

HEC Sub-committee on Harbour Plan Review

Eleventh Meeting

Date: 8 March 2006
Time: 2:30pm
Venue: Conference Room
15/F, North Point Government Offices,
333 Java Road, North Point, Hong Kong.

Agenda

1. Confirmation of Minutes of Last Meeting
2. Matters Arising
3. Revised Harbour Planning Principles (Paper No. 1/2006) *[to be presented by Task Group on Harbour Planning Principles]*
4. Central Harbourfront and Me – Final Report and Design Brief (Paper No. 2/2006) *[to be presented by Task Group on CHarM]*
5. Any other business

*Secretary, Sub-committee on
Harbour Plan Review
March 2006*

REVISED HARBOUR PLANNING PRINCIPLES

1. Purpose

This paper is to brief Members on the outcome of the consultation on the Harbour Planning Principles and to seek Members' endorsement of the revised set of Harbour Planning Principles at **Appendix A**.

2. Background

2.1 In August 2004, the Sub-committee on Harbour Plan Review (the Sub-committee) set up a Task Group to formulate a set of Harbour Planning Principles to guide the sustainable planning, development and management of Victoria Harbour and the harbour-front areas.

2.2 On 24 November 2004, the Sub-committee endorsed a set of Principles (**Appendix B**) formulated by the Task Group.

2.3 On 13 January 2005, the Principles were submitted to the Harbour-front Enhancement Committee (HEC) for consideration. The HEC accepted the Principles as a working draft and considered that they should go through public consultation with the relevant District Councils, the Town Planning Board (TPB) and other concerned bodies.

3. Consultation

3.1 Apart from consultation with the organizations/bodies represented at HEC, the Task Group presented the Principles to the TPB and the

Panel on Planning, Lands and Works of the Legislative Council on 8 April and 26 April 2005 respectively. On 13 August 2005, a joint discussion forum was held with the relevant District Councils.

- 3.2 The Principles have also been uploaded to the HEC website for public viewing.
- 3.3 During the consultation period until August 2005, six written comments were received from individuals and organisations. They include Mr Nicholas Brooke, the Hong Kong Institute of Planners, the Chartered Institute of Logistics and Transport, the Citizen Envisioning @ Harbour, the Harbour Business Forum, and the Real Estate Developers Association of Hong Kong.
- 3.4 Since the acceptance by the HEC in January 2005, the Principles have been widely applied in harbour planning and developments around the harbourfront. Till now, nine planning-related studies and 24 planning applications/development schemes around the harbour have made reference or have been assessed in the context of the Principles.

4. Comments and Responses

- 4.1 In general, the consultation feedback indicates that the Harbour Planning Principles have received broad acceptance and support by the consultees. The comments received can be broadly grouped into the following three categories:
 - (a) those relating to the scope of Principles e.g. the widening of the scope to protect and preserve the harbour, placing emphasis on the need of an open and transparent public engagement process, advocating proactive enhancement of the harbour, and realisation of the vision through effective utilization of land and marine resources;
 - (b) those relating to the implementation of the Principles, particularly the means to ensure that the Principles are applied in the planning and development process; and

- (c) those relating to the wordings, elaboration and presentation (including sequence of the Principles).

4.2 All comments received have been carefully considered. The Task Group, in preparing the responses and making refinement to the Principles, has taken into account the following considerations:

- (a) any revision made should aim to better explain the fundamental objectives and spirits of the Principles without affecting the clarity;
- (b) any revision should help refine the Principles so that they can be easily understood by the general public; and
- (c) detailed procedures and criteria in applying the Principles, though are relevant concerns, should be dealt with at the next stage.

4.3 In the light of the comments received, the Task Group has revised the Harbour Planning Principles (**Appendix A**). Major amendments include:

- (a) strengthening the Vision statement by including the objective of enhancing the Harbour to become a world-class asset;
- (b) elaboration of the Mission statement to emphasize the need to give due regard to the Harbour Planning Principles and public views in the planning and use of land and marine resources;
- (c) re-arrangement of the sequence of the Principles to give emphasis on the importance of an early, open and transparent public engagement process, the principle of sustainability and the need of an integrated planning ; and
- (d) beefing up of the relevant Principles to state explicitly the objectives/intentions to protect and preserve the harbour, engage public at an early stage, proactively enhance the Harbour and maximize opportunities for public enjoyment.

4.4 A summary of comments received and the Task Group's responses is at **Appendix C**.

5. Next Step

5.1 Subject to the agreement of the Sub-committee, the revised set of Harbour Planning Principles will be submitted to the HEC for endorsement in April 2006.

5.2 As a follow up action on the implementation of the Principles, the Task Group will formulate specific harbour planning guidelines and enhancement initiatives at the next stage.

**Task Group on Harbour Planning Principles
March 2006**

VICTORIA HARBOUR AND ITS WATERFRONT AREAS
VISION, MISSION & PLANNING PRINCIPLES

(Revised Version)

Victoria Harbour : Vision

To enhance Victoria Harbour and its harbour-front areas to become an attractive, vibrant, accessible and sustainable world-class asset: a harbour for the people, a harbour of life.

Victoria Harbour : Mission

To realise the vision of Victoria Harbour through effective and balanced utilization of land and marine resources having regard to the Harbour Planning Principles and subject to an open and transparent public engagement process.

Harbour Planning Principles

The Harbour Planning Principles were developed and are monitored by the Harbour-front Enhancement Committee as a set of guidelines for all individuals and organisations to facilitate the sustainable planning, preservation, development and management of Victoria Harbour and the harbour-front areas.

Preserving Victoria Harbour

Principle 1: Victoria Harbour must be protected and preserved for Hong Kong people and visitors as a special public asset, a natural and cultural heritage asset, and a driver for the creation of economic and social values.

Stakeholder Engagement

Principle 2: All sectors of the community must be engaged at an early stage and on an on-going basis in the planning, development and management of Victoria Harbour and its harbour-front areas through transparent and inclusive consensus building processes.

Sustainable Development

Principle 3: The planning, development and management of Victoria Harbour and its harbour-front areas should embrace the principles of sustainable development to balance and cater for the economic, social and environmental needs of all sectors of the present generation, without compromising the needs of future generations.

Integrated Planning

Principle 4: Integrated and long-term planning, development and management of infrastructure, land and marine uses, and water quality is essential to ensure that Victoria Harbour and its harbour-front areas support and enhance the economic, environmental and social aspirations of Hong Kong.

Proactive Harbour Enhancement

Principle 5: The planning, development and management of Victoria Harbour must proactively enhance the harbour and its harbour-front areas as Hong Kong's symbol of urban design excellence and Hong Kong's brand identity to the international community.

Vibrant Harbour

Principle 6: It is essential to balance the use of the harbour to provide both a maritime and logistics hub for the safe and efficient passage of people and goods, and as a cultural and leisure facility. Both marine and land-side activities must cater to and balance with the aspirations of all sectors of the community.

Accessible Harbour

Principle 7: Victoria Harbour must integrate with the hinterland in a comprehensive manner, including ample unrestricted and convenient visual and physical access to and along the Harbour as well as the harbour-front areas.

Public Enjoyment

Principle 8: The planning, development and management of Victoria Harbour and its harbour-front areas should maximize opportunities for public enjoyment. Land required for and the impact from infrastructure developments, utility installations and land uses incompatible with the harbour planning principles should be minimized.

HARBOUR PLAN: VISION, MISSION & PLANNING PRINCIPLES

(Original Version)

Harbour Plan: Vision

Victoria Harbour: A harbour for the people, a harbour of life.

Harbour Plan: Mission

To transform Victoria Harbour and its harbour-front areas into: an attractive, vibrant, accessible and sustainable world-class asset.

Harbour Plan: Planning Principles

The Harbour Planning Principles are a set of guidelines for all individuals and organisations in the sustainable planning, development and management of Victoria Harbour, and the harbour-front areas.

The principles are developed and monitored by the Harbour-front Enhancement Committee. The principles are dynamic and may be changed to meet future aspirations of the people of Hong Kong.

Preserving Victoria Harbour as a Natural, Public and Economic Asset

Principle 1: Victoria Harbour must be preserved for Hong Kong people and visitors as a special public asset, a natural and cultural heritage, and a driver for the economy.

Victoria Harbour as Hong Kong's Identity

Principle 2: Planning, developing and managing Victoria Harbour must enhance the harbour and harbour-front areas as Hong Kong's symbol of urban design excellence and Hong Kong's "brand identity" to the international community.

A Vibrant Harbour

Principle 3: Balancing the harbour as a maritime and logistics hub for the safe and efficient passage of people and goods, with the harbour as a culture and leisure facility catering to the aspirations of all sectors of the community, requires diverse, attractive and vibrant harbour-front areas and a multitude of commercial, public, tourist, leisure, sports, culture, infrastructure and marine facilities.

An Accessible Harbour

Principle 4: Victoria Harbour must integrate with the hinterland in a comprehensive manner, including ample unrestricted and convenient visual and physical access to and along it as well as around the harbour-front areas.

Maximizing Opportunities for Public Enjoyment

Principle 5: With limited land available around Victoria Harbour, land required for transport infrastructure, utilities and uses incompatible with the above planning principles should be minimized.

Integrated Planning for a World-class Harbour

Principle 6: Integrated and long-term planning, development and management of infrastructure, land and marine uses, and water quality is required to ensure that Victoria Harbour and its harbour-front areas support Hong Kong's economic pillars and the aspirations of Hong Kong's people.

Sustainable Development for the Harbour

Principle 7: The planning, development and management of Victoria Harbour and its harbour-front areas should embrace the principles of sustainable development, i.e. balancing and catering to the economic, social and environmental needs of all sectors of the present generation, without compromising the needs of future generations.

Early and Ongoing Stakeholder Engagement

Principle 8: All sectors of the community must be engaged in the planning, development and management of Victoria Harbour and the harbour-front areas, through comprehensive consensus building processes involving relevant institutions.

Comments and Responses on the Harbour Planning Principles

(underline = proposed added text)

General Comments

<u>Organisation</u>	<u>Comments</u>	<u>Responses</u>
<p>Harbour Business Forum 20 July 2005</p>	<ol style="list-style-type: none"> 1. To achieve any meaningful results, the vision, mission and principles must be part of an overall strategic policy for the harbour and the harbour-front areas, and such a policy should be articulated. 2. The principles, when finalized, should be supported and approved by the Chief Executive in Council and adopted by all Government bodies, including the Town Planning Board, to ensure that they are adhered to. HEC should convey this message to Government at every opportunity, as this is a key requirement for the effective and efficient creation of a world-class harbour and harbour-front. 3. A transparent process for evaluating all existing and planned projects is necessary, and that this key element be added to the principle on stakeholder engagement, and as a core element of the revised Harbour Planning Mission. 4. Detailed guidelines for implementation of these principles are required. This work should be completed as a matter of urgency. 	<p>Proposals now presented to HEC have made reference to the Principles, while both Kai Tak and Wan Chai reviews also take the Principles into account. The Principles have already been applied and put into practice. The revised Principles will be further deliberated by the Sub-committee and HEC.</p> <p>The Principles have been disseminated to all Government bureaux, relevant departments and public organizations for application. They have already been put into practice in the planning and design process of projects.</p> <p>The Harbour Planning Mission and relevant principle have been revised to emphasize the need for an open and transparent public engagement process.</p> <p>The Task Group will consider specific guidelines upon concluding the consultation exercise on the Principles. A draft outline framework of the guidelines will be released in the 3rd quarter of 2006.</p>

	<p>5. The Harbour Planning Principles should be applied to all existing and all future developments around the harbour with an open mind to existing zoning and policy decision to date, and that piecemeal application will fail to deliver the required outcome.</p>	<p>HEC is examining land uses around the Harbour in the course of Harbour Plan Review, and the Principles will be applied in the district studies.</p>
<p>Town Planning Board 8 April 2005</p>	<p>1. The importance of the harbour was not derived from the harbour itself, but from its linkage with the hinterland, which made the harbour meaningful to the people. Both physical and visual access to and from the harbour should be emphasised.</p> <p>2. Back in 1999, TPB had developed its own vision statement for the Victoria Harbour which embodied principles similar to those proposed by HEC. It was appreciated that the principles were now set out in an explicit and comprehensive manner. However, since the TPB had its own statutory duties, whether all the 8 principles proposed by HEC would be adopted by the TPB would need to be further deliberated.</p>	<p>Agreed. The concern of access, both physical and visual, has been reflected in Principle 7 (formerly Principle 4).</p> <p>Being an independent statutory body, TPB will consider the Principles taking HEC's views into account whilst considering zoning and development proposals based on their individual merits. Comments from the Sub-committee on various proposals have been conveyed to the TPB for consideration. On-going dialogue between HEC and TPB would be maintained, and TPB will be engaged on harbour planning matters.</p>
<p>Real Estate Developers Association of Hong Kong (REDA) 3 August 2005</p>	<p>1. The status of approved outline zoning plans (OZPs) should be respected and any proposed changes to approved OZPs should be subject to the statutory process. From a practical standpoint, the Harbour Planning Principles are more relevant to the new planning areas, such as Central and Wan Chai waterfront, Kai Tak and West Kowloon, where the potential for improvement in planning is the greatest.</p> <p>2. In the urban built-up areas where the potential for improvement is rather limited, the land use reviews should be confined to the larger uncommitted government sites above a certain threshold, and 2 hectares would be reasonable starting point for this purpose.</p>	<p>The Harbour Plan Review Sub-committee at its meeting on 10.8.2005 agreed that both statutory plans in force and existing planning system must be respected throughout the development process. Given the importance of the Harbour Planning Principles in shaping the Harbour, the Sub-committee has requested both the Government and the TPB to embrace the Harbour Planning Principles in planning and reviewing land uses around the Harbour.</p>

		<p>In the review of harbourfront land uses and consideration of development proposals along the harbourfront, the Sub-committee would adopt a flexible and sensible approach, having regard to individual circumstances relevant to these proposals.</p>
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Title

Original Version – HARBOUR PLAN: VISION, MISSION & PLANNING PRINCIPLES

<u>Organisation</u>	<u>Comments</u>	<u>Responses</u>
Citizen Envisioning @ Harbour (CE@H) 22 February 2005	<u>VICTORIA HARBOUR PLAN:</u> VISION, MISSION & PLANNING PRINCIPLES	Agreed.

