivity between the Hinterland and the Waterfront	3. Improve Traffic Conditions	4. Ensure Land and Marine Use Compatibility	5. Enhance Identity by Conserving Natural and Cultural Heritage	6. Enhance Environmental Quality along the Waterfront	7. Enhance Visual Amenity, Landscape and Quality of Space
Environmental Indicators						
<ul style="list-style-type: none"> • Safe and convenient access for all • Sensitive building height profile to preserve ridgeline • Visual access to waterfront • Provision of open space and community facilities • Create activity nodes/landmarks – identity icon • Provision of infrastructure that will facilitate both water and land activities • Support commercial marine traffic requirements • Minimize land for infrastructure and utilities • Extent of a continuous promenade • Provision of landscaped area with trees 	<ul style="list-style-type: none"> • Provision of landscaped network to enhance pedestrian experience • Visual connectivity between existing and new areas and the harbour • Linkage to public transport facilities • Linkage to old inner districts 	<ul style="list-style-type: none"> • Provision of parking facilities for car/bus/bicycles/coach at the fringe of the new development area • Provision of environmental friendly transport within the promenade area • Access for loading/unloading • Minimize vehicular traffic on surface road • Minimize visual impacts • Minimize environmental impacts • Provision of slip roads at Wanchai/ Causeway Bay • Risks involved with long tunnels 	<ul style="list-style-type: none"> • Provision of linkages and physical connections between land use and marine use • Creative use of 3-dimensional space • Visual connectivity between the existing and new areas and the harbour • Minimize risk of future reclamation by not allowing large scale developments with significant traffic impact • Remove incompatible land uses and marine uses • Flexible use of space along the waterfront 	<ul style="list-style-type: none"> • Visual connectivity between the existing and new areas and the harbour • Sensitive building height profile to preserve ridgeline • Design elements that enhance harbour image • Minimize reclamation • Minimize risk of future reclamation by not allowing large scale developments with significant traffic impact • Compatible land-use with the natural environment • Enhance water quality • Enhance marine ecology • Improve wave conditions • Preserve natural coastline 	<ul style="list-style-type: none"> • Extent of reuse of building materials • Extent of sustainable use of natural resources • Better utilization of existing infrastructure • Facilitate air circulation • Improve air quality • Improve odour condition • Improve noise condition • Improve water quality • Improve marine ecology • Improve wave conditions • Enhance openness • Enhance greenery 	<ul style="list-style-type: none"> • Flexible and sustainable use of space • Provision of facilities to cater for a diversity of user groups • Enhance openness • Provision of landscaped areas with trees • Segregation of pedestrian and vehicular traffic • Sensitive building height profile along the waterfront • Creative use of 3-dimensional space

CHAPTER 3 COMMUNITY CHARRETTES

3.1 INTRODUCTION

3.1.1. The objectives of the two community charrettes were to encourage the participants to prepare broad concept plans to reflect their proposed design themes, solution to transport-related issues and land use components.

3.1.2. At the beginning of the community charrettes, there was a briefing on the views collected in public forums, preliminary results of road-side and telephone surveys, as well as more technical information on transport-related issues. Participants were encouraged to ask questions, if in doubt. Finally, the participants were asked to form groups to propose a main theme, transport solutions, design principles and land use components along the waterfront and to translate the concepts into broad concept plans. Six groups were formed in each charrette. As there was one group producing 2 concept plans, a total of 13 concept plans have been prepared in the two charrettes.

3.1.3. A profile showing the cross section of participants is presented in Section 3.2. The common elements of major themes and design elements are summarized in Section 3.3, while the transport-related proposals and the corresponding land use components are presented in 3 summary plans. Some groups could not agree on the potential solution to the traffic issue. However, the common harbour-front enhancement components are also incorporated into the summary plans.

3.1.4. The notes of floor discussions and individual group reports during community charrettes have been compiled in the Annex Volume.



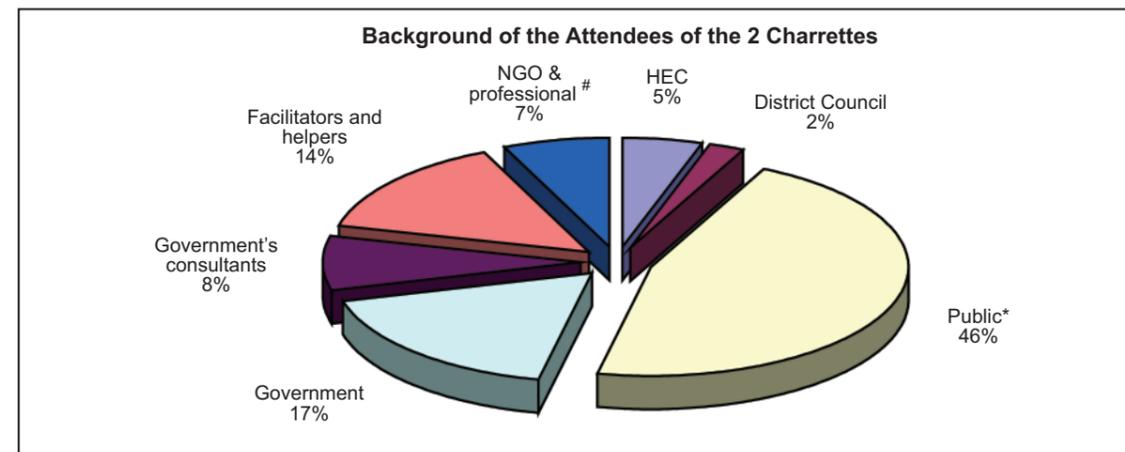
3.2 CROSS SECTION OF PARTICIPANTS

3.2.1. Similar to the public forums, community charrettes were well attended by participants with different backgrounds, namely the general public, Non-government Organizations (“NGO”) and professional groups, HEC members, District Council members, Government officials and Government’s consultants. There were a total of

223 participants in the two community charrettes (Figure 3.1). The general public, including citizens, teachers, students and consultant firms made up the biggest share of participation.

Figure 3.1 Background of the Attendees of the Two Community Charrettes

	HEC	District Council	Public*	Government	Government's consultants	Facilitators and helpers	NGO & professional #	Total
Charrettes	11	5	103	39	18	32	15	223



* Public includes citizens, teachers, students and other consultant firms.

NGO and professional groups includes the Association of Engineering Professionals in Society, Hong Kong Trade Development Council, Hong Kong Fishermen's Association, Society for Protection of the Harbour Ltd, Clear The Air, The Chartered Institute of Logistics and Transport in Hong Kong, Hong Kong Institute of Planners, Hong Kong Institute of Engineers.

3.3 MAJOR PROPOSED THEMES AND URBAN DESIGN PRINCIPLES

Major Themes

3.3.1. Nearly all groups suggested the creation of a vibrant and continuous waterfront with sufficient greenery for public enjoyment and tourism promotion. Multi-purpose and diversified functions and activities, with respect to culture, water sports and leisure should be provided along the waterfront. Waterfront enhancement should also target the improvement of environmental quality. The current cultural heritage and natural resources, including Causeway Bay Typhoon Shelter, should be conserved and enhanced. A unique identity for the waterfront would be desirable.

3.3.2. Many groups proposed that the current incompatible uses, such as Government storage areas and pump houses should be removed. In order to further beautify the waterfront, some propose that space below the existing Island Eastern Corridor should be revitalized to accommodate some special design features and leisure activities.

3.3.3. Most groups agreed that if there is no alternative and there is an overwhelming case for the construction of the CWB to solve the traffic congestion problem, they prefer a tunnel form, ideally a submerged tube, as it allows more flexible use of the waterfront and causes least adverse visual impacts. Among the 13 concept plans, a total of 10 plans adopt the tunnel option (5 for deep tunnel; 4 for shallow tunnel; 1 for deep and shallow tunnel); 1 for semi-at grade road; 2

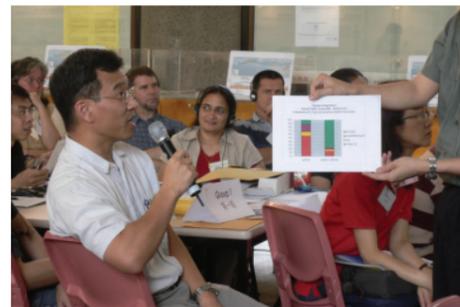
without consensus on the form of CWB. Based on the above three proposed trunk road concepts, the major common land use components associated with the deep tunnel, shallow tunnel and semi-at-grade road are presented in Section 3.3.

Urban Design Principles

3.3.4. Many groups considered that the waterfront enhancement should embrace the sustainable development concept. To create a vibrant waterfront, focal nodes with points of interest should be added along the waterfront, which should be widened adequately for cultural and leisure activities. More greenery elements should be included in the waterfront to enhance its visual quality. No large-scale building projects, which would block the ridgeline should be allowed. Landmarks should be planned to enhance a sense of identity along the waterfront.

3.3.5. Many pointed out that the pedestrian linkage from the hinterland activity nodes to the waterfront should be strengthened to bring more people to the waterfront. Some therefore recommended extending Victoria Park to the waterfront through the provision of a landscaped deck. To further enhance the environmental quality of the waterfront, many supported the creation of a traffic free environment along the waterfront and the separation of traffic from pedestrians.

