# Annex IIIa

# Telephone Survey

<p style="text-align:center"><b>Harbour-front Enhancement Review –</b></p>
<p style="text-align:center"><b>Wan Chai, Causeway Bay & Adjoining Areas</b></p>
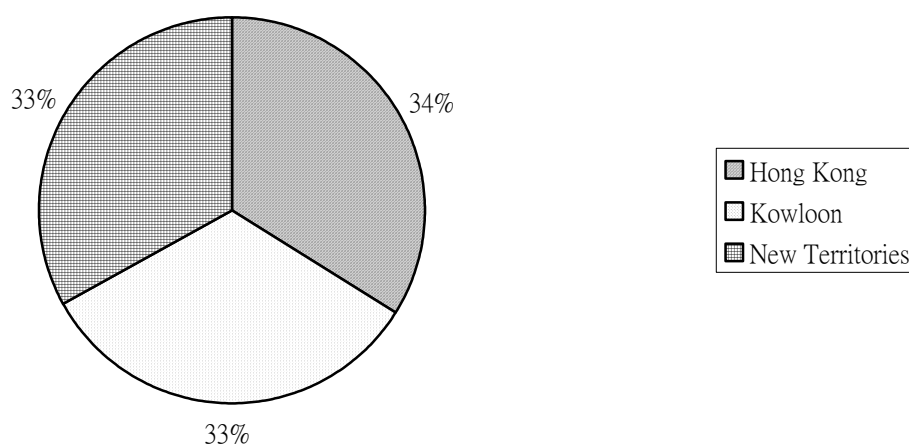
<p style="text-align:center"><b><i>Telephone Survey</i></b></p>

**Introduction**

In order to collect the views of the wider public, Sub-committee on Wan Chai Development Phase II Review of HEC decided to carry out a telephone covering the whole Hong Kong territory.    The Public Governance Programme of Ningnam University was commissioned to carry out this survey with 921 respondents with at least 300 from each broad district of Hong Kong Island (311 nos.), Kowloon (307 nos.) and the New Territories (303 nos.) *(Figure 1)*. The telephone survey was conducted from 30 May to 13 June 2005 and are also targeted at respondents aged 15 and above.

However, because of time constraint in telephone survey, the questionnaires are structured in a concise manner and will only cover critical concerns of territory wide issues.    A copy of the sample questionnaires is attached at Appendix II.
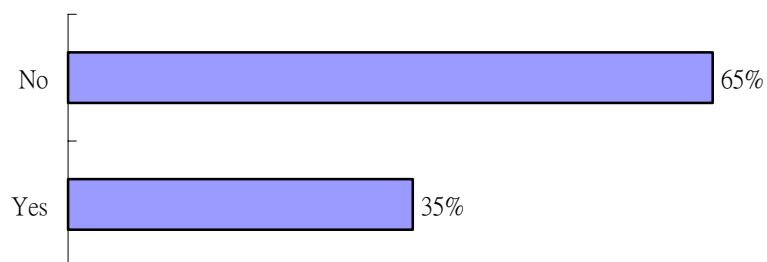
*Figure 1*          *Locations of the Respondents*

**Survey Results**

**1    Knowledge on "Protection of the Harbour Ordinance" and the Judgement of the Court of Final Appeal on Reclamation**

Of the 921 people interviewed through telephone, 35% of the respondents consider themselves aware of the Ordinance *(Figure 2)*, 25% of whom are able to point out "presumption against reclamation in the harbour", and only 9% know the 'overriding public needs' consideration while 47% are unable to specify any content *(Figure 3)*.