Recommended Revision – VICTORIA HARBOUR AND ITS WATERFRONT AREAS: VISION, MISSION AND PLANNING PRINCIPLES

Vision

Original Version – Harbour Plan: Vision

Victoria Harbour: A harbour for the people, a harbour of life.

<u>Organisation</u>	<u>Comments</u>	<u>Responses</u>
CE@H 22 February 2005	<p><u>Victoria Harbour Plan: Vision</u></p> <p><u>To enhance Victoria Harbour and the harbour-front areas into an attractive, vibrant, accessible and sustainable world class asset “A Harbour of Life” meeting the short term and long term needs of Hong Kong people and regional and international visitors.</u></p> <p>Victoria Harbour: A harbour for the people, a harbour of life</p>	Enhancing the harbour is an important objective. Specific goals previously set out in the ‘Mission’ statement have been included to strengthen the ‘Vision’ statement.

Recommended Revision – Victoria Harbour: Vision

To enhance Victoria Harbour and its harbour-front areas to become an attractive, vibrant, accessible and sustainable world-class asset: a harbour for the people, a harbour of life

Mission

Original Version – Harbour Plan: Mission

To transform Victoria Harbour and its harbour-front areas into: an attractive, vibrant, accessible and sustainable world-class asset

<u>Organisation</u>	<u>Comments</u>	<u>Responses</u>
Harbour Business Forum 20 July 2005	To transform Victoria Harbour and its <u>entire</u> harbour-front areas into: an attractive, vibrant, accessible and sustainable world-class asset.	Enhancing the harbour is an important objective. Specific goals previously set out in the ‘Mission’ statement have been included in the ‘Vision’ statement.
CE@H 22 February 2005	<u>Victoria Harbour Plan: Mission</u> To transform Victoria Harbour <u>through an inclusive, open and transparent public engagement process, to take stock of our existing</u> Harbour and harbour-front areas into: an attractive, vibrant, accessible and sustainable world-class asset. <u>so that we can build on our strengths and minimize our weaknesses and create a long term value for the community through effective and balanced utilization of marine and land resources giving regard to the following Harbour Planning Principles:</u>	Agreed. Text was revised to include the proposed elements. Yet, the suggested version is verbose. A more concise presentation is preferred.
Town Planning Board 8 April 2005	In the Harbour Planning Mission, the word “transform” was too negative, implying that the existing harbour-front areas were not attractive, vibrant, accessible or sustainable at all. In fact, many attractive spots could be found around the harbour. Other positive wording like “preserve”, “improve”, “enhance” or “conserve and transform, if necessary” should be considered.	Agreed. The word “transform” is replaced by “enhance”. Specific goals previously set out in the ‘Mission’ Statement have been included in the ‘Vision’ Statement.

Recommended Revision – Victoria Harbour: Mission

To realise the vision of Victoria Harbour through effective and balanced utilization of land and marine resources having regard to the Harbour Planning Principles and subject to an open and transparent public engagement process.

Introduction

Original Version – Harbour Plan: Planning Principles

The Harbour Planning Principles are a set of guidelines for all individuals and organisations in the sustainable planning, development and management of Victoria Harbour, and the harbour-front areas.

The principles are developed and monitored by the Harbour-front Enhancement Committee. The principles are dynamic and may be changed to meet future aspirations of the people of Hong Kong.

<u>Organisation</u>	<u>Comments</u>	<u>Responses</u>
Harbour Business Forum 20 July 2005	<ol style="list-style-type: none"> 1. The Harbour Planning Principles are a set of guidelines for all individuals and organisations <u>and government agencies for</u> in the sustainable planning, development and management of Victoria Harbour, and the harbour-front areas. 2. The principles are developed and <u>will be</u> monitored by the Harbour-front Enhancement Committee. The principles are dynamic and may be changed to meet future aspirations of the people of Hong Kong. 	<p>“Organizations” refers inclusively to public, semi-public, and private organizations.</p> <p>The Principles are already being monitored, as an ongoing process, by the HEC since inception.</p>
CE@H 22 February 2005	<ol style="list-style-type: none"> 1. Suggest to add the following heading: <u>Towards an Integrated Harbour Plan for a “Living Harbour”</u> 2. <u>Preliminary Harbour Planning Principles</u> The <u>Preliminary</u> Harbour Planning Principles are a set of guidelines for all individuals and organisations <u>to facilitate</u> in the sustainable planning, development, and management <u>and maintenance</u> of Victoria Harbour, and the harbour-front areas The principles are developed and monitored by the Harbour front Enhancement Committee. that will need to be further developed with the input of the various stakeholders and the community. The principles are dynamic and may be changed to meet need to 	<p>The Principles should be the focus on its own right. Making reference to the “Integrated Harbour Plan” will confuse readers.</p> <p>The word ‘preliminary’ will confuse readers about the status of the Principles.</p> <p>‘Management’ has included, amongst other things, maintenance aspect.</p> <p>The role of HEC should be made clear at the introductory part of the text.</p>

	<p><u>be revisited to correspond with the changing</u> future aspirations of the people of Hong Kong.</p>	<p>Public involvement has been incorporated as a principle.</p> <p>The suggested amendments are more related to the process of reviewing the principles, not the spirit of the principles. Hence, no amendment is proposed.</p>
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Recommended Revision – Harbour Planning Principles

The Harbour Planning Principles were developed and are monitored by the Harbour-front Enhancement Committee as a set of guidelines for all individuals and organisations to facilitate the sustainable planning, preservation, development and management of Victoria Harbour and its harbour-front areas.

Sequence of Principles

<u>Organisation</u>	<u>Comments</u>		<u>Responses</u>
Mr. Charles N Brooke 16 January 2005	In the present climate, suggest to advance Principle 8 (concerning stakeholder engagement) to Principle 2 on the list.		The sequence of the Principles has been re-arranged to put more emphasis on the importance of an early, open and transparent public engagement process, the principle of sustainability and the need of an integrated planning.
CE@H 22 February 2005	Original Principle Number	Proposed New Principle Number	Same as the above.
	7	2 (on sustainable development)	
	8	3 (on early stakeholder involvement)	
	6	4 (Integrated Planning)	
	2	5 (Harbour as Hong Kong's identity)	
	3	6 (on a vibrant harbour)	
	4	7 (on an accessible harbour)	
	5	8 (on maximizing opportunities for public enjoyment)	

Recommended Sequence

1. *Preserving Victoria Harbour*
2. *Stakeholder Engagement*
3. *Sustainable Development*
4. *Integrated Planning*
5. *Proactive Harbour Enhancement*
6. *Vibrant Harbour*
7. *Accessible Harbour*
8. *Public Enjoyment*

Principle 1

*Original Version – Preserving Victoria Harbour as a Natural, Public and Economic Asset
Victoria Harbour must be preserved for Hong Kong people and visitors as a special public asset, a natural and cultural heritage, and a driver for the economy*

<u>Organisation</u>	<u>Comments</u>	<u>Responses</u>
Harbour Business Forum 20 July 2005	<p><u>Preserving and Enhancing</u> Victoria Harbour as a Natural, Public and Economic Asset</p> <p>The Victoria Harbour must be <u>preserved and enhanced</u> for Hong Kong people and visitors as a special public asset, a natural and cultural heritage <u>asset</u>, and a driver for the <u>creation of economic and social valueeconomy</u>.</p>	<p>The Principle aims to stress the importance of Harbour protection. Enhancement aspect has been reflected in other Principles.</p> <p>Text has been refined to emphasize and elaborate on ‘values’.</p>
CE@H 22 February 2005	<p><u>PreservEnhancing</u> Victoria Harbour as a Natural, Public and Economic Asset</p> <p>Victoria Harbour must be <u>enhanced preserved</u> for Hong Kong people and visitors as a significant <u>special</u> public asset, a natural and cultural heritage, and a driver for <u>sustainable development of the harbour and harbour-front areas the economy</u>.</p>	<p>Same as the above.</p>
Town Planning Board 8 April 2005	<ol style="list-style-type: none"> 1. According to Principle 1, the Victoria Harbour had to be preserved as, amongst others, a natural and cultural heritage. There was very little natural coastline in the harbour. 2. The idea of preserving Victoria Harbour as “a driver for the economy” should be further elaborated. 	<p>A holistic approach is adopted for harbour protection. Both man-made and natural coastline would be protected together with water bodies.</p> <p>Agreed. The phrase is further elaborated in the revised version.</p>

*Recommended Revision – Preserving Victoria Harbour (Principle 1)
Victoria Harbour must be protected and preserved for Hong Kong people and visitors as a special public asset, a natural and cultural heritage asset, and a driver for the creation of economic and social values.*

Principle 2

Original Version – Victoria Harbour as Hong Kong’s Identity

Planning, developing and managing Victoria Harbour must enhance the harbour and harbour-front areas as Hong Kong’s symbol of urban design excellence and Hong Kong’s “brand identity” to the international community.

<u>Organisation</u>	<u>Comments</u>	<u>Responses</u>
Harbour Business Forum 20 July 2005	<p>Victoria Harbour <u>is</u> as Hong Kong’s <u>Icon-Identity</u></p> <p>Planning, developing and managing Victoria Harbour must enhance the harbour and <u>the entire</u> harbour-front areas as Hong Kong’s symbol of urban design excellence and Hong Kong’s “brand identity” to the international community.</p>	<p>The meaning of identity is broader than ‘icon’, and to enhance the Harbour as Hong Kong’s identity is the Principle, not just as an ‘icon’. In the process of harbour planning, the Harbour and its harbour-front areas are already treated as one entity, and therefore the word ‘entire’ is considered unnecessary.</p>
CE@H 22 February 2005	<p><u>Principle 25 - An Imageable Victoria Harbour as Hong Kong’s New Identity</u></p> <p><u>Creating Victoria Harbour as Hong Kong’s symbol of urban design excellence and new “brand identity”, transforming Hong Kong’s current image as a dynamic high density compact city that focuses on functionality and economic gain into an environmentally sustainable city memorable for Hong Kong people for current and future generations as well as to the international and regional tourists.</u></p>	<p>The sequence of the Principles has been re-arranged.</p> <p>The proposed statement includes specific value judgment on current function of the Harbour. To avoid misleading readers, the original text is retained.</p> <p>The concept of sustainable development has been reflected in other Principles.</p>

Recommended Revision – Proactive Harbour Enhancement (Principle 5)

The planning, developing and management of Victoria Harbour must proactively enhance the Harbour and its harbour-front areas as Hong Kong’s symbol of urban design excellence and Hong Kong’s “brand identity” to the international community.

Principle 3

Original Version – A Vibrant Harbour

Balancing the harbour as a maritime and logistics hub for the safe and efficient passage of people and goods, with the harbour as a culture and leisure facility catering to the aspirations of all sectors of the community, requires diverse, attractive and vibrant harbour-front areas and a multitude of commercial, public, tourist, leisure, sports, culture, infrastructure and marine facilities.