3.3.6. Many groups realized that if building the trunk road proves to be the most practicable solution in the traffic problem, some reclamation may be necessary. However, all agreed that minimum reclamation should be an over-riding principle in the design of transport infrastructure facility.



3.4 BROAD CONCEPT PLANS PREPARED BY THE PARTICIPANTS

3.4.1. No matter there was any group consensus on the transport infrastructure issue or not, and irrespective of the form of the CWB to be adopted, there are apparently many common land use concepts for the harbourfront to enhance its vibrancy and attractiveness. These are mainly reflected in the proposed activity nodes and their disposition.

Cultural Node

3.4.2. Taking advantage of the proximity to the HKCEC, Hong Kong Arts Centre, and Hong Kong Academy for Performing Arts, any available land around HKCEC should be planned for additional cultural, leisure and supporting activities, such as performing arts venues, floating stage, open air informal performing spaces, museums, flea market, fun fair, exhibition area as well as underground shopping center and car park. Some groups proposed to locate a helipad at the north-eastern pier area of HKCEC to promote tourism.

Sports/Water Activity/Entertainment Node

3.4.3. Two main sports/water activity/entertainment nodes were proposed in Kellet Basin (ex-Public Cargo Working Area) and Causeway Bay Typhoon Shelter. The first node offered space for water sports such as sailing and yachting activities. The land area around the basin would be best for promenade with outdoor cafés, alfresco dining outlets.

3.4.4. The second node at Causeway Bay would have larger spaces for rafting, dragon boat rowing and water taxi/junk boat operations. The breakwater could be utilized for fishing and as a promenade if the top could be flattened to achieve a greater width. Depending on the form of CWB adopted, there would be different land

availability. For the shallow tunnel concept, there would be some reclamation within the typhoon shelter which would allow a wider and continuous promenade along the existing waterfront. In the deep tunnel concept, the typhoon shelter would likely be retained in its existing state, including its narrow promenade along Victoria Park Road. In this case some groups proposed to provide links between the breakwaters to increase promenade provisions.

3.4.5. Nearly all the groups proposed to promote at the typhoon shelter seafood on sampans, fishermen's wharf, Dai Pai Dong, Lan Kwai Fong on water, sight-seeing boat trips, etc.

Heritage Node

3.4.6. Many groups also proposed a heritage node at the typhoon shelter and adjoining areas as there were the typhoon shelter itself, the Royal Hong Kong Yacht Club, the floating Tin Hau Temple, and the Noon Day Gun. It was also suggested that a fishermen's museum be built to commemorate the history of Hong Kong as a fishing community. A-King boatyard was considered a suitable site for such a museum.

Green Leisure Zone

3.4.7. Most of the participants would like to see more green space for leisure activities. Simple lawns and areas with trees were most welcome. Two such zones were identified, one to the west of Kellet Basin and the other one beneath the Island Eastern Corridor. The latter one is only possible in the deep tunnel concept for the CWB. Activities like fishing, fun fair, walking dogs, skating were envisaged in this zone in addition to passive recreation. It would enhance the living quality of the residents who had been under the environmental impacts of the IEC. However, even in the shallow tunnel concept in which no reclamation was envisaged beneath the IEC, the participants would still like to see boardwalk/floating bridge, arts and design features, namely landscaped dolphins beneath the corridor to liven up the space.



Pedestrian Linkages

3.4.8. All groups urged for strengthening of pedestrian linkages between the waterfront and the hinterland, through Tonnochy Road, Marsh Road, Watson Road, etc. Existing footbridges should be upgraded and more footbridges should be provided. Many groups would like to see an extension of Victoria Park to the waterfront by a new landscape deck. A few groups suggested to build an underground car park and shopping mall beneath Victoria Park.

3.4.9. In the land use concept plans with a semi-at-grade CWB, landscape promenade above the road was proposed which allowed the public to get close to the harbour. If it was not possible to achieve a continuous deck, landscape decks at suitable locations would also be considered acceptable. Some kiosks would be welcome on the deck.

3.4.10. Figures 3.2, 3.3 and 3.4 summarize the common land use concepts in the context of different forms of the CWB, viz, shallow tunnel, deep tunnel and semi-at-grade road.