*Figure 2    Awareness of the "Protection of the Harbour Ordinance" & the Judgement of the Court of Final Appeal on Reclamation*
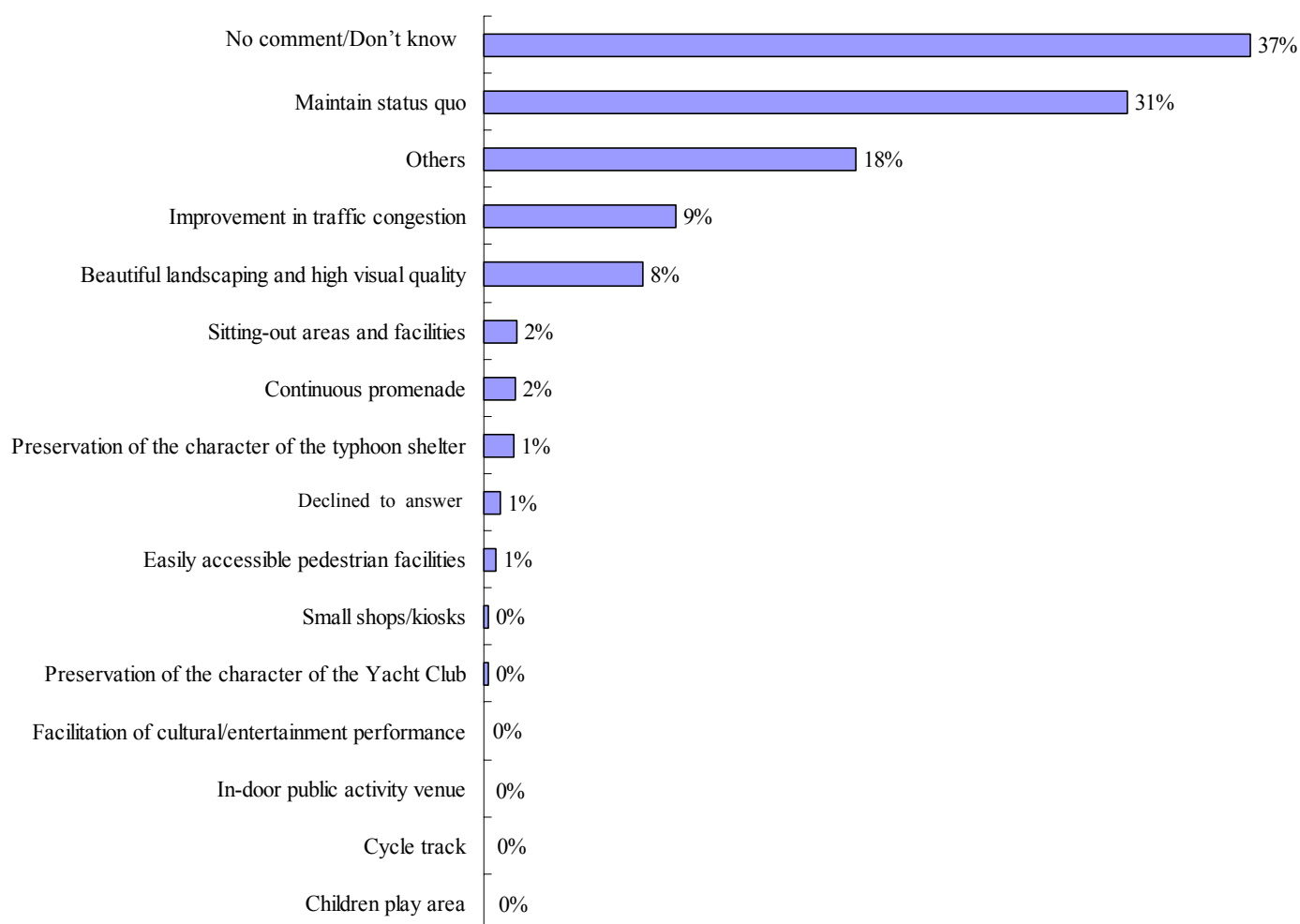


*Figure 3    Knowledge of the "Protection of the Harbour Ordinance" & the Judgement of the Court of Final Appeal on Reclamation*
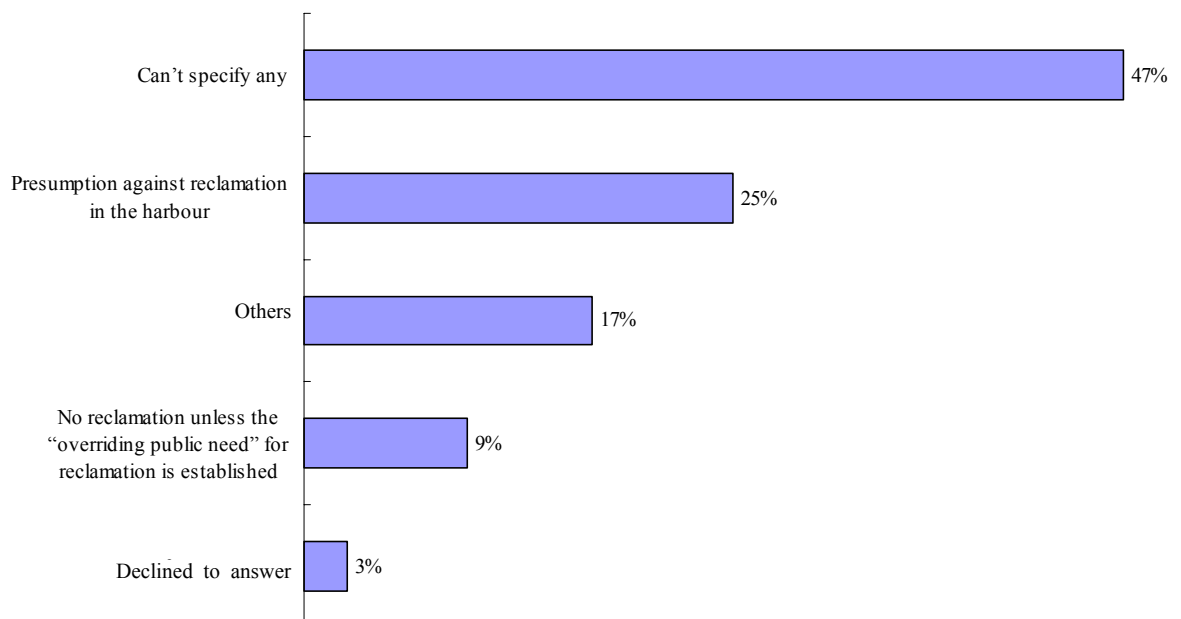
**2      Wishes for the New Harbourfront**