<u>Organisation</u>	<u>Comments</u>	<u>Responses</u>
Harbour Business Forum 20 July 2005	<p>A Vibrant <u>Unified</u> Harbour</p> <p>Balancing the harbour is <u>both</u> as a maritime and logistics hub for the safe and efficient passage of people and goods, with the harbour as and a culture and leisure facility catering to the aspirations of all sectors of the community;. <u>This</u> requires a diverse, attractive and vibrant harbour-front areas and with a multitude of commercial, public, tourist, leisure, sports, culture, infrastructure and marine facilities.</p>	<p>The word ‘unified’ is not understood and the meaning is not clear. The original text is more direct and comprehensible.</p> <p>The original text highlights the importance of “balancing different competing uses”, such concept is considered essential and therefore the original text is retained.</p>
CE@H 22 February 2005	<p>Principle <u>36</u> – A Vibrant Harbour</p> <p><u>Planning, designing, developing, managing and maintaining Victoria Harbour</u> Balancing the harbour as a maritime and logistics hub for the safe and efficient passage of people and goods, <u>balanced</u> with a vibrant and attractive the harbour and harbour-front areas as a culture, <u>recreation</u> and leisure facility catering to the aspirations of all sectors of the community <u>with</u> requires diverse, attractive and vibrant harbour-front areas and a multitude of commercial, public, tourist, leisure, sports, culture, infrastructure and marine facilities.</p>	<p>The sequence of the Principles has been re-arranged.</p> <p>Long listing of functions or activities is considered not necessary.</p> <p>Further elaboration could be considered in the process of preparing detailed harbour planning guidelines.</p>

Recommended Revision – Vibrant Harbour (Principle 6)

It is essential to balance the use of Victoria Harbour to provide both a maritime and logistics hub for the safe and efficient passage of people and goods, and as a cultural and leisure facility. Both the marine and land-side activities must cater to and balance the aspirations of all sectors of the community.

Principle 4

Original Version – An Accessible Harbour

Victoria Harbour must integrate with the hinterland in a comprehensive manner, including ample unrestricted and convenient visual and physical access to and along it as well as around the harbour-front areas.

<u>Organisation</u>	<u>Comments</u>	<u>Responses</u>
Harbour Business Forum 20 July 2005	Victoria Harbour must integrate with the hinterland in a comprehensive manner, including with ample unrestricted and convenient visual and physical access to and along it as well as around the harbour-front areas <u>without compromising its uniqueness.</u>	Harbour areas should be unique as well as encompassing diversity. In view of this, the original text which is more inclusive will be retained.
CE@H 22 February 2005	<p><u>Principle 47 – An Accessible Harbour for All</u></p> <p>Victoria Harbour <u>and the harbour-front areas</u> must integrate with the hinterland in a comprehensive manner <u>with the various districts along the harbour,</u> including ample unrestricted and convenient <u>barrier-free</u> visual and physical access to and along <u>the harbour</u> it as well as around the harbour-front areas.</p>	<p>The sequence of the Principles has been re-arranged.</p> <p>All Principles are people-oriented to guide development and serve the community as a whole. The suggested words “for all” is superfluous.</p> <p>The statement refers to integration between water body and land, and therefore, it is unnecessary to add the words ‘harbour-front areas’.</p> <p>The original text has already embedded the meaning of “various districts” and “barrier-free”.</p> <p>The words ‘the harbour’ will be included.</p>

Town Planning Board 8 April 2005	In visual terms, the view from the harbour to the land was equally important as the view from the land to the harbour. The name of Victoria Harbour would become meaningless if people's view to Mt. Victoria from the harbour was blocked by high-rise buildings.	Agreed. Visual link refers to sight and scene from both directions, from and towards the harbour.
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Recommended Revision – Accessible Harbour (Principle 7)

Victoria Harbour must integrate with the hinterland in a comprehensive manner, including ample unrestricted and convenient visual and physical access to and along the Harbour as well as the harbour-front areas.

Principle 5

Original Version – Maximizing Opportunities for Public Enjoyment

With limited land available around Victoria Harbour, land required for transport infrastructure, utilities and uses incompatible with these planning principles should be minimized.

<u>Organisation</u>	<u>Comments</u>	<u>Responses</u>
<p>Harbour Business Forum 20 July 2005</p>	<p><u>A Public Asset</u></p> <p><u>The planning and development of the Harbour and its harbour-front should maximize opportunities for public enjoyment. The impact of transport infrastructure, utilities and land uses incompatible with these planning principles should be minimized.</u></p>	<p>The heading is refined to read ‘Public Enjoyment’ for greater clarity and the actual spirit of this Principle.</p> <p>The proposed text covers a wider spectrum and provides a better understanding about the spirit of the Principle. The proposed text will be adopted and refined.</p>
<p>The Chartered Institute of Logistics and Transport in Hong Kong 23 March 2005</p>	<p>The word “minimized” somewhat negatively to the needs in transport perspective. Propose to revise to:</p> <p><u>The spirit is to return the Harbour to the people. Harbour-front area should be used to the maximum extent for activities and facilities enjoyed by the people.</u></p>	<p>The Principle will be revised as stated above.</p>
<p>CE@H 22 February 2005</p>	<p>Principle 58 – Maximizing Opportunities for Public Enjoyment</p> <p>With limited land available around Victoria Harbour, land required for transport infrastructure, utilities and uses incompatible with the these planning principles should be minimized. <u>aspirations of Hong Kong people for an imageable, vibrant and accessible harbour should be minimized so that opportunities for land and marine based active and passive year round activities for public enjoyment of all, can be maximized for a well planned, designed, managed and maintained Harbour and harbour-front areas.</u></p>	<p>The sequence of the Principles has been re-arranged.</p> <p>The word “transport” will be deleted as suggested. However, further elaboration on ‘aspirations of Hong Kong people’ as suggested is considered unnecessary, only making the presentation of the Principle clumsy.</p>

Recommended Revision – Public Enjoyment (Principle 8)

The planning, development and management of Victoria Harbour and its harbour-front areas should maximize opportunities for public enjoyment. Land required for and the impact from infrastructure development, utility installation and land uses incompatible with the harbour planning principles should be minimized.

Principle 6

Original Version – Integrated Planning for a World-class Harbour

Integrated and long-term planning, development and management of infrastructure, land and marine uses, and water quality is required to ensure that Victoria Harbour and its harbour-front areas support Hong Kong’s economic pillars and the aspirations of Hong Kong’s people.

<u>Organisation</u>	<u>Comments</u>	<u>Responses</u>
<p>Harbour Business Forum 20 July 2005</p>	<p>Integrated and long-term planning, development and management of infrastructure, land and marine uses, and water quality is required <u>essential to ensure the Harbour and the harbour-front support and enhance the economic, environmental and social aspirations of Hong Kong.</u> that Victoria Harbour and its harbour front areas support Hong Kong’s economic pillars and the aspirations of Hong Kong’s people.</p>	<p>The proposed text, which broaden the scope of concern to include environmental and social dimensions, will be adopted.</p>
<p>CE@H 22 February 2005</p>	<p><u>Principle 64 – Good Governance for an Integrated Planning for a World-class Harbour</u></p> <p>Integrated and long-term planning, development and management of infrastructure, land and marine uses, and water quality is required to ensure that Victoria Harbour and its harbour-front areas support Hong Kong’s <u>social, environmental and economic pillars through an open, inclusive and transparent form of governance that not only needs to consider the “overriding public need” but more importantly meets the aspirations of Hong Kong’s people.</u></p>	<p>The sequence of the Principles has been re-arranged.</p> <p>The Principle focuses on ‘integrated planning for a world-class harbour’. Whilst administrative aspects and governance is one of the means to achieve this, it is not the spirit of the Principle. These may be considered in the context of harbour planning guidelines.</p> <p>The need for an open and transparent public engagement process has been included in other Principles.</p>

Recommended Revision – Integrated Planning (Principle 4)

Integrated and long-term planning, development and management of infrastructure, land and marine uses, and water quality is essential to ensure that Victoria Harbour and its harbour-front areas support and enhance the economic, environmental and social aspirations of Hong Kong.

Principle 7

Original Version – Sustainable Development for the Harbour

The planning, development and management of Victoria Harbour and its harbour-front areas should embrace the principles of sustainable development, i.e. balancing and catering to the economic, social and environmental needs of all sectors of the present generation, without compromising the needs of future generations.

<u>Organisation</u>	<u>Comments</u>	<u>Responses</u>
Harbour Business Forum 20 July 2005	<p>Sustainable Development for the Harbour</p> <p>The planning, development and management of Victoria the Harbour and its harbour-front areas should embrace the principles of sustainable development <u>to cater for</u>, i.e. balancing and catering to the economic, social and environmental needs of all sectors of the present generation, without compromising the needs of future generations.</p>	‘Balancing’ and ‘Catering’ are two separate but essential components, therefore, the original text will be retained with minor refinement.
CE@H 22 February 2005	Suggest to re-numbered to Principle 2.	The sequence of the Principles has been re-arranged.

Recommended Revision - Sustainable Development (Principle 3)

The planning, development and management of Victoria Harbour and its harbour-front areas should embrace the principles of sustainable development to balance and cater for the economic, social and environmental needs of all sectors of the present generation, without compromising the needs of future generations.

Principle 8

Original Version - Early and Ongoing Stakeholder Engagement

All sectors of the community must be engaged in the planning, development and management of Victoria Harbour and the harbour-front areas, through comprehensive consensus building processes involving relevant institutions.

<u>Organisation</u>	<u>Comments</u>	<u>Responses</u>
Harbour Business Forum 20 July 2005	<p><u>Early and Ongoing Stakeholder Engagement</u></p> <p>All sectors of the community must be engaged at an <u>early stage</u> in the planning, development and management of Victoria <u>the</u> Harbour and the harbour-front areas, through comprehensive consensus building processes involving relevant institutions.</p>	<p>Title to be revised as suggested.</p> <p>The process could be elaborated, where necessary, in the course of preparing harbour planning guidelines.</p>
CE@H 22 February 2005	<p><u>Principle 83 – Early, Ongoing Inclusive, Open and Transparent Multi-Stakeholder Engagement</u></p> <p><u>Championing multi-stakeholder engagement, through an inclusive, open and transparent participatory process</u> All sectors of the community must be engaged in the planning, development and management of Victoria Harbour and the harbour-front areas, <u>achieved through a comprehensive consensus building processes involving relevant institutions and multi-stakeholders through ongoing community empowerment supported by quality information, good science and professional input to ensure a fair and meaningful engagement process to create a sense of ownership and belonging.</u></p>	<p>The sequence of the Principles has been re-arranged.</p> <p>The suggested amendment is too verbose to enable readers to grasp the essence of the Principle. The original version is more succinct and will be refined on that basis.</p> <p>Procedures and guidelines on public engagement process could be developed at the next stage.</p>

Recommended Revision - Stakeholder Engagement (Principle 2)

All sectors of the community must be engaged at an early stage and on an on-going basis in the planning, development and management of Victoria Harbour and its harbour-front areas through transparent and inclusive consensus building processes.

Other Comments

<u>Organisation</u>	<u>Comments</u>	<u>Responses</u>
<p>CE@H 22 February 2005</p>	<p>Suggest to add the following principles:</p> <p><u>Principle 9 – Minimal Reclamation for Enhancement of Harbour-front uses to meet public aspirations</u></p> <p><u>Minimal reclamation shall only be used for enhancement of Harbour-front uses that meets an overriding public need but more importantly meets the aspirations of Hong Kong people.</u></p> <p><u>Principle 10 – Sustainably Regenerating Existing Harbour and Harbour-front Uses</u></p> <p><u>Assessing the current uses of the harbour and the harbour-front areas with the Harbour Planning Principles to transform Victoria Harbour into a vibrant, attractive and accessible world class asset by encouraging regeneration of the harbour and harbour-front areas involving the possible relocation of certain incompatible land and marine uses and redesigning existing Harbour and harbour-front areas with a people oriented urban design approach before considering any form of future minimal reclamation.</u></p> <p><u>Additionally all current and future plans for the Harbour and harbour-front areas should also be evaluated and future development monitored against the Harbour Planning Principles through a legitimate mechanism to be developed and endorsed by the Harbour-front Enhancement Committee.</u></p>	<p>Harbour protection has been embodied in the Principles, and also governed by the legislation. Further elaboration is considered unnecessary. Nonetheless, guidelines will be prepared by the Task Group for harbour enhancement. Therefore, it is not suggested to include this as a principle.</p> <p>Harbour enhancement, sustainable development, promoting vibrancy, monitoring, etc have already been included and embodied in the Principles (e.g. revised Principles 2, 3, 5, 6, etc).</p> <p>Detailed process can be considered in the course of preparing harbour planning guidelines. Therefore, it is not suggested to include this as a principle.</p>

Mr. Kim Chan, Hong Kong Institute of Planners 30 March 2005	Comments focus on the wording of the Chinese Version.	Comments will be taken into account in the translation of the English version.
Harbour Business Forum 20 July 2005	It should be clearly indicated that the long text is the actual principle, and not the short headlines.	Both the headline and the text are integral part of the Principles, and the Principles are specifically associated with the full text instead of the headings.

d:\stpsr3\harbour planning principles\R-to-C_Appendix C

on 8 March 2006

CENTRAL HARBOURFRONT AND ME

1. Purpose

This paper is to brief Members on the findings of the Central Harbourfront and Me (CHarM) public participatory programme and seek members' agreement on the draft Final Report and Design Brief, at Attachment A and B respectively, as suitable for submission to the Harbourfront Enhancement Committee for endorsement.