Figure 3.2 Activity Nodes with CWB in Shallow Tunnel

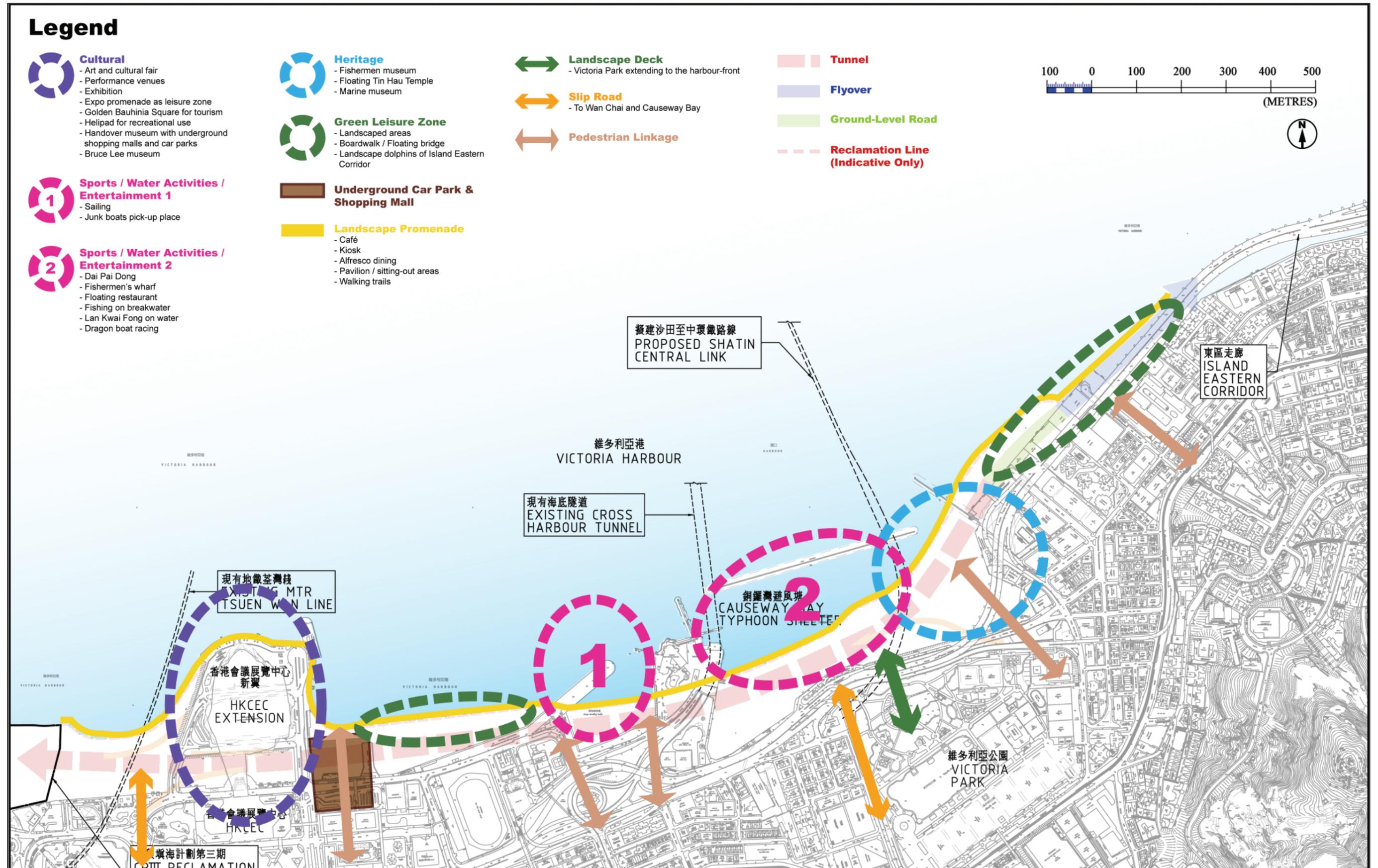


Figure 3.3 Activity Nodes with CWB in Deep Tunnel

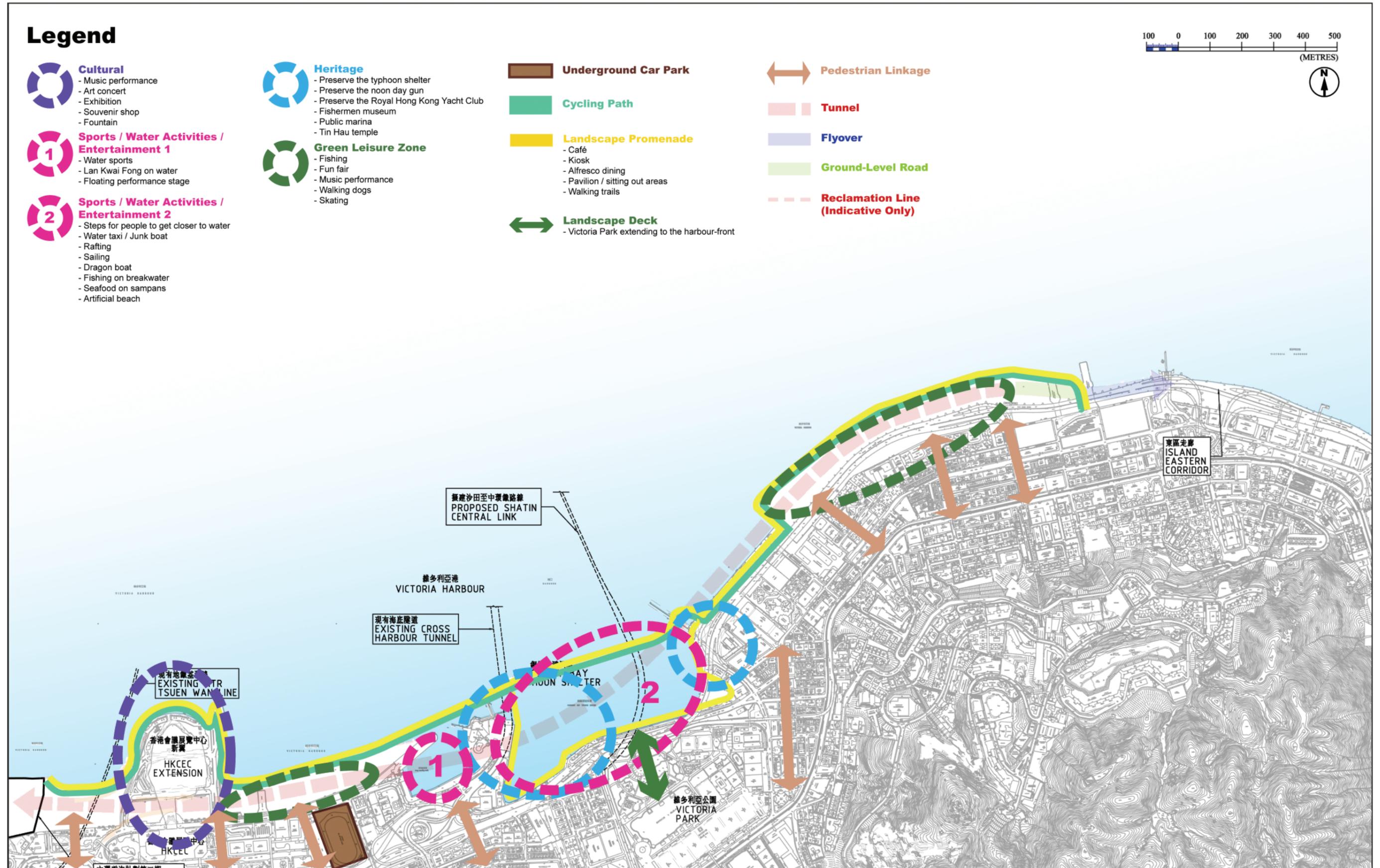
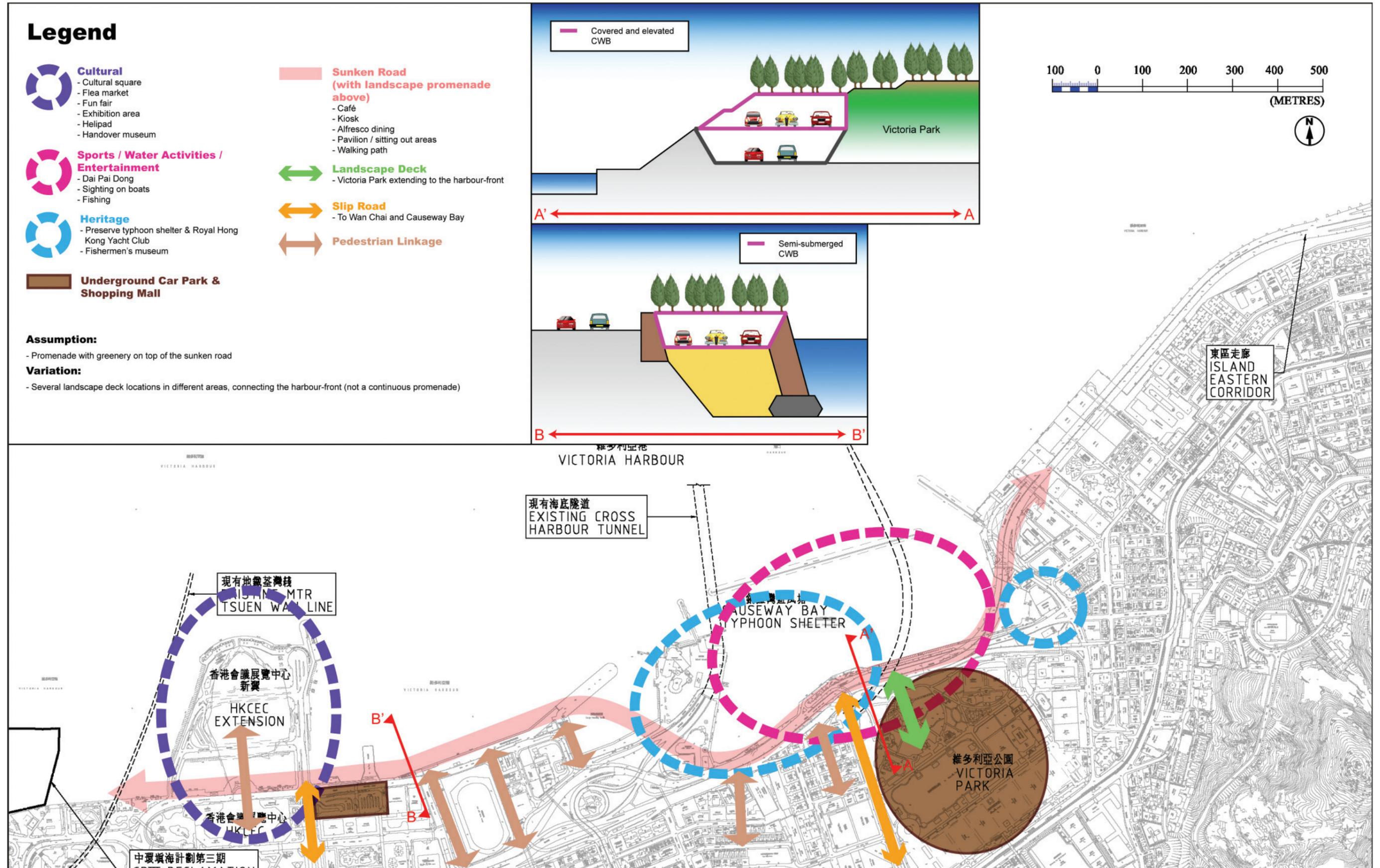


Figure 3.4 Activity Nodes with CWB in Semi-at-grade Road



CHAPTER 4 OPINION SURVEYS

4.1 INTRODUCTION

4.1.1. Opinion surveys had been designed to solicit views from the public who might not be immediately affected by the WDII Study. To collect views from different target groups to ensure a wider coverage of the public, three sets of survey questionnaires had been designed as follows:

Telephone Survey

4.1.2. To ensure a wide coverage of respondents over the territory, a concise questionnaire for telephone survey was drawn up to deal with critical concerns. The telephone survey was conducted from 30 May to 13 June 2005 and were targeted at respondents aged 15 and above, who were selected randomly.

4.1.3. A total of 921 successful interviews with at least 300 from each broad district of Hong Kong Island (311 nos.), Kowloon (307 nos.) and the New Territories (303 nos.) were carried out.

Road-side Survey

4.1.4. In order to collect the views of the local people who may be more directly affected by the WDII project area, a road-side survey was conducted so as to have a better understanding of the aspirations of the local people. A set of questionnaires was designed, modified and agreed after a pilot survey. The interviews were also targeted at people aged 15 and above and include both pedestrians and drivers.

4.1.5. A total of 161 interviews were completed during 21 May to 28 May 2005, on both weekdays and weekends, at different locations in Central, Wan Chai and Causeway Bay areas.

Self-administered Survey

4.1.6. In order to further facilitate public engagement, another set of questionnaire was prepared and attached at the PEK and distributed during forums and charrettes. Moreover, the questionnaire was uploaded to online to gather views from the wider general public.

4.1.7. These questionnaires are largely the same as that used in road-side survey, except that they are self-administered and are also open to younger children of under 15. Besides, since this form of survey is self-administered, there is no information to confirm if one person has actually submitted several questionnaires. Nevertheless, such form of engagement is useful in raising public awareness and discussion.

4.1.8. A total of 306 completed questionnaires were collected during the Stage 1 public engagement period. Of these, 231 were received on-line and 75 questionnaires were collected through mail, fax, email or at various public engagement events.

4.1.9. An overall analysis of the abovementioned surveys, based on key discussion topics is presented in the following section. A comparison of the results of the three types of surveys has been undertaken, highlighting their major similarities and differences. Detailed analysis of each survey type with figures is provided in the Annex Volume.