Since the telephone survey cover the territory of Hong Kong, it is noted that about 37% of the respondents have no idea on the wishes of the new harbourfront.   31% of the total respondents prefer to maintain the status quo, 9% would like to see improvement in traffic congestion and 8% want to have beautiful landscaping and high visual quality in the new harbourfront *(Figure 4)*.

*Figure 4      Wishes for the New Harbourfront*

| Wish | Percentage |
| --- | --- |
| No comment/Don't know | 37% |
| Maintain status quo | 31% |
| Others | 18% |
| Improvement in traffic congestion | 9% |
| Beautiful landscaping and high visual quality | 8% |
| Sitting-out areas and facilities | 2% |
| Continuous promenade | 2% |
| Preservation of the character of the typhoon shelter | 1% |
| Declined to answer | 1% |
| Easily accessible pedestrian facilities | 1% |
| Small shops/kiosks | 0% |
| Preservation of the character of the Yacht Club | 0% |
| Facilitation of cultural/entertainment performance | 0% |
| In-door public activity venue | 0% |
| Cycle track | 0% |
| Children play area | 0% |

**3    Principles for Planning for Harbour-front Development**

Among the various principles for harbourfront, the followings stand out as the very important and important ones *(Figure 5)*: -

Enhance visual amenity, landscape and quality of space (91%), minimize energy consumption (90%), preserve natural and cultural heritage and identity (88%) and maximize opportunities for public enjoyment (87%), improve traffic conditions (86%) and provide accessible harbour front for all ages, social groups and disabilities (85%).

The least chosen ones include ensure vibrant and attractive waterfront (74%), ensure land/marine use and design compatibility between waterfront and adjoining areas (73%), enhance social interaction (by provision of suitable space) (74%) and ensure community participation in the planning process (75%).

*Figure 5    Principle for Planning for Harbour-front Development*

| Principle | Percentage |
|---|---|
| Enhance visual amenity, landscape and quality of space | 91% |
| Minimize energy consumption | 90% |
| Preserve natural and cultural heritage and identity | 88% |
| Maximize opportunities for public enjoyment | 87% |
| Improve traffic conditions | 86% |
| Provide accessible harbourfront for all ages, social groups and disabilities | 85% |
| Improve pedestrian connectivity | 83% |
| Optimize the use of existing infrastructure | 83% |
| Ensure community participation in the planning process | 75% |
| Ensure vibrant and attractive waterfront | 74% |
| Enhance social interaction (by provision of suitable space) | 74% |
| Ensure land/marine use and design compatibility between the waterfront and the adjoining areas | 73% |

**4    Traffic Congestion between Sheung Wan/Central and Causeway Bay Including Connaught Road Central/Harcourt Road/Gloucester Road Corridor**

80% of all respondents consider that there is traffic congestion problem between Sheung Wan/Central and Causeway Bay *(Figure 6)* and 94% of them agree that the problem needs to be solved *(Figure 7)*.