2. Background

2.1 In August 2004, the Sub-committee on Harbour Plan Review (the Sub-committee) set up a Task Group to steer the public participatory programme to solicit public views and visions on the enhancement of the Central Ferry Piers and the adjoining areas (the Study Area) and draw up a design brief for the Government to formulate enhancement projects for the Study Area.

2.2 In April 2005, the Task Group commissioned City University Professional Services to carry out the public participatory programme with a view to providing a platform for the stakeholders, including the professional bodies, general public and the related trades to express views on the enhancement of the Study Area. Since the launch of the programme, a series of events including a brainstorming session, a random survey and interview with stakeholders, a workshop, an exhibition and a public forum have been held. Over 3,000 people have participated in the public participatory programme, and all the activities were generally well received.

2.3 The Consultants have prepared a draft Final Report to summarise the activities and findings of the programme. A draft Design Brief was also formulated to establish a guideline framework for future implementation of subsequent enhancement project.

2.4 The draft Final Report and Design Brief are attached for Members consideration. The executive summary of the Final Report is at pages 6 and 7 of the final report.

3. **Next Step**

Subject to the agreement of the Sub-committee, the Final Report and Design Brief will be submitted to the HEC for endorsement in April 2006.

Task Group on Central Harbourfront and Me March 2006

Attachment A Draft Final Report on CHarM
Attachment B Draft Design Brief on CHarM



CENTRAL HARBOURFRONT AND ME (CHARM)

FINAL REPORT

2ND REVISED DRAFT

February 2006



CONTENTS

Preface	4
Executive Summary	6
1. Introduction	8
2. Programme Structure	9
3. Brainstorming Session	11
3.1 Objectives	
3.2 Findings	
3.3 Conclusion	
4. Random Sample Survey and Interviews	13
4.1 Objectives	
4.2 Random Sample Survey	
4.2.1 Sampling Procedure	
4.2.2 Respondent Profile	
4.2.3 Findings	
4.2.4 Conclusion Drawn	
4.3 Face-to-Face Interviews	
4.3.1 Data Collection and Analysis Procedures	
4.3.2 Findings	
4.3.3 Respondent Profile	
4.3.4 Conclusion Drawn	
4.4 Conclusion	
5. Workshop	19
5.1 Objectives	
5.2 Procedure of Deliberation	
5.3 Findings	
5.4 Conclusion	
6. Exhibition	22
6.1 Objectives	
6.2 Exhibition Format	
6.3 Findings and Conclusion Drawn	



7.	Public Forum	24
7.1	Objectives	
7.2	Issues Discussed	
7.2.1	Environmental Issues	
7.2.2	Transportation Issues	
7.2.3	Tourism/Commercial Issues	
7.2.4	Design Considerations	
7.2.5	Social Issues	
7.2.6	Leisure	
7.2.7	Educational	
7.3	Conclusion	
8.	Concluding Summary	27
8.1	Leisure	27
8.2	Tourism	28
8.3	Transportation	28
8.4	Commercial Functions	29
	Appendix I	29
	Appendix II	31
	Appendix III	32
	Appendix IV	33
	Appendix V	34
	Appendix VI	42



PREFACE

The purpose of this report is to provide an overview of the various stages of the participatory programme and its findings. The report also outlines the basic principles and elements for generating the design brief.

The Task Group, formed under the Sub-Committee on the Harbour Plan Review of the Harbourfront Enhancement Committee (HEC), to oversee the public participatory programme for the enhancement of the Central Ferry Piers and its adjoining area. The programme is known as Central Harbourfront and Me (CHarM). Members of the Task Group are as follows:

Organization/ Department	Name
Chairman of the Task Group (HEC members)	Dr. Alvin N. K. KWOK
Vice-chairman of the Task Group (HEC member)	Mr. Vincent NG
Secretary	Mr. T.W. Ng / Miss Sally FONG

HEC members	Dr Andrew L THOMSON
HEC member	Mr LEUNG Kong-yui
HEC member	Mr. Kim CHAN
HEC member	Mr. Paul ZIMMERMAN
C&W DC	Ms. Lai King CHENG
C&W DC	Mr. Kin Lai LAM
Islands DC	Mr LAM Kit-sing
Islands DC	Ms LEE Kwai-chun, MH
Islands DC	Miss YUNG Wing-sheung, Amy
Island DC	Mr. KWONG Kwok Wai
HPLB	Mr. Bryan LI
HPLB	Ms. Lydia LAM
ETWB	Mr. Alex WONG
Plan D	Mr Raymond W M WONG
Plan D (DPO/HK)	Ms. Amy WU
Plan D (UD Unit)	Mr. Vincent T. K. LAI
Plan D (Landscape Unit)	Mr. John CHAN
CEDD (HKI &Is Dev Off)	Mr. Eric K. W. FUNG Mr Keith TANG
CEDD (Headquarters)	Mr. Hing Sun LAW, Michael
CEDD (Port Works Division)	Mr. Kenneth WONG
Lands Dept	Ms Prudence HO
Highways Dept.	Mr S.W. NG



Transport D	Miss Carol CHEUNG
ASD	Mr. Raymond FUNG
LCSD	Ms Joanne FU
LCSD	Mr Tony SUEN
DSD	Mr. David S. H. LEUNG
GPA	Mr. Eric Y. T. POON
Marine D	Mr. C.P. Ho / Mr. M S CHAN
IsDO	Ms Decem LAM
C&W DO	Miss LAM Yip Yan, Doris



EXECUTIVE SUMMARY

The Central Ferry Piers and its adjoining area (the Study Area) occupy a prime stretch of waterfront in Central. Due to its unique location, the area plays a very important strategic role and its design and development are essential to the public at large. To enable this area to become attractive, vibrant, accessible and symbolic, the Harbour Enhancement Committee (HEC) initiated a public participatory programme to gauge the public and interested parties' views and opinion on enhancement of the Study Area.

The Public Participatory Programme is known as Central Harbourfront and Me (CHarM). The objective of the CharM programme is to provide a platform for the stakeholders, including the general public, local groups, professional bodies and government departments to express views and comments on enhancement of the Study Area. Since the launch of CHARM in April 2005, a series of public participatory events including a brainstorming session, random survey and interviews, workshop, exhibition and public forum have been held with nearly 3000 participants involved in the various stages of the programme.

Based on the findings collected at various stages of the programme, including over 600 completed survey and 44 face-to face interviews, four main categories of enhancement for the study area prevail. Ideas and visions for enhancement were generalised associated with (1) leisure, (2) tourism, (3) transportation and (4) commercial functions.

Leisure

Participants enjoy the provision of greenery corridors, walkways, roof gardens and plantings. Opinions like increasing the variety of green species for various seasons and functions, improving the characteristic as well as maintaining a continuous and attractive promenade were collected from the public. Relaxing atmosphere composing romantic lighting, quality lighting fixtures and street furniture design was proposed. Visual corridors and vantage points to key landmarks across the harbour were welcomed by the public. Gathering places, recreation areas and performance venues in different size and setting accommodating a wide variety of activities for people of different age groups were also suggested. In addition to this, flexible covers were recommended to be built to suit different weather conditions.

Tourism

Features like temporary or permanent exhibitions to introduce Hong Kong or its district history, integrating interesting traces and images in the fixed or movable structures, quality landscaping, exhibition gallery and a unique design with strong identity were proposed to attract tourists.

Transportation

Strengthening the function of transportation hub, giving the pedestrian priority, making the transportation organically and user-friendly, utilising the opportunities of water (ferry to outlying islands, Macau and Discovery Bay), land (bus terminal and Central MTR station) and air (Airport railway, Hong Kong Station) transport, mitigating the noise from transportation and making the pedestrian move in a safe and vehicular free condition were proposed to improve the transportation.



Commercial Functions

Additional shopping and dining facilities are recommended to enliven the harbour-front. Tourist-oriented shopping and dining activities are advised to be encouraged. Providing fixed or flexible locations for the leisure, souvenir shops by making them as a part of the landscape, the flexibility of holding flea market in the holidays and designing flexible or modular structures for commercial activities were recommended to improve the commercial functions as well as increase the self-employment opportunities.

Through the various events of the programme, the participants had identified the key problems associated with the existing uses of the Study Area as well as made various suggestions to the future enhancement of the Study Area. In view of its unique location, it was generally agreed that the Study Area should, in addition to its function as a transportation hubs serving the outlying islands, be enhanced to improve its accessibility, provide a wide variety of supporting commercial facilities to add vibrancy to the waterfront environment, as well as to promote the area as a tourist attraction.

Among the various visions and ideas suggested for the future enhancements, the key areas for improvement were the pedestrian connections to adjoining areas; consolidation of the various transportation modes; improvement to the existing landscape and open space facilities; creation of an identity and focus point for the Study Area and development of more shopping and dining facilities.

In addition to the above, the participants also reaffirmed the principle of not allowing further reclamation of the Victoria Harbour.

The public participatory approach adopted for CHarM had successfully aroused the interest of the general public. Participants engaged in various events had made valuable contributions and provided innovative ideas and visions for the proposal. The random survey, interviews and public forum events had provide a in-depth insights to the existing problems and gathered views and vision from a wide spectrums of users and stakeholders as well as from members of the public.

With reference to the findings of the public participatory events, a design brief will be formulated to establish a guiding framework for future implementation.



1. INTRODUCTION

Victoria Harbour is a special public asset and a natural heritage of Hong Kong. Lying at the heart of the Central and the Territory, areas around the Central Ferry Piers play a very important strategic role: a show-case for other harbour front areas and a landmark for promoting the image of Hong Kong. The community has a strong desire to protect and preserve the Harbour, including that important fraction at the Central Ferry Piers (Nos. 1-8) and their Adjoining Areas. Based upon this public aspiration, a series of direct public participatory events including a brainstorming session, random survey and interviews, workshop, exhibition and public forum were designed to collect public opinions. They were with the following vision, goals and objectives:

Vision:

To make the areas attractive, vibrant, accessible and symbolic of Hong Kong - a place for the people and a place of life

Goals:

- To bring the people to the Areas and the Areas to the people.
- To enhance the scenic views of the Areas and maintain visual access to the harbour-front.
- To enhance the Areas as unique attraction for the public and tourists.
- To create a quality harbour-front through encouraging attractions such as retail, leisure and recreational facilities, and providing an integrated network of open space and pedestrian links to various traffic facilities.
- To maintain a safe and efficient network for the transport of people.

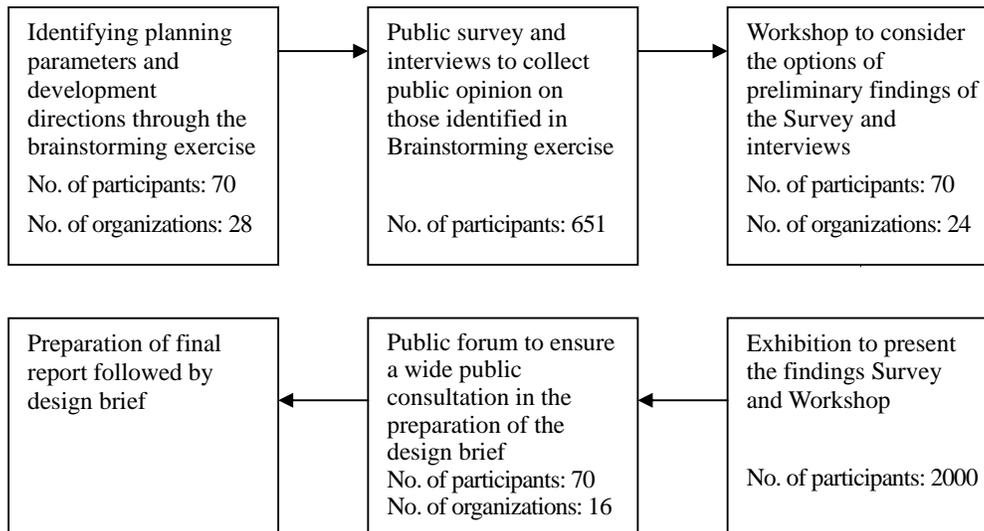
Objectives:

- To provide a platform for the stakeholders including the general public, local groups, professional bodies and Government departments to exchange views, visions and comments on enhancement of the Central Ferry Piers and their adjoining areas.
- To provide an opportunity for different sectors of the community and Government departments to work in collaboration with a view to formulating a design framework for future enhancement projects in the Study Area.
- To encourage public participation in the planning and design of the Central Ferry Pier Areas
- To collect public opinions for preparation of the design specifications
- To identify the design parameters through the above
- To prioritize these design parameters
- To produce a design specifications for future planning and development of the areas, having taken the above into consideration



2. PROGRAMME STRUCTURE

To achieve the above visions, goals and objectives, the following programme structure has been implemented:



The rationale of the above workflow is:

BRAINSTORMING SESSION

The brainstorming session was designed in a form of general and open-minded approach to obtain development and design ideas from participants, with various backgrounds, views and visions for the enhancement of the study areas. The areas of discussion covered the usage/theme, design and landscape aspects.