4.2 OVERALL ANALYSIS

1) Knowledge on "Protection of the Harbour Ordinance" and "Judgment of Court of Final Appeal"

4.2.1. Although the issue of reclamation in Victoria Harbour has become a public agenda, it is noted that only about 35% of the general public in the territory consider themselves being aware of the "Protection of the Harbour Ordinance" and "Judgment of Court of Final Appeal". This percentage increases to 50% in the Wan Chai, Causeway Bay and Adjoining Areas, and further increases to 79% when the survey was completed on-line or self-administered.

4.2.2. This shows that people who live in areas away from the Harbour are less concerned about the issue on reclamation, while those who proactively completed the questionnaires were rather concerned and have more knowledge on the issue.

4.2.3. Nevertheless, it should be noted that a significant percentage of people are unable to point out the major feature/principle of the Ordinance or have some misconception on the Ordinance. Therefore, it is considered that more education of the general public on this aspect is required.

2) Attractions and Problems of Wan Chai, Causeway Bay and Adjoining Areas

4.2.4. People who were interviewed at around Wan Chai are more attracted by its proximity of "convenient shopping and cheap commodities", "easy accessibility by transport", "variety of eating places and entertainment". On the contrary, the self-administered questionnaire findings reveal that more respondents are attracted by the "mixture of old and new culture", "old character streetscape" as well as "many eating places", "easy accessibility by transport" and "variety of

entertainment". Overall, there is consensus that traffic congestion, air pollution and noise pollution are the three most significant issues of the area.

3) Wishes for the New Harbour-front and its Future Roles

4.2.5. As revealed from both the road-side survey and self-administered survey, "beautiful landscaping and high visual quality" and "improvement in traffic congestion" are the two top wishes for the new harbour-front.

4.2.6. It is interesting to note that findings from telephone survey covering the whole of Hong Kong, Kowloon and New Territories show that 31% prefer to maintain the status quo, although the next two top wishes are the same as the other counterparts, i.e. on beautiful and high visual quality and removal of traffic congestion. This may be due to the fact that the respondents in the telephone survey are less concerned about the local situation and have little initiative to improve them.

4.2.7. The wishes expressed are also consistent with the intended future roles of the area in various surveys where Visual Role with provision of high quality and landscaped harbour-front environment and Traffic Role with improvement in traffic condition and connectivity are the most preferred future roles of the study area.

4) Principles for Planning for Harbour-front Development

4.2.8. Among the 10 principles, "ensure vibrant and attractive waterfront", "maximize opportunities for public enjoyment", "enhance visual amenity, landscape and quality of space", and "improve traffic condition and pedestrian connectivity" are the most popular across the surveys.

4.2.9. Nevertheless, it is noted that the results of the self-administered questionnaire establishes that “ensure community participation in the planning process” is the second most important principle and this is in line with the proactive nature of completing the self-administered questionnaires done on-line or sent back by respondents.

4.2.10. The telephone survey, on the other hand, shows that “enhance visual amenity, landscape and quality of space”, “minimize energy consumption” and “preserve natural and cultural heritage and identity” are very important and this may be attributed to the more “remote” attachment or less opportunity to enjoy the area.

5) *Traffic Congestion between Sheung Wan/Central and Causeway Bay Including Connaught Road Central/Harcourt Road/Gloucester Road Corridor is a Problem which Needs to be Tackled*

4.2.11. Both the telephone and road-side survey reveal that about 75% and 81% of the respective respondents consider that traffic congestion is an issue which needs to be tackled. However, a smaller percentage of 67% consider it a problem which needs to be tackled in the case of the self-administered questionnaires.

4.2.12. Overall, about 5-7% of respondents do not think this to be an issue, whilst 3.2% (telephone survey), 5% (road-side survey) and 21% (self-administered survey) of respondents recognize it is an issue but do not think it has to be tackled at the present time.

6) *Measures to Tackle the Congestion Problem*

4.2.13. “Trunk road and other traffic management measures” are considered by most respondents across the surveys as preferred measures to tackle the problem. “Traffic management measures only” ranks second and “trunk road only” ranks third.

7) *Form of Trunk Road*

4.2.14. With regard to the form of the trunk road, it is interesting to note that majority of respondents (about 46%) from road-side and self-administered survey prefer tunnel whereas respondents of telephone survey have higher preference for flyover probably because they can enjoy the beautiful scenery of the harbour as they drive or travel along the flyover.

4.2.15. Among those who have chosen tunnel, most of them support entrance/exit at Wan Chai and Causeway Bay.

4.2.16. It is noted that there are people who would rather tolerate traffic congestion than to build a trunk road which involves reclamation. This ranges from 9% of the road-side respondents and 28% of the self-administered respondents who show such preference.

8) *Reclamation for a Continuous Promenade*

4.2.17. Although there is a general wish for a continuous promenade from Sheung Wan/Central to Causeway Bay, the majority of the respondents do not favour reclamation in order to provide a continuous promenade.

9) *Profile of the Respondents*

4.2.18. It is noted that the age group of the respondents in all three surveys are relatively similar. More respondents of road-side survey tend to receive higher education in Wan Chai, Causeway Bay and adjoining areas than those in the telephone survey with 50% and 28% respectively with tertiary education level. However, respondents of self-administered survey have the highest percentage (85%) of tertiary education.

CHAPTER 5 WRITTEN SUBMISSIONS

5.1 INTRODUCTION

5.1.1. In each forum and charrette, participants were given a sheet of paper for them to write down their one biggest wish for the Wan Chai and Causeway Bay harbour-front area. A total of 123 returns were obtained. Other forms of written submissions were received through fax/ email/ post and in questionnaires. There are four submissions with more detailed proposals with plans and illustrations, made by Mr. Sam Lam, the Royal Hong Kong Yacht Club (RHKYC), Swire Group (Swire), and the Hong Kong Regional Heliport Working Group (RHWG).

5.1.2. Many of the biggest wishes and written comments/ proposals share similar views expressed in the forums and charrettes. Therefore, only the major additional comments under similar headings as in Chapter 2 are reported here for easy reference. Details of the submissions are compiled in the Annex Volume.

5.2 HARBOUR-FRONT ENHANCEMENT

Vibrancy

5.2.1. People stress on diversity of usage (cultural exchange, heritage and history, entertainment, food & beverage, relaxation, pet lovers, enjoyment of natural beauty, community integration, etc.).

5.2.2. RHKYC proposes a lot of water sports and tourism activities including:

- sailing training centers, moorings for historical ships with tourism value, aquatic displays and entertainment at the Kellet Basin (ex-Public Cargo Handling Area)
- re-organize moorings within typhoon shelter to make way for a dragon boat race course along the waterfront
- public landing areas for leisure crafts along the breakwater
- moorings for large visiting yachts along the new seawall to the east of HKCEC
- multiple use facilities for performance and public gathering
- on shore service facilities for boating activities
- water taxi/ferry pontoons

5.2.3. Swire proposes an informal waterfront along the study area as compared with a formal waterfront along Central waterfront with extension of Victoria Park to the waterfront, urban beach, amphitheatre along the typhoon shelter, and water sports and restaurants/dining quay at and multi-purpose pier at Kellet Basin.

5.2.4. Mr. Sam Lam's 'Harbour Dream' shares many similar land use elements as suggested at the public charrettes and written submissions, some more unique features are highlighted below:

- illuminated fountains along the shore of Lung King Road and Convention Avenue
- depress Lung Wui Road, Fenwick Pier Street and Convention Avenue for providing more pedestrian areas above
- underground bus and coach terminal Expo Drive East with a performances venue on top
- heliport on offshore island to the West of HKCEC
- cultural square at existing bus terminus site north of Great Eagle Centre
- car park underneath Victoria Park

5.2.5. RHWG proposes a domestic and cross boundary heliport at the north-western tip of the HKCEC to serve both business and tourism sectors. The proposal also includes upgrading the existing ferry terminal building for exhibition, restaurant, and helicopter service uses, as well as revamping the existing Star Ferry Pier for museum use.

Connectivity/Accessibility

5.2.6. Many would like to see a sky train/ tram/ people mover along the promenade. Public access through the Yacht Club or above the cross harbour tunnel portal, and boardwalks beneath IEC are proposed to achieve a continuous promenade. Water transport is also stressed. Both Swire and RHKYC champion a landscape deck from Victoria Park to the waterfront over roads to improve accessibility.

Land/Marine Use Compatibility

5.2.7. Quite a few people support removal of incompatible uses along the waterfront such as the sewerage plant, waste collection point, cargo handling areas, etc., and the provision of more facilities for water sports and water transport. Width of promenade could vary with a general width of 25m proposed. Some opine that only very limited advertisements should be permitted along waterfront.

Cultural/Historical Heritage

5.2.8. Some urge the provision of exhibition areas for the history of harbour reclamation, return of sovereignty to China, helicopter and seaplane transport and Star Ferry operation in Hong Kong. Others propose to conserve the remaining natural coastline at Kellet Island.

Environmental Quality

5.2.9. RHWG recognizing the public's concern on noise pollution from the heliport operations emphasizes its great distance from residential uses and proposes noise barriers along the waterfront.

5.2.10. Some propose to rehabilitate the harbour for ecological diversity including the creation of an urban beach to generate attractions for the public, as well as tourists.

5.3 TRANSPORT CASE

5.3.1. There are many similar proposals for improving general traffic conditions and pedestrian connectivity as raised in the forums/charrettes, stressing on the need for exhausting all other alternatives before building new road infrastructure. Some comments support the building of CWB in tunnel form and implementing ERP together.