*Figure 6    Confirm Traffic Congestion Problem between Sheung Wan/Central & Causeway Bay*
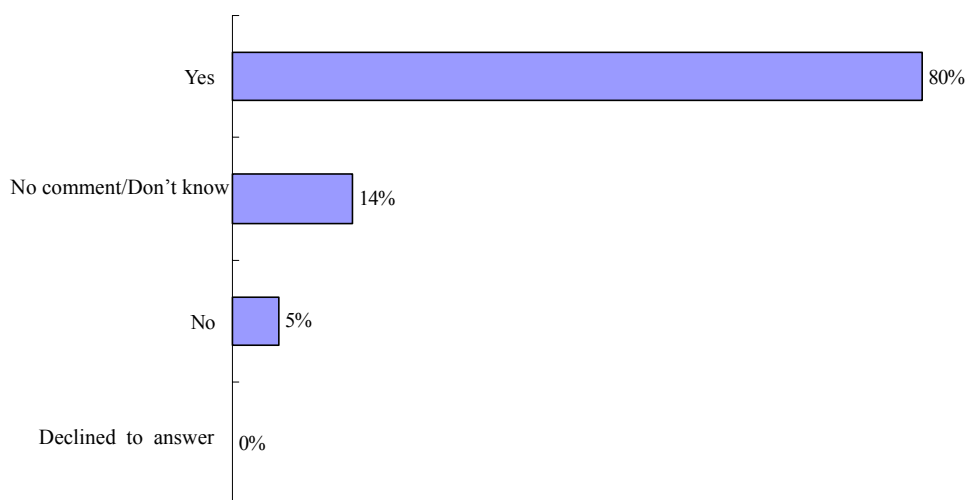


*Figure 7    Needs to Tackle Traffic Congestion Problem between Sheung Wan/Central & Causeway Bay*
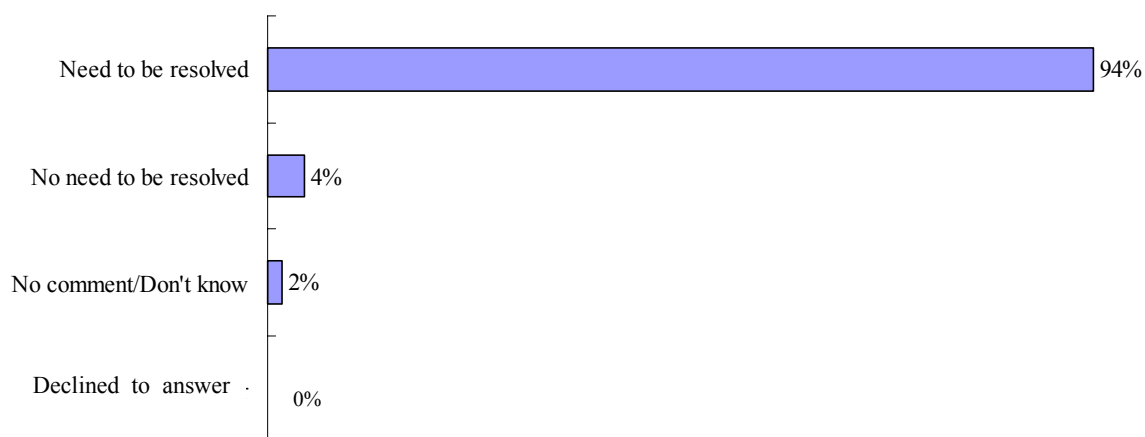
## 5        Measures to Tackle the Traffic Congestion Problem