PUBLIC SURVEY AND INTERVIEW

The public survey and interviews were used to collect public opinion, aiming at focusing the design ideas identified from the brainstorming session.

WORKSHOP

Having identified the various preliminary design ideas in the public survey and interviews, the workshop was used as a platform to discuss, in details, the design parameters and the various main themes to come up with some “design” concepts/schemes/alternatives for the Study Areas. In addition, the workshop offered an opportunity for participants to share information concerning the preliminary designs and obtain feedback.

EXHIBITION

At the exhibition, the design ideas for the Study Areas were presented through 8 numbers of exhibition panels. At the same time, a questionnaire survey was used to invite viewers to express their preference to the various design ideas.



PUBLIC FORUM

Public forum was organized to ensure a wide public consultation on all aspects before the preparation of the design brief.



3. BRAINSTORMING SESSION

In order to obtain development and design ideas from participants with various backgrounds, views and visions, brainstorming session was organized in the Surveyors Learning Centre, The Hong Kong Institute of Surveyors, 8/F Jardine House, Central, Hong Kong on 21 May 2005 (Saturday) from 9:00am to 12:30pm. Discussion areas covered the usage/theme, design and landscape aspects.

Representatives from various organizations were participants in the brainstorming session. Please refer to Appendix I for the list of participants.

3.1 OBJECTIVES

In order to stimulate / generate design ideas and parameters for the Central Harbourfront Areas, the Brainstorming session was designed to fulfil the following objectives:

- To encourage public participation in the planning and design of the Central Ferry Pier Areas.
- To collect concerns and views from different sectors of the community.
- To identify the desired facilities, functions and overall appearance of the Areas.

3.2 FINDINGS

‘Accessibility’, ‘Financial Centre’, ‘Environmental Setting’ and ‘Mix of People’ were identified to be the major characteristics of the Study Areas. However, the harbourfront was currently used only by local residents, visitors, transportation operators/users, workers and domestic helpers. Being a transportation hub in the town centre and, simultaneously, close to the natural heritage of the territory (Victoria Harbour), some participants commented that the Areas unfortunately lacked any integrated planning, sufficient facilities, tourist attractions, the desired environment and transportation connectivity.

There were more than 130 functions suggested for the Study Areas. Participants expected that the future development should enhance the image of the Study Area, provide facilities and venues for organising social activities and enhance connectivity of the various transportation facilities.

Participants had generated over 150 ideas for enhancing the facilities for the Study Areas, including providing landmark/sculpture to enhance the public image, centralization of different modes of transportation, and providing various facilities for promoting activities in the Areas. The different themes for improving the appearance of the areas such as “water” (e.g., sculpture with shape of wave), “natural harbourfront” (e.g., landscaping promenade), “historical” (e.g., showing the history of Victoria Harbour), etc. were also proposed.



3.3 CONCLUSION

The participants at the brainstorming session generally agreed that the Victoria Harbour is an important asset of Hong Kong and the Study Area, with a wide stretch of waterfront enjoying a good view of the Victoria Harbour, should be enhanced for the enjoyment of the public.

The participants expressed that while the Study Area is located in the Central of Hong Kong, it is not easily accessible. Pedestrian connections to and from the Central District and adjoining developments via the existing footbridges are confusing and unattractive. The existing open space, sitting out area are insufficient and the landscaping are limited and unattractive. The area is poorly layout and lacking supporting facilities such as retail and dining for visitors. In addition, air pollution from vehicles and ferries affect the enjoyment of this nature open setting of the waterfront.

During the session, participants identified over 130 functions they considered the Study Area should have. Participant expected that the future development should enhance the Study Area's public image, facilitate organization of some social activities (sports and retails) and enhance connectivity of various transportation facilities.

Based on these functions, the participants suggested over 150 enhancement ideas for the Study Area. These ideas mainly related to the introduction of various facilities such as landmark, facilities for retails and dining, better pedestrian connections and centralised transportation interchanges. Improvements to the landscaping and air quality were also considered important.



4. RANDOM SAMPLE SURVEY AND INTERVIEWS

Based on the results of the brainstorming session, a random sample survey was conducted to collect opinions of users of the Study Areas and on five core parameters, namely: (1) the functions of the Study Areas, (2) accessibility and transportation, (3) facilities in the Study Areas, (4) services to be provided, and (5) design and appearance.

4.1 OBJECTIVES

The objective of “Random sample survey and interviews” is:

- To collect users’ and stakeholders’ opinion on the core parameters of enhanced pier areas on the basis of the findings of the brainstorming session.

It comprises two major components, namely (1) a random sample survey of the users of the Study Areas on their ideas of core parameters of enhanced pier areas and (2) face-to-face interviews with, including but not limited to, professional institutes, harbourfront-related organizations, community leaders and users of the Study Areas on their suggestions of the core parameters of enhanced pier areas.

4.2 RANDOM SAMPLE SURVEY

Random Sample Survey was conducted from 9 July to 17 July 2005. Three locations were chosen as sampling points, namely, (1) the footbridge leading to Two International Financial Centre, the part of Man Yiu street within the Study Areas, and (2) the corridor outside the piers. A systematic sampling procedure was adopted in this survey. They were taken out as 4.2.1 to 4.2.3. A total of 651 respondents were interviewed. (*Copy of questionnaire attached as Appendix V*)

4.2.1 Sampling Procedure

All users aged 12 or above (regardless of nationality, gender and purpose of using the Study Areas) constituted the sampling frame of the study. The interviewers selected every 10th user who came up in the spot after selecting a person at random as a starting point and sought their consent to be interviewed. If an individual refused to participate, the next 10th user was approached and invited to be interviewed.

4.2.2 Findings

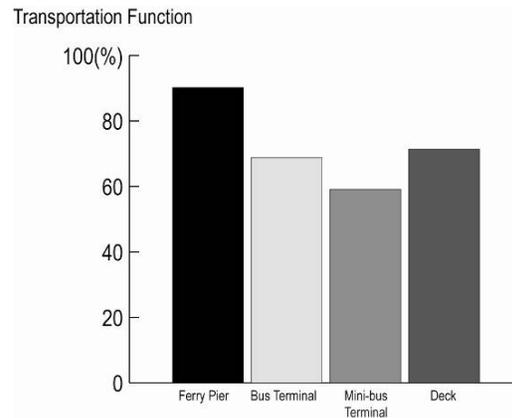
- Functions of the Study Areas
The function that most respondents considered important was “leisure”; more than half of the respondents (62.5%) selected this. Three functions, namely “tourism”, “transportation”, and “recreation” were also considered important by more than 40% of the respondents. On the other hand, only a minority of respondents (less than 20%) favoured the idea of developing or converting the



Study Areas for commercial or residential purposes.

- **Accessibility and Transportation**

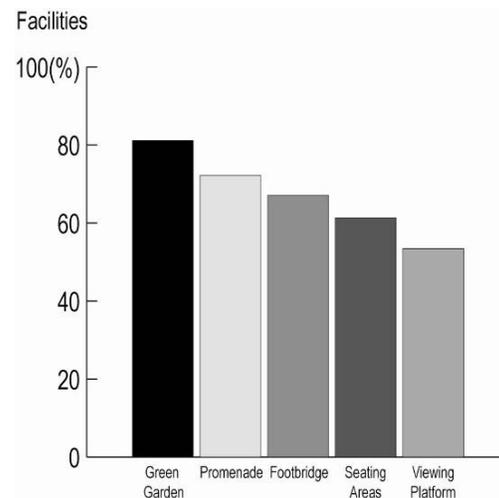
Respondents preferred the status quo. Most of them favoured retaining the ferry piers (90.2%), the bus terminal (68.8%), and the mini-bus terminal (59.1%). Also, more respondents (53.1%) preferred to maintain the bus stations at ground level and maintain its role as a traffic interchange (50.8%). Participants of the Brainstorming session suggested several measures to enhance the transportation



function of the Study Areas. Respondents in the survey were asked to indicate whether they agreed with the suggestions. Five suggestions were endorsed by more than half of the respondents, namely, building a deck above the bus stations in order to separate the pedestrians and the vehicles (71.4%), building pathways to connect the business area and the harbour-front facilities (66.5%), improving signage or traffic signs (65.4%), offering shuttle bus service (63.1%) and building travellers (61.0%). On the other hand, suggestions for mono-rail shuttle train, extended tram service, and building helicopter landing pad were deemed important by less than 35% of the respondents.

- **Facilities in the Study Area**

Participants of the brainstorming session suggested a number of facilities for the enhancement of the Study Areas. Five suggestions were endorsed by more than half of the respondents, namely a Green garden (81.1%), a promenade at harbour-front (72.2%), a covered footbridge (67.1%), public seating areas (61.3%), and viewing platform and telescopes (53.4%). The findings tallied with the view that the Study Areas should primarily perform the leisure function.

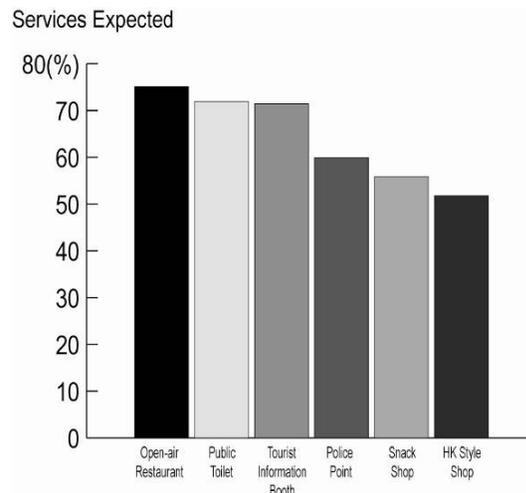


On the other hand, facilities for recreational activities such as exercise/jogging trails, children's playground or fishing area were considered important by less than one third of the respondents.



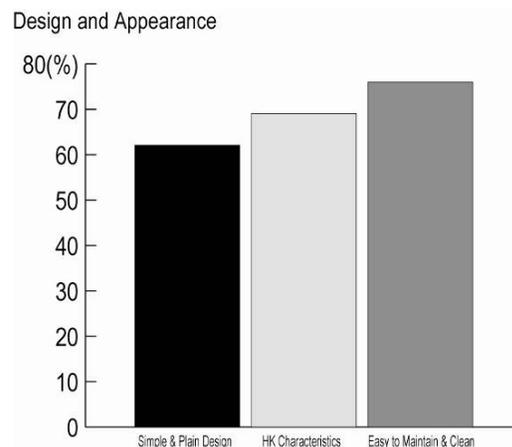
- **Services Expected in the Study Areas**

Participants of the brainstorming session suggested a number of services that could be provided in the enhanced Study Area. Six services were considered important by more than half of the respondents, namely open-air restaurants (75.1%), public toilet (71.9%), tourist's information booth (71.4%), police point (59.9%), shops for selling snacks (55.8%), and traditional Hong Kong style shops (51.8%). These are basic facilities, or services that help users relax and have an enjoyable time. On the other hand, only a minority of respondents were supportive of the more elaborate proposals such as flea market, book shops, music centre, museum, eco-park, library, rickshaw service, and marriage registry.



- **Design and Appearance**

Participants of the brainstorming session suggested a few design ideas and decorative elements. Green plants received support from most respondents (77.7%). Three other ideas, namely stylish landmark or sculptures, stylish street lamps, and fountain were also deemed important by some half of the respondents. On the other hand, elegant decorative lightings received least support (36.6%) from the respondents.