5.3.2. Swire has made specific proposals for the strategic road network. The main features are the realignment of existing Victoria Park Road underneath the Victoria Park, allowing the alignment of the CWB to be closer to the existing shoreline. Swire submits that this will minimize reclamation and allow more water surface above the CWB within the typhoon shelter area. The existing elevated section of IEC to the west of A-King Boatyard site is proposed to be submerged to achieve an open view of the proposed urban beach.

5.3.3. RHKYC proposes yet another set of road alignments. Victoria Park Road will be kept in the existing location but the elevated section joining the IEC will be lowered into a tunnel to the west of A-King Boatyard site (similar to the Swire's proposal). As for the Causeway Bay, the sections within the Kellet Basin and the typhoon shelter are proposed to be submerged with water above. In this case, no slip road connections with Causeway Bay are proposed.

6.1 INTRODUCTION

6.1.1. In the public forums and design charrettes, while there were many common views on ways to enhance the harbour-front, the public expressed diverse views on the transport issues. The Subcommittee decided that an in-depth discussion on the transport issues was necessary before embarking on the next stage of the HER project. In this respect, an “Expert Panel Forum on Sustainable Transport Planning and Central – Wan Chai Bypass” (“Expert Panel Forum”) which aimed at reviewing and making recommendations on the sustainable transport planning for the northern shore of the Hong Kong Island, including the necessity of CWB was held on 3 September 2005.

6.1.2. The Expert Panel consisted of local and overseas experts were nominated by the Task Force on HER, Chartered Institute of Logistics and Transport in Hong Kong, Hong Kong Institute of Engineers, Hong Kong Institute of Planners, Department of Civil and Structural Engineering of the Hong Kong Polytechnic University, Department of Civil Engineering of the Hong Kong University of Science and Technology, and Department of Civil Engineering of the University of Hong Kong. The Panel Experts worked on a voluntary basis and they were:

- Professor William H.K. Lam (Chairman), Chair Professor in Civil and Transportation Engineering of the Department of Civil and Structural Engineering, The Hong Kong Polytechnic University
- Prof Michael Bell, Chair Professor in Transport Operations of the Department of Civil and Environmental Engineering, Imperial College London
- Dr Timothy D Hau, Associate Professor of the School of Economics and Finance, The University of Hong Kong

- Dr Hung Wing-tat, Associate Professor of the Department of Civil and Structural Engineering, The Hong Kong Polytechnic University
- Ir Wilfred Lau, Director of Ove Arup & Partners Hong Kong Ltd
- Prof Lo Hong-kam, Associate Professor of the Department of Civil Engineering, The Hong Kong University of Science and Technology
- Ms Y. Y. Pong, Vice President of Hong Kong Institute of Planners
- Dr James Wang, Associate Professor of the Department of Geography, The University of Hong Kong
- Dr S. C. Wong, Associate Professor of the Department of Civil Engineering, The University of Hong Kong

6.1.3. To encourage interflow of views and ideas, the Expert Panel Forum was open to the public and opportunities were provided for stakeholders and interested parties to make written submissions to the Forum. Nineteen submissions were received from different organizations and members of the public prior to the Forum. Transport Department also made a detailed submission. Views and arguments expressed on the transport issues were similar to those received in the public forums and charrettes.

6.1.4. The Expert Panel Forum began with explanations of Government’s transport case by the Government officials, followed by presentation of a summary of public submissions, and initial responses from the Government officials. A floor discussion session was subsequently held to provide a dialogue between the general public and the Panel.

6.1.5. An Expert Panel report had been prepared making recommendations on sustainable transport planning for the northern shore of the Hong Kong Island, taking account of the views from the Government as well as the public.

6.1.6. The Report of the Expert Panel on Sustainable Transport Planning and Central – Wan Chai Bypass has been uploaded onto the HEC website for detailed reference.

Website Link:
http://www.harbourfront.org.hk/eng/content_page/doc/report_of_the_expert_panel.pdf.



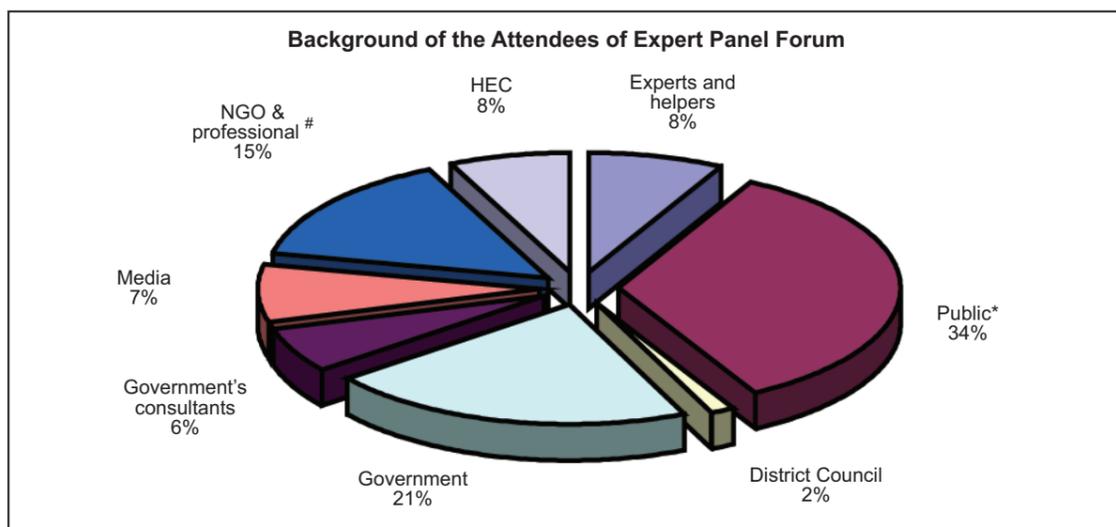
6.2 CROSS SECTION OF PARTICIPANTS

6.2.1. The Expert Panel Forum was well attended by 129 participants with different backgrounds, including the Panel Experts and helpers, the general public, representatives of Non-government

Organizations (“NGO”) and professional groups, HEC members, District Council members, Government officials, Government’s consultants, working team and media.

Figure 6.1 Background of the Attendees of the Expert Panel Forum

HEC	Public*	District Council	Government	Government's consultants	Experts and helpers	NGO & professional #	Media	Total
10	44	2	27	8	10	19	9	129



*Public includes citizens, teachers, students and other consultant and commercial firms.

NGO and professional groups includes St James' Settlement, Hong Kong Democratic Foundation, Hong Kong People's Council for Sustainable Development, Society for Protection of the Harbour Ltd., Hong Kong Regional Helipad Working Group, The Chartered Institute of Water and Environmental Management Hong Kong, Hong Kong Trade Development Council, Society for the Prevention of Cruelty to Animals, Clear The Air, Civic Exchange, Save Our Shorelines, Airport Authority, Hong Kong, Hong Kong Marine Conservation Society, Citizen Envisioning @ Harbour, and Hong Kong Institute of Architects

6.3 KEY QUESTIONS TO BE ANSWERED

6.3.1. In the Expert Panel Forum, six key questions were discussed and the responses from the Expert Panel are summarized as follows:

- (1) *Is doing nothing sustainable?* “No”. Based on the analysis of the government, the Panel agreed that the existing road network would not be able to cope with travel demand a decade from now even assuming no growth in vehicle number and no further land development in the Central and Wan Chai area.
- (2) *Is the provision of the Central - Wan Chai Bypass alone sustainable?* “No”. Since the Bypass has a finite capacity, growth of travel demand over a decade would overrun its capacity.
- (3) *Can implementing road pricing per se solve the problem at hand?* “No”. No measure alone can serve as a panacea and it may not be socially acceptable.
- (4) *Is CWB and accessibility to the waterfront mutually exclusive?* “No”. Harbour-front enhancement to facilitate access to the waterfront and the enjoyment thereof by the public should be made a priority in the development of the Bypass.

- (5) *Is stopping development an acceptable and sustainable solution to road congestion?* “No”. Sustainability calls for a proper balancing of economic, social and environmental considerations. This balance could not be achieved by halting development.
- (6) *Are the Bypass and electronic road pricing mutually exclusive?* “No”. Long-term sustainability warrants the implementation of both electronic road pricing and the construction of the CWB.



6.4 RECOMMENDATIONS

6.4.1. The Expert Panel in their report provided the short-, medium- and long-term recommendations for the sustainable transport planning of the Central and Wan Chai area.

6.4.2. Short-Term Measures

(1) Transportation Management Measures

Measures include loading/unloading restrictions, junction improvement, public transport route rationalization, etc..

(2) Tunnel Toll Adjustment

The Panel recommends that the Government should revamp the tolling arrangements of the three tunnels traversing the Victoria Harbour as a mitigating measure prior to the opening of the CWB.

(3) Managing Development Programme

The Panel recommends that the Government should address the need to regulate land-use developments throughout the Corridor area in order not to aggravate the congestion problem in the Corridor before the Bypass opens.

(4) Pedestrian Access to the Waterfront

Facilities for improvement of pedestrian access to the waterfront should also be provided in the interim.