43% if the respondents consider "trunk road and other traffic management measures" should be used to tackle the problem. 23% support to adopt traffic management measures only (e.g. ERP, access restrictions) and 19% consider only trunk road should be used *(Figure 8)*.
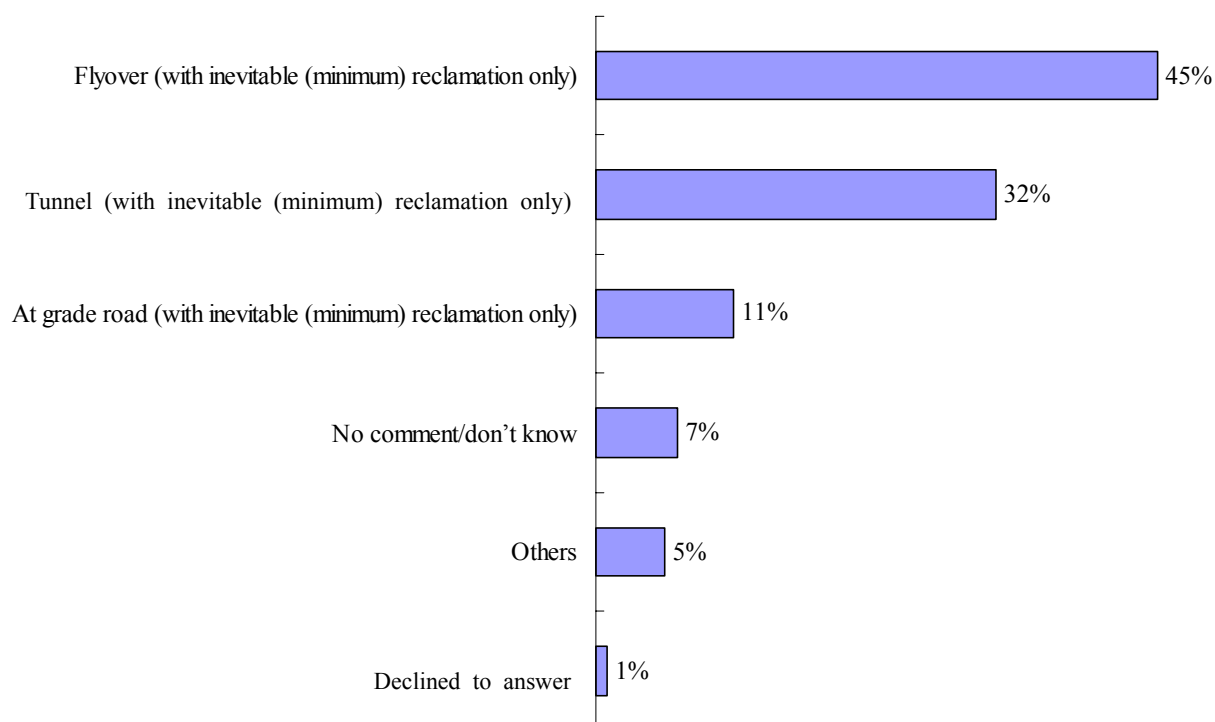
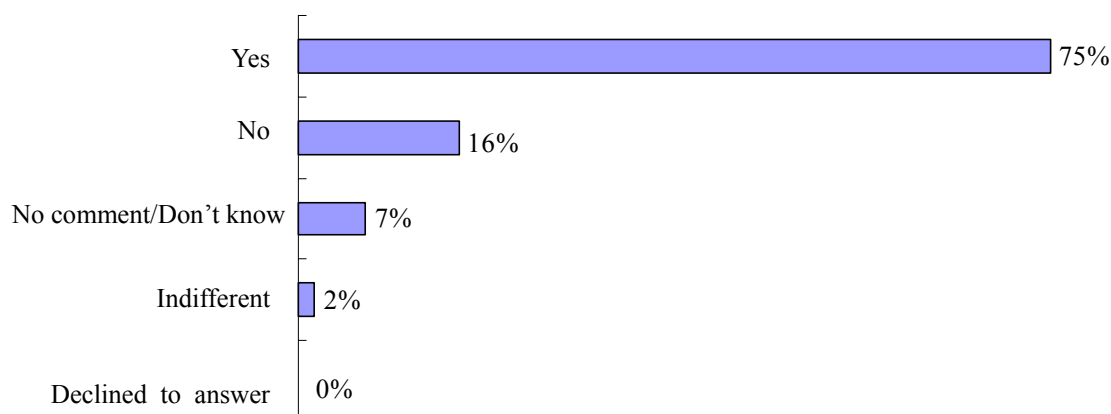*Figure 8     Ways to Tackle Traffic Congestion Problem between Sheung Wan/Central & Causeway Bay*
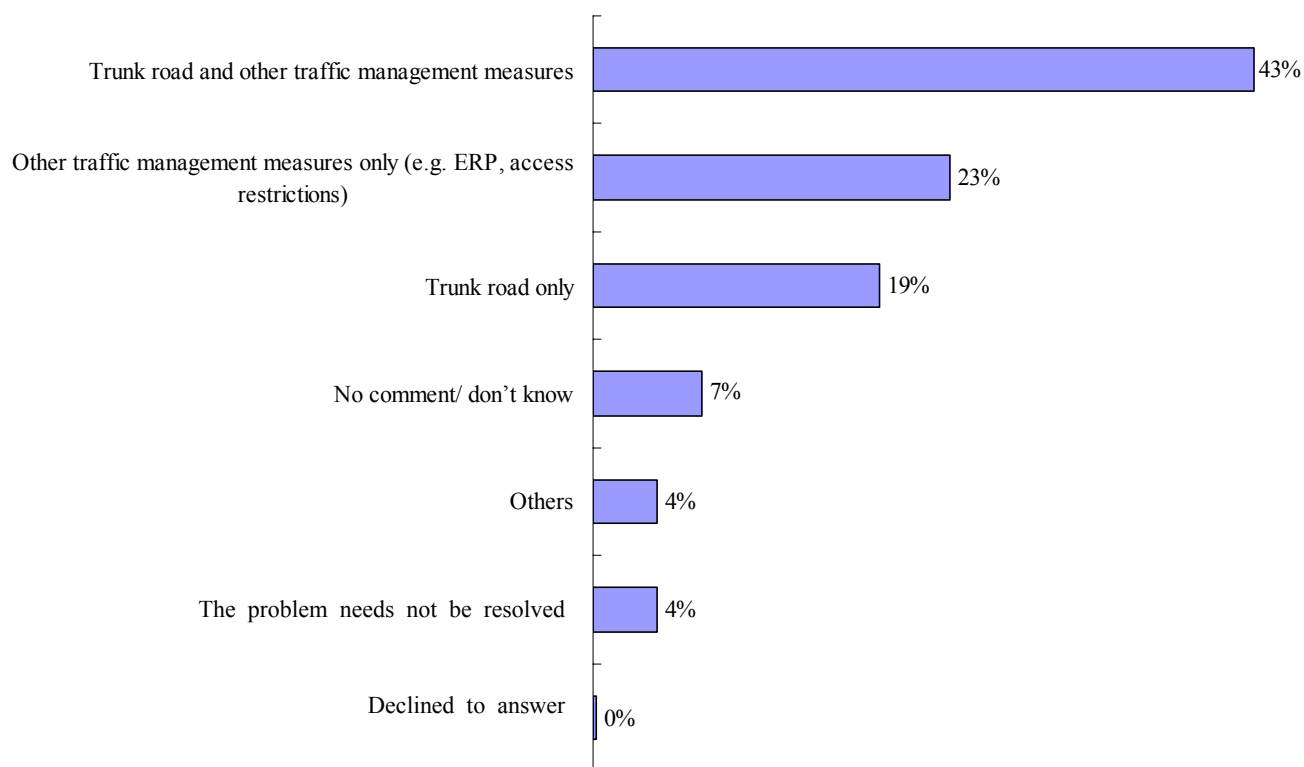
## 6     Form of Trunk Road if it has to be Built