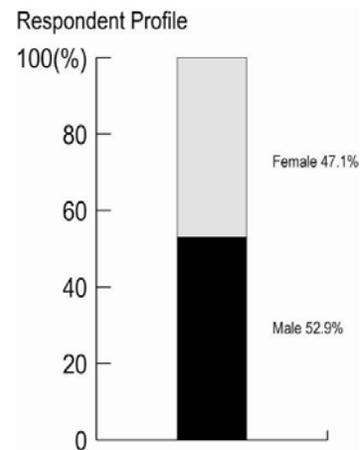
In the brainstorming session, different participants suggested ideas which were to some extent incompatible with each other. Respondents of the survey were asked to indicate their preference between the options. The single item which received support from the great majority of respondent was limiting the height of built structures (92.6%). Apart from this, more respondents tended to favour simple and plain design (62.1%), styled with Hong Kong characteristics (69.1%), and one which was easy to maintain and clean (76.0%).

Respondents were split concerning whether the Study Area should incorporate the features of the Central financial centre.



4.2.3 Respondent Profile

A total of 651 respondents were interviewed. Among them, 52.9% were male, and 47.1% were female. The median age group was 31-40 years. More than half of the respondents (51.3%) had secondary education. The majority of the respondents (92.6%) were Cantonese-speaking. Most of the respondents were from districts other than the Central, Sheung Wan or outlying islands (61.6%), and 28.0% were outlying islands residents. Only a minority of the respondents (2.8%) were non-local tourists.



4.2.4 Conclusion Drawn

From the findings, it can be concluded that the majority of the respondents support that the Study Area should primarily perform the “leisure” function. The “tourism” function and the transportation function also receive support from about half of the respondents. In line with this view, the facilities deemed important in the enhanced Study Area are green garden, a promenade, seating areas, viewing platform, open-air restaurants, and shops selling snacks. Serenity rather than activity or ornamentation (such as beautiful outlook, imposing design, and elegant decorative lightings) is appreciated. As to accessibility and transportation, most of the respondents prefer to maintain the existing status of the piers and the bus and mini-bus terminals. They welcome the ideas of improving signage or traffic signs and offering shuttle bus service. They also like the idea of creating a deck above the bus station to separate the pedestrians and the vehicles, and building pathways and travellers to smooth the way of pedestrians.

4.3 FACE-TO-FACE INTERVIEWS

Face-to-face interviews were conducted with representatives of professional institutes / academic people/ business sector and harbourfront-related organizations, community leaders and users of the Study Areas. They gave in-depth comments and suggestions on the above-said core parameters.

4.3.1 Data Collection and Analysis Procedures

An invitation letter was sent to the target respondents for arranging a face-to-face interview of around 45 minutes. Follow-up phone calls were made by professional interviewers to fix the date, time and place of interview.



4.3.2 Respondent Profile

A total of 44 face-to-face interviews were completed with a diverse spectrum of key stakeholders of the Study Area through a semi-structured questionnaire. *(Copy of questionnaire attached as Appendix VI)*

4.3.3 Findings

- **Functions of the Study Area**
The five commonly mentioned functions of the enhanced Study Area were, in descending order, (a) venue for leisure, recreation and community activities – a tranquil area and resting place in busy Central; (b) sea-land transportation hub with cover – to facilitate citizens' connect to land or sea transportation; (c) connecting areas; (d) landmark of Hong Kong to promote tourism; and (e) venue and facilities for cultural or performance arts.
- **Transportation elements and design of the Area**
The majority of respondents thought that the existing ferry piers should not only be retained but be beautified into modern piers with special characteristics such as clock tower with sculptures and special lightings etc. At the roof-top of the piers, there should be open restaurants, bars or cafès for visitors to enjoy the harbour view.
- **Design of the environment of the Area**
The most frequently suggested environmental design features of the Study included, in descending order, (a) green garden; (b) promenade at harbour-front; (c) open air plaza as performance venue; (d) covered footbridge, pathways for pedestrians to connect people with the piers; (e) viewing platform, telescopes; (f) gallery for holding exhibitions, introducing outlying islands and Central & Western District; and (g) public seating areas with abundant seats of special design.
- **Services provision in the Area**
The dominant views on the services that should be provided in the enhanced Study Areas included, in descending order, (a) open-air restaurants, food court or fast food shops at roof-top of the piers for enjoying the sea view with cover; (b) tourists information booth; (c) traditional Hong Kong style shops that must match the style and image of these Areas; (d) open-air cafe and bars at roof-top of the piers for enjoying the sea view with cover; (e) public toilet; (f) shopping for selling snacks; and (g) police point.
- **Decorative elements and beautification of the environment of the Area**
The dominant views of the respondents on the decorative elements and beautification of the environment of the Areas appeared to be turning the enhanced Study Area into a green area or park with a variety of plants and flowers, and with abundant, comfortable seats for the public and tourists to enjoy the harbour view and breathe fresh air.



- **Design features of the Area**
The five most important design features for the enhanced Study Area should be, in descending order, (a) a green area with a variety of plants; (b) an open area that the buildings and structures, if built, should not obstruct the sea view; (c) easy to maintain and clean; (d) a place where the traffic and leisure activities should be separated; (e) reduce inflow of vehicles into the area; and (f) a simple and plain design.

4.3.4 Conclusion Drawn

The following core parameters of the enhancement of the Central Ferry Piers and adjoining areas were generated from these interviews: (a) a greening and open area, such as a park, or a seating area with decorative designs for citizens and tourists to enjoy the sea view; (b) retaining and redecorating the piers with open restaurants, cafe, bars on the roof-top; (c) pathways or covered footbridges connecting the MTR, the buses, other land transports, surrounding buildings, and the piers to convert it into an accessible sea-land transportation hub; (d) reducing traffic to these Areas and separating the traffic from the pedestrians, preferably with the roads, terminals put underground; and (e) adopting modern, simple and plain design for the built structures in the enhanced Study Areas, with their heights limited so as not to obstruct the sea view.

4.4 CONCLUSION

Comparing the findings gathered from the random sample survey and the face-to-face interviews, we can see great similarities between the views of the public and the representatives of organizations and specific users. Basically, the preferred functions of the enhanced Study Area are leisure and transportation, whereas few respondents opt for converting the Area for commercial or residential purposes.

The transportation function of the Study Area was highly valued, and respondents in general thought that the piers and the terminals should be retained. In addition, respondents saw the need to further enhance the appearance of the piers and the Area.

Several principles for enhancing the Area were considered important by most respondents, including greening the area, enhancing accessibility, limiting the height of the built structures, and easiness to maintain and clean.

However, the public and the respondents in the face-to-face interviews had different opinions concerning whether the bus stations should be placed underground. More of the respondents in the random sample survey prefer maintaining the stations at ground level, whereas the respondents in the face-to-face interviews saw the merit of the conversion.



5. WORKSHOP

Based on the results of the Random Sample Survey, a workshop was organized in the Surveyors Learning Centre, The Hong Kong Institute of Surveyors, 8/F Jardine House, Central, Hong Kong on 8 October 2005 (Saturday) from 9:00am to 12:30pm. Five discussion groups were identified on four major topics: Commercial, Leisure, Tourism and Transportation. In order to facilitate participants to understand findings of the previous activities to establish a common platform for discussion, the Consultant had delivered a brief presentation of the harbour-planning principles, the existing site layout and adjacent areas, and the results of the survey and interviews. Representatives from various organizations were participants in the workshop. Please refer to Appendix II for the list of participants.

5.1 OBJECTIVES

The objectives of the Workshop were:

- to facilitate public participation in the planning and design of Central Ferry Pier Areas;
- to review and focus the information collected from the previous activities;
- to identify the primary functions (visions) for the Areas; and
- to develop different themes via a systematic decision process

5.2 PROCEDURE OF DELIBERATION

Five groups of participants were guided through the 'Information', the 'Vision' and the various 'Creativity' phases based upon the findings obtained from the *Brainstorming* session and the *Random Sample Survey and Face-to-Face Interviews*, and encouraged to express their ideas and opinion with the ultimate target of establishing an ideal design for the Areas.

5.3 FINDINGS

- 'Provision of Commercial Activities', 'Environment Enjoyment', 'Tourist Attractions' and 'Convenience' were identified as the major points to be accomplished for the enhancement of the Study Area.



- Summary of proposed ideas as shown in the following table:

Themes	Roof of piers	Promenade	Accessibility	Function Bldg /Activities
1. Commercial (alternative 1)	- open-air café - restaurants - gardens - exhibition - mini-museum	- greenery corridor - chairs /seating benches - theme: 'romance' corridor - kiosks - screening layer	Footbridge to link IFC	A low rise shopping mall
2. Commercial (alternative 2)	Ditto	Ditto	-	A deck with 60% skylight between IFC & the piers. A low-rise shopping mall.
3. Leisure	- landmark - restaurant - kiosks /shops	- landscaping - stylish landmark - performance space - observation building - special lighting /feature	elevated covered walkway /footbridge - to connect all piers - to extend to IFC & Central MTR stations	2-level podium
4. Tourism	- huge landmark - piers designed with different themes (refer to the Island's characteristics)	- waterfront landscaping area	- Retain Ferry Piers - transportation hub on underground level - to extend covered walkway from IFC to pier no.3 - to add 2 footbridges between MTR stations & piers - to install escalators and lift facilities - to built a flat path	- landscaping and greening areas on ground level - remove existing refuse collection areas
5. Transportation (1)	- offices - shopping malls - 'creativity industry' - coffee shops - local restaurants To reconstruct the piers with stepwise design	- to construct a cultural and historical promenade	Connection of water-land-air traffics - to retain existing bus terminal - to widen existing walkway - to extend walkway from piers to town center in Central - to extend walkway from piers to Shun Tak Centre - to reconstruct staircases - to display transportation information	
6. Transportation (2)			- Monorail between IFC and harbourfront - elevated covered walkway to connect harbourfront and the	- promote economic activities - balance



	IFC, Central MTR & HK MTR stations.	transportation and leisure facilities
	- underground transportation network, e.g., tunnel or subway.	

5.4 CONCLUSION

In total, 33 ideas were selected as the key ideas from the original 250 ideas generated in the previous Brainstorming session. Although each group was assigned with a particular topic, participants were reminded to integrate all the functions identified in their discussion of the proposed themes. As ‘accessibility’ was considered as one of the key elements for the Study Areas, the existing ferry piers, bus stations and covered walkways were suggested to be retained in the Study Areas, Open-air cafés, restaurants, gardens and landmark were proposed on the roof-top of the piers to allow commercial activities and harbour enjoyment, while a landscaped promenade was proposed along the harbourfront to attract tourists and enjoy sea viewing.

Although the participants agreed to improve the connection between the harbourfront and the town centre in Central (IFC, Central MTR station and HK station), different elements could also be designed to fulfil the demand for both leisure and transportation facilities, including (1) a full deck occupying the whole study areas with 60% skylight /footbridge, (2) a 2-level podium occupying part of the study area, (3) an underground transportation hub, (4) an extension of walkway to east, west and south, and (5) a monorail and an elevated covered walkway.

All identified visions, selected ideas and the six themes (*shown as the above table*) will be further discussed by Exhibitions and Public Forum.



6. EXHIBITION

The findings from the Brainstorming and Workshop sessions were presented by means of on-site exhibition within or near the Study Areas and a Public Forum has been arranged to further collect public views on enhancing planning and design of the Central harbour-front areas. The message about “Central Harbour-front and Me” has been publicized to the public through the public media including newspaper reports and the 10-day field exhibitions. Publicity materials such as posters and pamphlets had been prepared which helped attract public’s attention and encourage expression of their views through returning the attached questionnaires.

The exhibition was organized in two major areas, they were:

- *Site 1:* Footbridge between One Exchange Square & World wide House
- *Site2:* Covered walkway between Pier no. 5 and Pier no. 6

It was held on 17 to 26 November 2005. The venues were identified through a series of site visits organized by the consultants and some Task Group members in September 2005.

6.1 OBJECTIVES

The objectives of the Exhibition are:

- To show the findings and enhancement ideas generated from the previous activities including brainstorming, survey and interviews, and workshop.
- To enable the public, including stakeholders of the various organizations and social groups, to provide a first-hand input on the collected ideas and schemes.

6.2 EXHIBITION FORMAT

Eight 1m x 2m exhibition panels with spot lights and counter-weights were placed at each site in a diamond-shape layout from 17 November 2005 to 26 November 2005. Posters and pamphlets have been designed and delivered to the major stakeholders, schools, government departments, NGOs, etc. in November 2005 to publicize the event. The eight panels were designed with the following themes:

- Panel 1: Introduction of Harbourfront Enhancement Committee;
- Panel 2: Survey Findings;
- Panel 3: Ideas from Workshop;
- Panel 4: Opportunities for Leisure;
- Panel 5: Opportunities for Tourism;
- Panel 6: Transportation;
- Panel 7: Opportunities for Commerce; and
- Panel 8: Your Comments.