6.4.3. Medium-Term Measures

(1) Enhancing the Multi-modal Transport Network

Since the existing transport infrastructure facilities could not meet current and future vehicular demand by 2016, the Panel members support

the construction of the CWB to improve the reliability of the road network and to make use of the opportunities for enhancing multi-modal public transportation in the Corridor. They also support the provision of slip roads at the Hong Kong Convention and Exhibition Centre area and at the Victoria Park Road/ Gloucester Road/ Hing Fat Street passageway to magnify the benefits of the CWB.

(2) Environmental and Social Concerns

The Panel recommends that the Government should properly address the visual and environmental impacts and social concerns arising from the construction of the CWB.

(3) Road P2

The Panel recognizes the need for Road P2 as an important *ad interim* measure in addressing traffic congestion in the Central reclamation area before the Bypass comes about. The Panel suggests that the Government also review the scale of P2 to match the gradual land development programme. While it may be necessary to reserve sufficient land for the full-scale development of Road P2 over the longer term, the Government should explore introducing pro tempore traffic calming measures on Road P2 and greening the reserve area in the meantime.

(4) Road Pricing

The Panel recognizes the importance of road pricing as a sustainable transport measure. The Panel also recommends that the Government should undertake a detailed assessment of the viability of alternative pricing schemes (electronic or otherwise), their relative effectiveness and social acceptability.

(5) The Complementariness of Road Pricing and the Bypass

The Panel recognizes that road pricing is a complementary measure to the construction of the CWB. The Panel also recognizes a window of opportunity exists to introduce ERP at the opening of the CWB. Integrating ERP with road capacity enhancement thereby constitutes a package of measures that is more likely to be publicly acceptable and truly sustainable over the long term.

6.4.4. Long-Term Measures

(1) Holistic Approach towards Transport/Land Use Planning

The Panel recognizes that the Government has been taking an interactive approach towards land use and transport planning, and further recommends that the Government should further fortify this integration, placing due emphasis on the limitation of excessive transport infrastructural development in heavily congested areas.

(2) An Area-wide Pedestrian Network to the Harbour-front

An area-wide pedestrian network linking the waterfront with the hinterland as well as to all means of transport modes should be developed, thereby connecting motorized and non-motorized transportation in a holistic way.

(3) Incident Management Capability

The Panel recommends that the Government should strengthen the management of traffic incidents along the Corridor to augment the reliability of the expanded road network.



(4) The Maintenance of Reserve Capacities

The Panel recommends that the Government review reserve capacities in the transport infrastructure to better the safety margin. It should be taken as a signal for stemming land use development.

(5) Sustainable Transportation

The Panel recommends that the Government should review and adopt best practices in sustainable transportation for Hong Kong. The Government should also develop integrated policies, strategies and packages for sustainable transportation in Hong Kong for both motorized and non-motorized transportation.

CHAPTER 7 CONSOLIDATION FORUM

7.1 INTRODUCTION

7.1.1. Before the government proceeds with the preparation of the Concept Plans for the development and enhancement of the harbour-front of Wan Chai, Causeway Bay and the adjoining areas, it was considered useful if the public could also be involved in the process of screening and consolidating the comments, ideas and proposals received during the Envisioning Stage. A consolidation forum was therefore suggested.

7.1.2. The objectives of the consolidation forum are as follows -

- (a) To report to the public the major findings of the Envisioning Stage.
- (b) To explain to the public the technical problems and other considerations of

those proposals which may not be suitable for being carried forward in the Concept Plans.

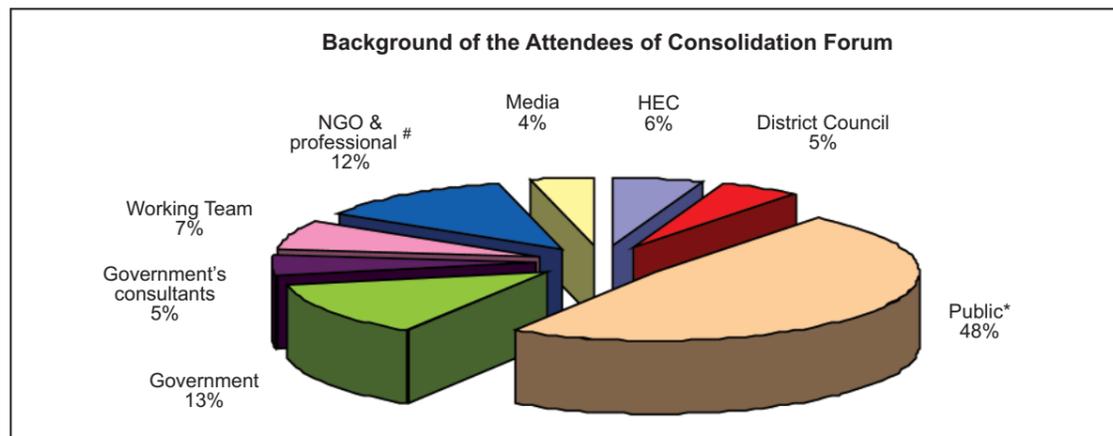
- (c) To outline the framework for the Concept Plans to be prepared for further public engagement at the Realization Stage.
- (d) To gauge the views of the public on the format of the Realization Stage.

7.2 CROSS SECTION OF PARTICIPANTS

7.2.1. It was held on 12 November 2005 and 132 people participated

Figure 7.1 Background of the Attendees of the Consolidation Forum

HEC	District Council	Public*	Government	Government's consultants	Working Team	NGO & professional #	Media	Total
8	7	63	17	7	9	16	5	132



* Public includes citizens and representatives from other consultant and commercial firms.

NGO includes Clean the Air, HK Regional Heliport Working Group, Servicemens' Guides Association, The Association of Engineering Professionals in Society, Council for Sustainable Development, The Chinese Chamber of Commerce, Causeway Bay Typhoon Shelter Mutual-Aid Committee and The Chartered Institution of Water & Environmental Management Hong Kong.

7.3 KEY DISCUSSIONS

7.3.1. Maunsell Consultants Asia Ltd. (MCAL), government's engineering consultants for the WDII Review, after preliminary studies of the proposals submitted by the public, proposed not to take forward some of the proposals in the future concept plan generation that were considered contradictory to the Harbour Planning Principles and Sustainability Principles discussed in Chapter 2:

- Deep tunnel to North Point – significant reclamation and high costs.
- Ground-level road concept – significant reclamation but little land available for enhancing harbour-front.
- Flyover concept (along the existing coastline) – visually intrusive and adverse impact on water recreation at Kellet Basin.
- Flyover concept (along the breakwater) – visually intrusive and adverse impact on usage of typhoon shelter.
- CWB to be provided on existing land - conflict with the existing Wan Chai Electric Substation, Wan Chai Sewerage Plant, basement and structures of buildings along Gloucester Road, i.e. Hong Kong Convention and Exhibition Centre, Great Eagle Centre, Sun Hung Kei Centre, the proposed North Island Line and the proposed Shatin-Central Link, structure of the highway system around the entrance of the existing Cross Harbour Tunnel.
- Berthing facilities along Wan Chai waterfront for visiting vessels – even floating piers may be defined as reclamation, and may be subject to strong winds and waves without new breakwater.
- Openable footbridge link to the breakwater – feasibility of enhancing the existing breakwater for public use has to be established before an openable footbridge can be justified.

- Urban beach at Causeway Bay Typhoon Shelter – the public's aspiration to get in touch with water is appreciated, but water quality is not suitable for regular primary- contact water-based activities even after HATS Stage 2 and odour problem may persist due to poor circulation.

7.3.2. MCAL further recommended a framework for the Concept Plans to be prepared:

- Adopt basically a shallow tunnel form for CWB with variations for different Concept Plans.
- Enhance the new waterfront along Wan Chai after the construction of the CWB with activity nodes as suggested by the public.
- Develop the previous Cargo Handling area into a lively harbour-front area.
- Extend Victoria Park to the waterfront.
- Retain the existing Causeway Bay Typhoon Shelter.
- Improve the water quality at Causeway Bay Typhoon Shelter by suitable but minimal reclamation.
- Adjust the width of the CWB to accommodate the required lanes, road buffer area and structure wall, etc. The design should fulfill the road safety requirements within the tunnel.
- The CWB alignment should avoid the existing Cross Harbour Tunnel alignment and sufficient visual distance should be provided at road bends.
- Add a westbound Victoria Park Road as the slip road to the CWB to relieve traffic from the Causeway Bay area.
- Adjust the curvature and height of the existing Causeway Bay and Gloucester Road footbridges.
- Connect the CWB to Island Eastern Corridor.



7.3.3. Participants expressed their views as follows:

Waterfront Enhancement

- Some participants urged the government to implement interim enhancement measures.
- Some people opined that the openable bridge linking the breakwater should be carried forward and better use of the breakwater should be explored.
- Even if swimming is not allowed, the urban beach concept should not be dropped. It could be a landmark in the city centre.
- Some people objected to heliport at the waterfront and would only tolerate emergency services for environmental reasons.
- A representative of Hong Kong Regional Heliport Working Group championed their latest proposal which involves no reclamation and a new building providing noise mitigation as well as area for public enjoyment.
- Some show support to the restructuring of the IEC for waterfront enhancement near Victoria Park.