45% of the respondents prefer to have the form of flyover, while 32% prefer tunnel and 11% would like to have at-grade road *(Figure 9)*.  Among those who have chosen tunnel, 75% would like to have entrance/exit at Wan Chai and Causeway Bay *(Figure 10)*.

*Figure 9      Preferred Form of Trunk Road*

| Category | Percentage |
|---|---|
| Flyover (with inevitable (minimum) reclamation only) | 45% |
| Tunnel (with inevitable (minimum) reclamation only) | 32% |
| At grade road (with inevitable (minimum) reclamation only) | 11% |
| No comment/don't know | 7% |
| Others | 5% |
| Declined to answer | 1% |

*Figure 10      Tunnel with Entrance/Exit at Wan Chai & Causeway Bay*

| Category | Percentage |
|---|---|
| Yes | 75% |
| No | 16% |
| No comment/Don't know | 7% |
| Indifferent | 2% |
| Declined to answer | 0% |

## 7    Reclamation for a Continuous Promenade

70% of the respondents would like to have a continuous promenade from Sheung Wan/Central to Causeway Bay *(Figure 11)*.   However, 54% of them will not accept reclamation to achieve a continuous promenade *(Figure 12)*.

*Figure 11    Wishes for a Continuous Promenade from Sheung Wan/Central to Causeway Bay*
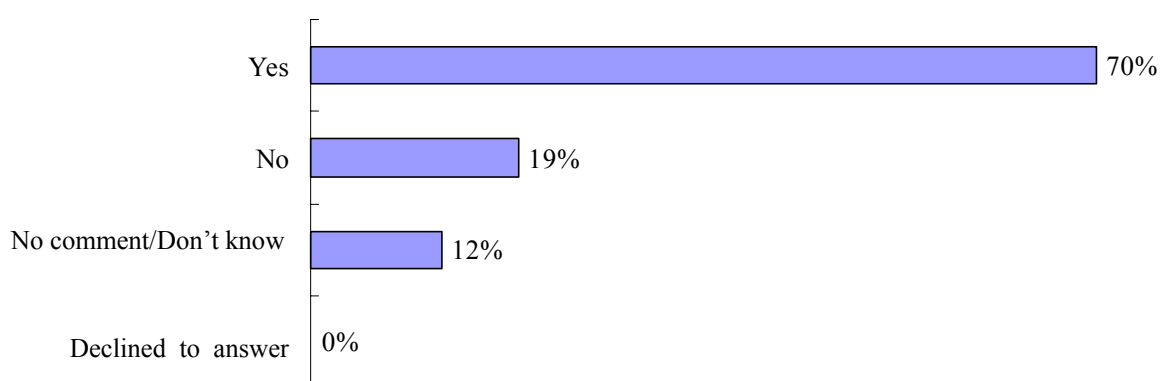