Pamphlets with a questionnaire designed to solicit feedback from visitors on different topics of the exhibition panels were placed at the exhibition sites with a collection box placed nearby to collect the completed questionnaires. The questionnaire was designed according to the findings from the earlier Brainstorming and Workshop Sessions with the ideas from the two sessions being generalized into 19 ideas in the questionnaire. (*Chart of Questionnaire findings attached as Appendix IV*)

6.3 FINDINGS AND CONCLUSION DRAWN

At the end of the events, 62 comments were collected, which were categorized into different subjects namely: “Needs for more facilities”, “Landscaping and Greening Issues”, “Environmental Issues”, “Transportation Issues” and “Reclamation Issues”.

A total of 131 completed pamphlet questionnaires were received as at 26 November 2005 either from the Exhibition sites or fax transmission. In these 131 completed questionnaires, out of the 19 ideas listed in the pamphlet, 64% of the respondents chose “Landscaped Promenade”; 44% chose “Observation Lookout”; 41% chose “Piers design with local characteristics”; 38% chose “New transport link to Central” and “Design with Hong Kong’s identity” and another 35% chose “Stylish landmark and Sculpture” as well as “ ‘Romantic’ corridor”. The data was collected and analyzed with the other feedbacks from the later Public Forum.



7. PUBLIC FORUM

Following the exhibition, a public forum was held on 26 November 2005 at the roof garden above Piers no. 3.

The Public Forum aimed at ensuring an open and wide public participation in the planning and design of the Central Harbour-front.

Five panellists were invited to host the Forum, namely:

1. Hon Patrick LAU Sau-shing, SBS, JP (*Member of Legislative Council*)
2. Dr Alvin Kwok N.K. (*Chairman of "Central Harbourfront and Me"*)
3. Mr Vincent Ng (*Chairman of HEC Sub-committee on Harbour Plan Review*)
4. Ms CHENG lai-king (*Members of Central and Western District Council*)
5. Ms LEE kwai-chun, MH (*Members of Island District Council*)

Around 70 participants attended the forum. Topics relating to the "Environmental Issues", "Transportation Issues", "Tourism / Commercial Issues", "Design Considerations", "General Observations" and "Leisure and Public Use Issues" were the main focus of the discussed. Please refer to Appendix III for the list of participants.

7.1 OBJECTIVES

The objectives of the Public Forum were:

- Ensure an open and wide public participation in the planning and design of the Central Harbourfront; and
- Collect public views on the enhancement of the Central Ferry Piers (nos. 1-8) and their adjoining areas.

7.2 ISSUES DISCUSSED

7.2.1 Environmental Issues

- The harbourfront should be a place for people only, rather than vehicles.
- External pollution sources should be kept away from the harbourfront areas.
- It should stop ferries from using fossil fuel (diesel) but a clearer fuel.

7.2.2 Transportation Issues

- There should be harbourfront trams connecting the harbourfront areas to the nearby CBDs.
- It is found difficult to travel from the Central CBD to the harbourfront areas while the existing elevated walkway is unattractive and inconvenient to old and disable users.
- Footbridge is not the only option for connecting the Piers with the Central CBD.



- There should be a balance between the needs of clear air (restriction of vehicles to the promenade) and the needs of residents living on the Islands to access the transport services.
- Ferry services are too expensive and the ferry operators should consider using different ferry models with less polluting fuels.
- The future development of Hong Kong should consider the use of ferry services as a major mode of transportation.

7.2.3 Tourism / Commercial Issues

- It should enhance the promenade area for organizing and celebrating outlying islands' events.
- The recent administrative procedures for establishing stalls, kiosks, etc. at the harbourfront areas are too complicated, which deters people from doing so.
- Food or snacks having strong local characteristics need to be encouraged at the harbourfront areas.
- There should be more street life as street shops, which is one of the major characteristics of Hong Kong, to attract more visitors.

7.2.4 Design Considerations

- The harbourfront areas should have a world class design. Detailed design should be considered carefully.
- The design should focus on connection between Central and the Outlying Islands.
- It should re-think the need of “standardized” design to enhance the “true beauty” of the harbour-front.
- Ferry Piers should be designed with Outlying Islands' characteristics.
- “Design” is the key leading to the success of an “active harbourfront”.

7.2.5 Social Issues

- Complicated administrative procedures and bureaucratic mindset of some Government Departments need to be rectified in planning and design of the Areas.
- Hong Kong should set up a community planning fund for organizations to arrange public participation programmes for different areas.
- It should utilize the existing piers' rooftops to arrange social activities.
- It should use one of the Piers' rooftops as the permanent venue for the regular Town Planning Board meeting.

7.2.6 Leisure

- It should introduce a “Festival Pier” concept and to arrange different “themed” activities.
- It should create a sense of mood in the areas by means by music, urban design, etc. to make the areas enjoyable by people other than ferry users.
- Open theatres and performance areas can be added to the harbourfront areas.
- The future design should bring people closer (nearly can touch it) to the water.



7.2.7 Educational

- Some expressed that students should be invited to join the Public Forum as a form of education.
- The Piers' rooftop forum idea and on-site education programmes should be introduced to the Schools' Headmaster Committee in the Central and Western Districts.
- Education is an important issue and should arrange more forums about the harbourfront areas, especially to the students.
- Workshops can be arranged on the Piers' rooftop for teaching local traditions or cultural arts.
- If the Forum that held regularly at the Victoria Park can be arranged on the pier's rooftops, it may attract more focus onto the harbourfront issues.

7.3 CONCLUSION

Majority of the feedbacks and comments from the Exhibition and Public Forum were about “against reclamation” and “against pollution” to the areas; the others included attracting people by different activities in the Harbour-front areas and providing more greenery areas, better leisure and transport facilities as well as designing and planning the promenade with a locally characterized concept.

Comparing with the earlier findings, the Exhibition and the Forum have highlighted the following issues: “Widening existing promenade”, “Transport information display”, “Providing more escalators and lifts, Performance venue”, “Observation lookout”, “Exhibition gallery/Mini-museum” and a “‘Romantic’ corridor”.

Apart from the above comments received from the Public Forum, an extra 32 of pamphlet questionnaires about “*What would you like to see?*” containing 19 most preferable ideas that generalized from public opinions were received (a total of 163 pamphlet questionnaires were received, including 131 received earlier during the exhibition period). Open and wide public participation is ensured in the planning and design of the Central Harbourfront.



8. CONCLUDING SUMMARY

From the series of public participatory events launched since April 2005, participants could express their opinions in a more directly way through the events. Participants were actively participating in all the events, nearly 3000 participants were involved in the programme. Opinions from participants with various backgrounds, views and visions were collected. Four main functions are suggested for the Study Areas; namely, leisure, tourism, transportation and commercial. The following summarises the proposals to strengthen these functions:

8.1 Leisure

To allow the general public and visitors to enjoy a green and relaxing environment, it is necessary to maximise the potential for providing green corridors, walkways and roof gardens and plantings; includes variety of green species for various seasons; and maintain a continuous and attractive promenade. Layout should be designed to minimise the noise pollution induced by ferries and vehicular traffic; create a number of spots and places for an atmosphere of natural settings; and provide featured and romantic night lighting with quality lighting fixtures and street furniture.

To facilitate the users to enjoy the harbour view, vantage locations and different layers of viewing should be provided with visual corridors to view the landmarks across the harbour

The Study Area should also provide a place for recreation, gathering and social functions, thus in the layout, gathering and recreation places in different dimensions, shape and pattern of enclosure should be provided to accommodate different activities for people from different ages and people through these provision. Weather protected areas should be provided for formal and informal performance as well as venue for street arts exhibitions. Translucent or transparent materials should be used wherever possible to minimise visual impact and allowing maximum nature lighting.

8.2 Tourism

To promote Hong Kong as a world-class city for tourism, features like temporary or permanent exhibitions to introduce Hong Kong or its district history are necessary to be proposed.

Other features like integrating interesting traces and providing interesting images in the fixed or movable structures were also proposed to facilitate tourist's need and attract tourist's attention.

To achieve vibrancy on the harbour-front area, quality landscaping with southern China characteristics were suggested to be provided. Exhibition gallery and a unique design with strong identity could help to impress the visitors and the tourist to enhance the entire legibility.



8.3 Transportation

Transportation is a critical issue that affect the accessibility of the entire area, with response to this, the function of transportation hub should be strengthened, also, the layout should be well organized to allow busy access and connection to and from various mode of transport. They should also be designed minimize air and noise pollution from it. The opportunity of water (ferry to outlying islands, Macau and Discovery Bay), land (bus terminal and Central MTR station) and air (Airport railway Hong Kong station) transport should be utilized. Linkages should be provided from the study area to the Airport railway Hong Kong Station and Shun Tak Centre in the west and CRIII.

Priority should be given to the pedestrian for the sake of pedestrian safety. Vehicular free condition could be proposed. Other facility like cantilever should be provided to protect the tourist from the bad weather.

8.4 Commercial functions

Commercial activities can help to enhance the vibrancy of the harbour-front area. It can also help to increase the opportunities of self-employment. Activities like flea market during the holidays or a venue that provide flexible or modular structures should be provided. In response for enhancing tourism, tourist-oriented commercial activities are advised to be encouraged.

Other leisure shopping facilities like fixed or flexible locations for the leisure and souvenir shops or making the shops or stalls part of the landscape can help to make the place more enjoyable.

The concluded design features and parameters summarized as 8.1 to 8.4 are generally in line with the findings from the series of participatory events. Four main functions are suggested for the Study Areas; namely, leisure, tourism, transportation and commercial functions. In addition to the above, the participants also reaffirmed the principle of not allowing further reclamation and causing pollution of the Victoria Harbour.

Derived from the views and comments received from the public, promoting tourism, enhancing vibrancy, improving accessibility and strengthening its functions are aims to be achieved in future development. Any future development is obligated to associate with the above findings.

In conclusion, the public participatory approach adopted for CHarM had successfully aroused the interest of the general public. Participants engaged in various events had made valuable contributions and provided innovative ideas and visions for the proposal. The random survey, interviews and public forum events had provide a in-depth insights to the existing problems and gathered views and vision from a wide spectrums of users and stakeholders as well as from members of the public. With reference to the findings of the public participatory events, a design brief will be formulated to establish a guiding framework for future implementation.



Appendix I – Participants in the brainstorming session

	Organization	Name
<u>Group 1</u>		
1.	HK General Chamber of Commerce	Mr. Bernard HUI
2.	People’s Council on Sustainable Development	Dr. Wing-tat HUNG
3.	HEC	Dr. Alvin N. K. KWOK
4.	Hong Kong and Kowloon Ferry Limited	Ms. April LAM
5.	ACLA	Mr. Alan LIANG
6.	CEDD (HKI &Is Dev Off)	Mr. Keith TANG
7.	ETWB	Mr. Alex WONG
8.	HK District Planning Office, Planning Dept	Ms. Amy Ming Yee WU
9.	Island District	黃開榆先生
10.	Island District	何容喜先生
<u>Group 2</u>		
1.	Chung Wan and Mid-levels Area Committee	Ms. Yim-lung, Lilianna AU
2.	The Real Estate Developers Association of HK	Ms. Selene CHIU
3.	Discovery Bay Transportation Services Ltd	Mr. Eric CHU
4.	Marine Department	Mr. C. P. HO
5.	Centre for Envir’l Policy & Resource Mgt	Dr. Pong-wai LAI
6.	CEDD (Port Works Division)	Mr. Pak-fai MA
7.	HEC	Mr. Vincent NG
8.	Planning Department	Miss Joan SO
9.	Mass Transit Railway Corporation	Mr. Steve YIU
10.	Island District	吳崇敬先生
11.	Island District	溫東林先生
<u>Group 3</u>		
1.	C&W DC	Ms. Lai-king CHENG
2.	Planning Department	Ms. Carol CHEUK
3.	Islands District Office	Mr. Decem LAM
4.	Is District	Ms. Kwai-chun LEE
5.	Centre for Envir’l Policy & Resource Mgt	Dr. Wai Ying LEE
6.	HEC	Mr Kong-yui LEUNG
7.	Chung Wan and Mid-levels Area Committee	Mr. King-tong LIU
8.	CityU Professional Services Ltd.	Dr. Thomas TONG
9.	MTRC	Mr. Wilfred YEUNG
10.	New World First Ferry Services Ltd.	Mr. Philip TUNG
11.	Is District	曾家明先生
<u>Group 4</u>		
1.	Chung Wan and Mid-levels Area Committee	Mr. Pak Fun CHEUNG
2.	Island District	Mr. Kit-sing LAM