Transport Solutions

- While most people agreed to a tunnel option, a few expressed that the flyover option should not be dropped yet as a good architectural design may bring about visual amenity and flyover is much cheaper in construction and maintenance costs.
- Many expressed their support to the Transport Expert Panel's recommendations to have integrated land use/transport planning and

to implement the CWB together with traffic management measures including ERP.

- Many were worried that the slip road at Causeway Bay would bring more congestion to the district. MCAL and the government officials confirmed that the slip road indeed exits from Causeway Bay diverting traffic away from the district.
- Some discussion was made on the design of a tunnel and whether an S-curve in a tunnel was desirable or not. MCAL and the government officials confirmed that safety was one of the most important design criteria for a tunnel and S-curve was not desirable from road safety point of view.

7.3.4. After presenting the recommendations for the way forward, the floor commented that it would not be easy for the public to evaluate the Concept Plans with the complicated matrix of indicators. The consultant team would take note of the presentation format and would devise methods to facilitate evaluation by the public in the Realization Stage.

7.3.5. MCAL's presentation materials were uploaded onto HEC's website right after the Consolidation Forum for public comments for two weeks. Seven written submissions were received and details are in the Annex Volume. The following are the major views expressed:

- (1) there should be a holistic and integrated planning framework
- (2) the concept plans should aim at creating long-term public value rather than going for short-term, least cost options

- (3) the harbour is a natural heritage and should be cleaned up rather than filled up to remove pollution
- (4) Government should reduce incompatible waterfront uses at the same time
- (5) extend Victoria Park to the waterfront
- (6) support retaining the following ideas in Concept Plan
 - pedestrian connection to breakwater (increase utility value of breakwater by introducing fishing docks, etc.)
 - artificial beach (not necessarily for swimming)
 - floating pontoons (could be temporary facilities)
 - dragon boat race course within typhoon shelter
- (7) suggest the following for the CWB:
 - should be in tunnel form with minimum reclamation
 - minimize slip roads to Causeway Bay and Wan Chai



CHAPTER 8 PARALLEL DISCUSSIONS

8.1 INTRODUCTION

8.1.1. Apart from collecting suggestions and opinions from the stakeholders and the public in forums, charrettes and written submissions, a number of discussions with District Councils, HEC Sub-committee, Town Planning Board and

Legislative Council were held in parallel. They include the following discussions (Table 6.1) and the main points are summarized in the subsequent sections:-

Table 8.1 Parallel Discussions during the Envisioning Stage

Meeting Date	Discussions
	District Councils ("DC")
18 January 2005	- Wan Chai District
14 April 2005	- Eastern District
21 April 2005	- Southern District
19 May 2005	- Central and Western District
8 April 2005	Town Planning Board
	Legislative Council Panel on Planning, Lands and Works
26 April 2005	Item V: Wan Chai Development Phase II Review – Harbour-front Enhancement Review – Wan Chai and Adjoining Areas: A Public Engagement Exercise
28 June 2005	Item IV: Wan Chai Development Phase II Review and South East Kowloon Development (refer to section concerning HER project only)
	Harbour-front Enhancement Committee ("HEC") Sub-committee on Wan Chai Development Phase II Review
21 July 2005	Discussion on Proposed Extension of the Atrium Link at Hong Kong Convention and Exhibition Centre ("HKCEC") (presentation by Hong Kong Trade Development Council ("TDC"))
9 August 2005	Discussion on the Proposed Development of a Government Helipad at the Hong Kong Convention and Exhibition Centre (presentation by Economic Development and Labour Bureau, Security Bureau, Civil Aviation Department and Government Flying Service) Discussion on the Proposed Regional Hong Kong Heliport (presentation by Hong Kong Regional Heliport Working Group)

8.2 DISTRICT COUNCILS

8.2.1. Consultations with the four concerned District Councils, namely Wan Chai District, Eastern District, Southern District and Central and Western District on the public engagement exercise of the HER project were held between January and May 2005. The DC members were all in support of the public engagement process. They also made suggestions on further refinement of the draft public engagement kit and the improvement of the engagement process. These suggestions have been taken into account in finalizing the public engagement kit and the conduction of forums and charrettes. Details of the meeting minutes have been uploaded onto the respective websites of District Councils.

Website Links:

- <http://www.districtcouncils.gov.hk/wc/english/welcome.htm>
- <http://www.districtcouncils.gov.hk/east/english/welcome.htm>
- <http://www.districtcouncils.gov.hk/south/english/welcome.htm>
- <http://www.districtcouncils.gov.hk/central/english/welcome.htm>

8.3 TOWN PLANNING BOARD

8.3.1. Details of the public engagement process of the Envisioning Stage of the HER project were presented to Town Planning Board at its meeting on 8 April 2005. The Town Planning Board members show support to the public engagement process. Regarding the draft public consultation digest, the Board members provided their suggestions, which were taken into account in finalizing the public engagement kit.

8.4 LEGISLATIVE COUNCIL--PANEL ON PLANNING, LANDS AND WORKS

8.4.1. Two discussions with members of Legislative Council -- Panel on Planning, Lands and Works concerning the subject HER project were held on 26 April 2005 and 28 June 2005 respectively. The first meeting focused on commenting on the draft public engagement report and the engagement process during the Envisioning Stage, while the second one focused on the progress and concerns of the HER project.

8.4.2. During the first meeting, the LegCo members gave their support to the public engagement process of the Envisioning Stage. Suggestions on further refinement of the draft public engagement report were raised and were taken into account in the preparation of the final report.

8.4.3. In the second meeting, after briefing members on the initial public views collected during the public engagement exercise of the Engagement Stage, the LegCo members expressed diversified views over various topics as shown below:

- Consolidation and analysis of public views involving questionnaires
- Role of public views in making the final planning decision
- Concerns on reclamation related to the construction of CWB
- Considerations of alternatives other than road construction to relieve traffic congestion
- Conduction of another forum inviting experts and academics to debate on the possible transport solutions
- Progress of HER

8.5 HEC--SUB-COMMITTEE ON WAN CHAI DEVELOPMENT PHASE II REVIEW

8.4.4. All these concerns will be taken into account in the generation and evaluation of Concept Plans in the next Realization Stage. Details of the minutes of the above two meetings have been uploaded onto the website of Legislative Council.

Website Links:

<http://www.legco.gov.hk/yr04-05/english/panels/plw/minutes/pl050426.pdf>

<http://www.legco.gov.hk/yr04-05/english/panels/plw/minutes/pl050628.pdf>

Proposed Extension of the Atrium Link at HKCEC

8.5.1. A briefing on the proposed Atrium Link extension of HKCEC by TDC was presented to HEC members at its special meeting of Sub-committee of Wan Chai Development Phase II Review on 21 July 2005. In brief, the HEC Sub-committee members did not object to the project, but had a few concerns highlighted in the meeting as follows:

- In view of concerns over the traffic, visual and environmental impacts associated with the project, the conduction of a sustainability impact assessment should be considered.
- The project did not propose any enhancement to the harbour-front.
- Whether TDC could defer their application so that their proposal could be considered comprehensively with the Concept Plans to be prepared for Wan Chai North.
- TDC should confirm whether the effective "decking over" of the harbour by the HKCEC expansion proposal would comply with the Protection of Harbour Ordinance.

8.5.2. The above views were submitted to the Town Planning Board as comments on the HKCEC proposal and would be included in the concept plans to be generated at the Realization Stage. Details of the meeting minutes have been uploaded to the HEC website.

Website Link:

http://www.harbourfront.org.hk/eng/content_page/doc/subcom_3_agenda_7_m.pdf

Proposed development of a Government helipad at the HKCEC and Proposed Regional Hong Kong Heliport

8.5.3. Two briefings were presented to HEC members at its 7th meeting of Sub-committee of Wan Chai Development Phase II Review on 9 August 2005. The first one involved the proposed Government helipad at the HKCEC by Economic Development and Labour Bureau, Security Bureau, Civil Aviation Department and Government Flying Service, while the second one involved the proposed Regional Hong Kong Heliport by Hong Kong Regional Heliport Working Group. The meeting concluded that a helipad, irrespective of whether it would be for government use only or shared use, should be included in the Concept Plans to be produced at the Realization Stage of HER. The meeting also confirmed their agreement to the principle that the helipad should not induce any form of reclamation, irrespective of whether it is in the form of conventional or unconventional reclamation. An HEC member proposed that the option of turning the existing temporary helipad at Kellet Bay into a permanent facility should be explored. Details of the meeting minutes have been uploaded onto the HEC website.

8.5.4. At the 9th HEC Sub-Committee meeting on 12 December 2005, the members agreed that the option of keeping the helipad at Kellet Bay should be dropped as it would adversely affect the public's aspirations to turn Kellet Bay into a water sports and entertainment area.

8.5.5. Details of the meeting minutes are available at HEC website.

Website Link:

http://www.harbourfront.org.hk/eng/content_page/subcom_3_meetings.html?s=1

8.6 PRESENTATION AFTER CONSOLIDATION FORUM

8.6.1. Subsequent to the Consolidation Forum, the consultants on behalf of the Wharf (Holdings) Limited made a presentation of the proposed youth hostel and arts centre cum hotel development at the ex-A-King slipway site at the 9th HEC Sub-Committee meeting on 12 December 2005. Details are available in the meeting minutes.