*Figure 12    Acceptance of Reclamation for a Continuous Harbourfront Promenade*
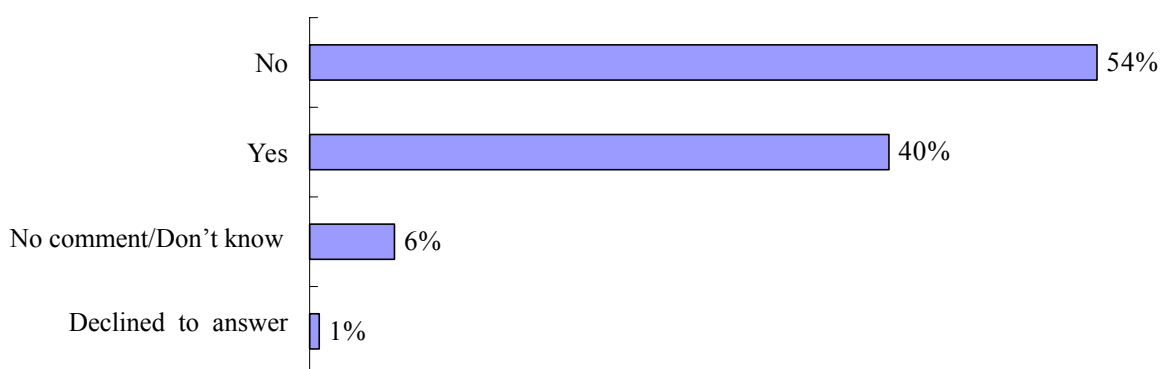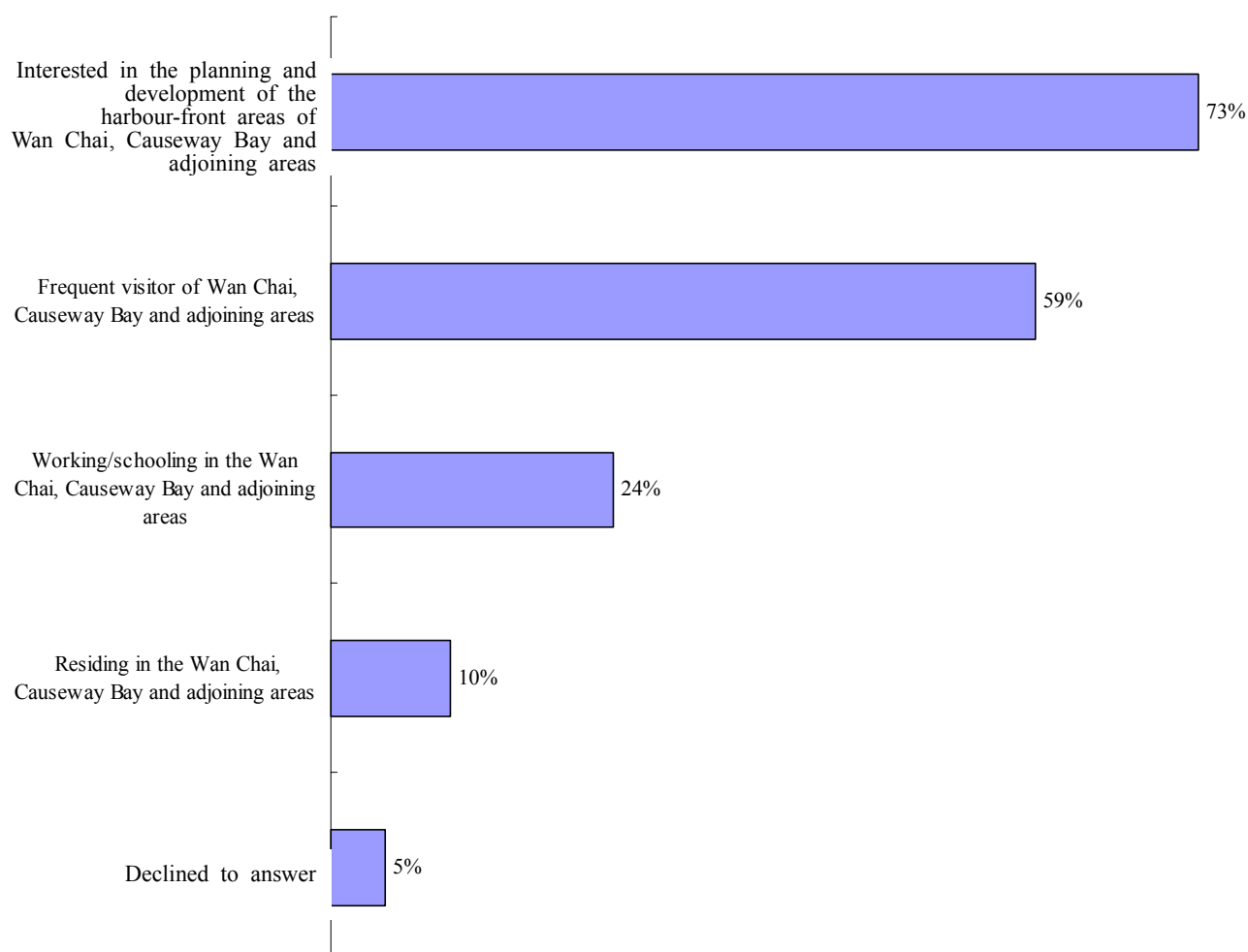
**Profile of the Respondents**