9.1 CONCLUSIONS

9.1.1. In the various public engagement activities in the Envisioning Stage, there is obvious consensus among the public on the need for enhancement of the harbour-front in the following aspects. Indeed, the public urges the Government to take immediate actions wherever possible to enhance the quality and the usage of the existing harbour-front.

- (a) Increase vibrancy through provision of facilities for diverse use on land and on the water.
- (b) Enhance connectivity between the harbour-front and the hinterland, and continuity of the harbour-front.
- (c) Ensure land and marine use compatibility in terms of function and design.
- (d) Enhance identity of Hong Kong by conserving natural and cultural heritage.
- (e) Harbour is the greatest natural heritage and minimize harbour reclamation is the key.
- (f) Enhance visual amenity, landscape and quality of space with emphasis on greening and flexible use of space and less building structures.
- (g) Enhance environmental quality with particular attention on the existing water quality in the typhoon shelter and the form of CWB in that more support goes to tunnel form.
- (h) Devise an acceptable and sustainable solution for the present traffic and infrastructure issues.

9.1.2. There are many specific suggestions for achieving the above enhancement objectives and a consolidated set of sustainability principles and indicators has been developed through the participation of the public.

9.1.3. There is also majority support for the need to improve the traffic conditions along the Connaught Road/ Gloucester Road Corridor for a comprehensive harbour-front enhancement. The Government has put up a strong case for building the CWB as a fundamental solution with traffic management schemes as complementary measures. There are divided views among the public on the absolute need for the CWB. However, the results of the opinion surveys show a clear majority in favour of constructing the CWB together with traffic management measures. On this issue, HEC and the Government organized a Transport Expert Forum on 3 September 2005 to have an impartial and in-depth deliberation, from which a conclusion based on the majority view of the expert panel has been drawn. The Expert Panel was provided with detailed traffic data and models. No detailed road design information identifying the impact on harbour-front land use and harbour-front enjoyment of the various options was available at this stage.

9.1.4. The expert panel concludes that doing nothing is not sustainable, and the provision of the CWB alone or implementing road pricing alone is not sustainable either. The panel observes that long term sustainability warrants the implementation of both electronic road pricing and the construction of the CWB. To facilitate access to the waterfront and the enjoyment thereof by the public should be made a priority in the development of the CWB. The panel has put forward short-term, medium-term and long-term measures to achieve a sustainable transport strategy. Of particular reference to the current concept planning for the WDII Review, the panel's recommendations include:

- (a) Take a holistic approach towards transport/ land use planning and fortify the

simultaneous integration of land use and transport planning, placing due emphasis on the limitation of excessive transport infrastructural development in heavily congested areas.

- (b) Support the construction of CWB as an essential link in the strategic road network.
- (c) Support the construction of slip roads around the HKCEC and Victoria Park Road/Gloucester Road/Hing Fat Street.
- (d) Recognize the need for Road P2 as an important *ad interim* measure in addressing traffic congestion in the Central reclamation area before CWB comes about. Suggest Government to review the scale of P2 to match the gradual land development programme. While it may be necessary to reserve sufficient land for the full-scale development of Road P2 over the longer term, the Government should explore introducing pro-tempora tempore traffic calming measures on Road P2 and greening reserve area in the meantime.
- (e) Improve pedestrian connections to the harbour-front in the interim and long terms. Enhance the Victoria harbour-front and properly address the visual and environmental impacts and social concerns arising from the construction of the multi-billion dollar Bypass, in addition to improving pedestrian access.
- (f) Seize the opportunities to rationalize multi-modal public transport routes and improve connectivity with rail.

9.1.5. The public mostly provided their views and proposals for the waterfront areas between the HKCEC and the IEC. But there were also views expressed for the waterfront areas west of the HKCEC including the CRIII areas. They included

the importance of sustainable land use/ transport planning in that a review on the intensity of planned land uses on CRIII and Tamar was called for; a formal waterfront at CRIII as compared with an informal waterfront at WDII; and depressing existing waterfront access roads to enhance pedestrian connectivity to the harbour, etc.

9.2 RECOMMENDATIONS

9.2.1. Based on the public opinions obtained and the transport expert panel report, the Specialist Consultant Team has the following recommendations for the WDII Review.

- (a) Fortify the integration of land use and transport planning, placing due emphasis on the limitation of excessive transport infrastructural development in heavily congested areas.
- (b) Prepare Land Use Concept Plans based on at least two highway options, viz, tunnel and flyover with minimum reclamation and harbour-front land use possible for each option or option variations. It is not necessary to have a Concept Plan without the CWB. While the public's concern over the visual impact of a flyover option is fully appreciated, it is not recommended to be dropped at this stage until more comprehensive information on the flyover option is provided at the next stage.
- (c) With regard to provision of P2, slip roads, tunnel portals and other surface infrastructure, more details should be provided including engineering details, surface land occupied, reclamation required, pedestrian connectivity and visual impact. The traffic impact for the different options based on no slip road should also be covered.
- (d) In preparing the Concept Plans, the Government should take full account of the sustainability principles and indicators, and the public's suggestions on the harbour-front enhancement measures, activity nodes and the possible land uses within the nodes as reported in previous
- (e) sections and summarized in Figures 3.2 to 3.4. If there are technical problems for certain ideas, clear explanations should be provided.
- (e) With regard to the heliport proposals, the government's 2-pad proposal, and the Regional Heliport Working Group's 4-pad proposal may be incorporated as inserts for the Concept Plans.
- (f) To assist the evaluation of the Concept Plans by the public in the Realization Stage, it is necessary to provide information for the sustainability indicators particularly those which can be expressed in quantitative terms, e.g. construction cost, operation cost, reclamation area, reduction/increase in harbour-front land area required for surface infrastructure, building height and building bulk, open space, pollution levels, etc. Qualitative evaluation of other indicators should also be presented.
- (g) It is also essential to help the public to visualize the concepts through perspective drawings, physical models and/or computer animations.

CHAPTER 10 WAY FORWARD

10.1.1. In the Realization Stage, the public will be invited to provide comments on the Concept Plans. The set of sustainability principles and indicators will provide a useful evaluation framework. The main objective of Realization Stage is to obtain public consensus as far as possible on the most sustainable infrastructure solution and the corresponding harbour-front enhancement schemes.

10.1.2. While the Government and WDII consultants are preparing the Concept Plans, the Specialist Consultant team will prepare the Work Plan for the Realization Stage.

10.1.3. Before finalization of Concept Plans for public engagement, it would be useful to have a working session with the Sub-committee Members and the Collaborators to ensure that the majority public views are reflected in the Plans and to explain the reasons for not pursuing certain proposals.



Ideas and proposals received from the public during the Envisioning Stage and a number of the recommendations of the Expert Panel on Sustainable Transport Planning and Central – Wan Chai Bypass (Expert Panel) have implications which extend beyond the WDII area, the scope of HER and the WDII Review. These proposals and recommendations are noted in this Appendix, and require follow up at appropriate forums, including the main committee of the Harbour-front Enhancement Committee (HEC).

Land Use Development

- HEC should exchange views with Town Planning Board and advise relevant government departments on possible mechanisms to monitor the development on Hong Kong island north shore so that protection of the harbour, harbour-front enhancement, and the prospect of sustainable transport solutions will not be jeopardised.
- Members of the HEC WDII Review Sub-committee would like to concur with the Expert Panel's recommendation of short-term measures that "the Government should address the need to regulate land-use developments throughout the Corridor area in order not to aggravate the congestion problem in the Corridor before the Bypass opens".

Traffic Management

- Members of the HEC WDII Review Sub-committee would like to concur with the Expert Panel's recommendation that there is a need for short-term transport management measures such as loading/unloading restrictions, junction improvement, public transport route rationalization, etc., to tackle the traffic congestion problem prior to the opening of the Bypass.

A Sustainable Transportation System

- Besides traffic management measures such as road pricing, the Government should deepen its commitment made in the Third Comprehensive Transport Study (CTS-3) which promises to formulate the future transport framework using principles "of integrating land-use, transport and environmental planning and according priority to railways".
- Members of the HEC WDII Review Sub-committee would like to concur with the Expert Panel's recommendation that we need to seize opportunities to rationalize multi-modal public transport routes and improve connectivity with rail.

Island North Shore Harbourfront Enhancement Review

- The Government should develop a strategy to undertake an integrated harbour-front enhancement review for island north shore to ensure its sustainable development in the long run.
- The Government should endeavour to develop sustainability indicators and carry out sensitivity tests to evaluate various options. This is of fundamental importance when inevitable "trade-offs" are required, such as for example between vehicular capacity and designation of harbour-front land for incompatible uses. A transparent evaluation process is necessary.

Public Engagement Exercise

- HEC should review its engagement exercises and develop a proposal to streamline the process. The proposed process should be widely deliberated to seek ways to legitimise the means of public engagement.

This report is prepared by:
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in association with

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PlanArch Consultants Ltd.
Urban Design and Planning Consultants Ltd.