Since the telephone survey covers the whole of Hong Kong, including Hong Kong Island, Kowloon and the New Territories, about 30% of the Hong Kong respondents live in Wan Chai, Causeway Bay and adjoining areas, and this is equivalent to about 10% of the total 921 respondents.

Of the total respondents, 24% work or study in the area while 59% are frequent visitor of the area. It is noted that 73% of all respondents express interest in the planning and development of the harbourfront area regardless of their relationship to the area *(Figure 13)*.

*Figure 13    Profile of the Respondents – Relationship with the Wan Chai, Causeway Bay and Adjoining Areas*

45% of the respondents are aged 15-34, and 48% aged 35-64, while 5% are 65 and over of age *(Figure 14)*.

*Figure 14      Profile of the Respondents – Age Group*
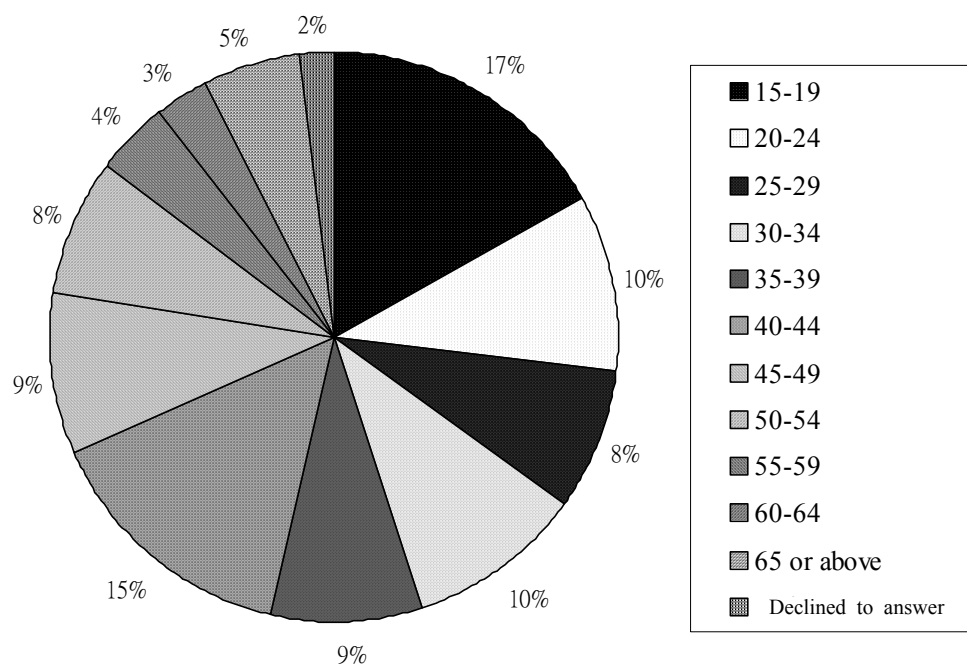
With regard to education level, 28% achieved tertiary/higher education *(Figure 15)*, 58% are of secondary school level and 12% of total respondents attained primary school or below.

*Figure 15      Profile of the Respondents – Education Level*