3.	The "Star" Ferry Piers Co. Ltd.	Mr. Johnny T. H. LEUNG
4.	CityU Professional Services Ltd.	Mr. Raymond W. M. LEUNG
5.	HEC	Mrs. Mei NG
6.	HyD	Mr. S.W. NG
7.	Chung Wan and Mid-levels Area Committee	Mr. Shing-choi OR
8.	CEDD	Mr. Kenneth WONG
9.	Discovery Bay Transportation Services Ltd	Mr. Kenneth WONG
10.	Is District	陳金漢先生
<u>Group 5</u>		
1	HEC	Mr. Chit Kwai CHAN
2.	Planning Department	Mr. John CHAN
3	ACLA	Mr. Gavin COATES
4.	HK General Chamber of Commerce	Dr. Sujata GOVADA
5.	C&W DC	Mr. Kin-lai LAM
6.	-	Mr. Davy TO
7.	The Chinese General Chamber of Commerce	Mr. T.K. WAI
8.	Discovery Bay Transportation Services Ltd	Mr. Chris WONG
9.	C&W DO	Ms. Teresa WONG
10.	HKU	Mr. Arlen YE
11.	HEC	Mr. Paul ZIMMERMAN
<u>Group 6</u>		
1	Park Island Transport Co Ltd.	Ms. Jasmine CHAN
2.	HKIP	Mr. Kim CHAN
3	CEDD (Headquarters)	Mr. Kin-keung CHAN
4.	HKIA	Mr. See Chung CHANG
5.	ASD	Mr. Raymond FUNG
6.	DSD	Mr. David S. H. LEUNG
7.	Chung Wan and Mid-levels Area Committee	Mr. Chi-wah MAN
8.	Centre for Envir'l Policy & Resources Mgt	Ms. Yau Tik SHAN
9.	Planning Department	Ms. Sophie S. Y. YAU
10.	Island District	杜光標先生



Appendix II – Participants in the workshop

Organization		Name
<u>Tourism Group</u>		
1		Ms. Carol Yuk-ming CHEUK
2	CE@H	Mr. Kay KU
3	Islands District	Ms. Amy Wing-sheung YUNG
4	Marine Officer	Mr. Chi -ping HO
5	Island District Office	Ms Decem LAM
6	HKIP	Ms. Yuen Yee PONG
7	CityU	Mr. Raymond LEUNG
<u>Leisure Group</u>		
1	HBLP	Ms. Lydia LAM
2	CEDD	Mr. Keith TANG
3	HK Arts Development Council	Ms. Wendy TSO
4		Mr. Yeuk-lun TO
5	CEDD	Mr. Kin-keung CHAN
6	中環及半山分區委員會	鍾孟齊先生
7	PlanD	Ms. Sophie YAU
<u>Commercial Group</u>		
1	HEC	Mr. Alvin KWOK
2	The Real Estate Developers Asso. of HK	Mr. Shuki LEUNG
3	HPLB	Mr Bryan LI
4	PlanD	Ms. Helen WAN
5	ACLA Ltd.	Mr. Gavin COATES
6	Centre for Envir'l Policy & Resource Mgt	Dr. Wai-ying LEE
7	Civil Div. of HKIE	Ir. Timothy SUEN
8	Hong Kong District Planning Office	Ms. Amy Ming-yee WU
<u>Transportation Group 1</u>		
1	Peoples Council on Sustainable Deve.	Dr. Wing-tat HUNG
2	MTR	Mr. Kam-shing LEUNG
3	Centre for Envir'l Policy & Resource Mgt	Mr. Man-hon LI
4	Citybus Ltd.	Mr. Mistral SIN
5	HEC	Mr. Vincent NG
6	Discovery Bay Transportation Services Ltd.	Mr. Chris WONG
7	CEDD	Mr. Ching-piu Kenneth WONG
<u>Transportation Group 2</u>		
1	KMB Co	Mr. Chi-kei FOK
2	Environment Concern Sub Committee, The Chinese General Chamber of Commerce	Dr. Tze-kong WAI
3	The Chartered Institute of Logistic & Transport in HK	Mr. Kong-yui LEUNG
4	Highways Depart.	Mr. S.W.NG
5	HEC	Mr. Paul ZIMMERMAN

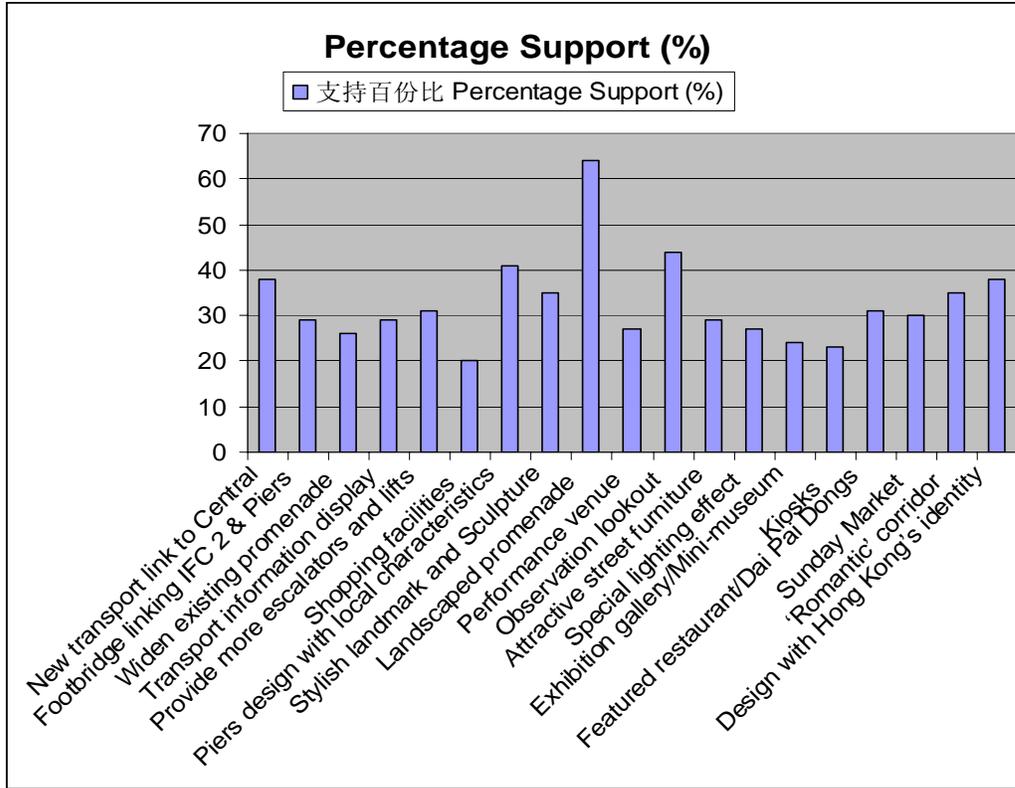


Appendix III – Participants in public forum

Name	Organization	Name	Organization
Annelin Connell	Clear The Air	Hon Patrick LAU Sau-shing	Legislative Council
Margaret Chan	PlanD	Dr Alvin Kwok N.K	HEC
Evonne Ko	Discovery Bay Transportation Services Limited	Mr Vincent Ng	HEC
Charlotte Leung		CHENG lai-king	Central and Western DC
Lai Pong Wai	CU	LEE kwai-chun	Island DC
To Yeuk Lun		Ava Ng	PlanD
Leung Kam Shing		Raymond Wong	PlanD
Yoki Yah	CU	T W Ng	PlanD
Joanna Lee	CU	Ernest Wong	PlanD
Cheska Ng		Edmond Chiu	PlanD
Ophelia Leung	HKU SPACE	Prof C M Tam	CPS
Keith Tang	CEDD	Dr Billy Ho	CPS
Fok Chi Kei	KMB	Dr M Y Leung	CPS
S W Ng	HyD	Dr Thomas Tong	CPS
Edward Leung		Dr Charlie Xue	CPS
Helen Cooper		Kelvin Manuel	CPS
K C Koo	Fugro (HK) Ltd.	Kalam Cheung	CPS
Prof. Bernard Lim	HKIA	Raymond Leung	CPS

Remarks: *The above list only includes some of the attendants as not all participants signed in before joining the Public Forum.*

Appendix IV – Chart of Questionnaire findings





Appendix V – Questionnaire for The Random Sample Survey

「中環海濱與我」公眾意見調查 – 問卷

第一部份 自我介紹

我是香港城市大學的訪問員，現正受「共建維港委員會」委託進行一項公眾意見調查，就如何改進中環碼頭及鄰近地區(出示地圖)收集意見。請花數分鐘時間回答以下問題。

Section One: Self Introduction

I'm an interviewer of City University of Hong Kong. The University has been commissioned to conduct a survey to solicit public opinion on the Central Ferry Piers and the adjoining areas (show the map). Please spare a few minutes to answer the following questions.

-
- (1) 如果需要改進中環碼頭和鄰近地區，你認為這個地方應發展作甚麼用途呢？(工作人員出示提示咭，受訪者最多選 4 項)

If the Central Ferry Piers and the adjoining areas are to be enhanced, what do you think should be the major functions of the area? (Interviewer to present cue cards; respondents can choose at most 4 items)

1. 地標：成為香港地標
Landmark: to be Hong Kong's landmark
2. 康樂場地：如作為晨運和健身的地方
Venue for recreation: e.g. for doing morning exercise or fitness exercise
3. 文娛：如作為文化藝術和表演場地
Recreation: e.g., as a venue for cultural or performance arts
4. 交通：方便市民及遊客接駁海、陸、空的交通
Transportation: to facilitate citizens' connect to sea, land, or air transportation
5. 節目場地：提供海上活動、節目
Venue for activities: providing activities or programmes at sea
6. 小型商業：如設有小商舖、攤檔
Small scale commercial use: e.g., establishing small shops or stalls
7. 大型商業：如發展商場、酒店
Large scale commercial use: e.g., developing commercial complex or hotels
8. 休閒：如供市民休息的地方、供人們眺望海景
Leisure: e.g., for citizens to relax or enjoy the sea view
9. 旅遊：成為遊客景點或好去處
Tourism: to be an attraction or must-go site
10. 住宅：作一般地產項目發展
Residential: for ordinary residential development
11. 連貫地區：將中環連成一起、連接灣仔海旁、信德中心
Connecting areas: to connect the Central, Wanchai harbourfront, and Shun Tak Centre



其他，請註明 _____
Others, please specify _____



(2) 交通而言，你較贊成...

As to transportation, do you agree with the following?

- | | | | | 無意見
No idea |
|--|--------------------------|--|--------------------------|--------------------------|
| 1. 保留原有碼頭
Retain the ferry piers | <input type="checkbox"/> | 還是將碼頭遷離這地帶
Or relocate the ferry piers | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. 保留巴士總站
Retain the bus terminal | <input type="checkbox"/> | 還是將巴士總站，改為上落客站
Or convert the bus terminals into pick-up and drop-off stations | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. 保留小巴總站
Retain the mini-bus terminal | <input type="checkbox"/> | 還是將小巴總站，改為上落客站
Or convert the mini-bus terminals into pick-up and drop-off stations | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. 將車站保持在地面
Maintain the bus stations at ground level | <input type="checkbox"/> | 還是將車站設於地面以下
Or move ground level bus stations underground | <input type="checkbox"/> | <input type="checkbox"/> |

你是否贊成在這地帶...

Do you agree ...

- | | |
|---|--------------------------|
| 5. 加設穿梭單軌鐵路
Build mono-rail shuttle train | <input type="checkbox"/> |
| 6. 提供穿梭巴士服務
Offer shuttle bus service | <input type="checkbox"/> |
| 7. 加設電車路線抵達這裡
Extend tram service to reach here | <input type="checkbox"/> |
| 8. 加設直升機坪供乘客上落
Build helicopter landing pad | <input type="checkbox"/> |
| 9. 加設行人輸送帶
Build travellators | <input type="checkbox"/> |
| 10. 加設讓乘客寄存行李的服務
Add left luggage service | <input type="checkbox"/> |
| 11. 改善路標或交通指示
Improve signage or traffic signs | <input type="checkbox"/> |
| 12. 設置連接商業區及海旁設施的通道
Build pathways to connect the business area and the harbour-front facilities | <input type="checkbox"/> |
| 13. 在車站之上興建一個平台讓行人行走，將人和車輛分隔開來
Build a deck above the bus stations in order to separate the pedestrians and the cars | <input type="checkbox"/> |
| 14. 禁止車輛進入，將它改成行人專用區
Restrict vehicle to enter this Area in order to convert it to a pedestrian area | <input type="checkbox"/> |

(3) 在改進後，你認為在這一帶的環境設計方面，以下提到的是否重要？



After the enhancement, do you think it is important to have the following items in the design of the environment?

- | | |
|---|--------------------------|
| 1. 充滿綠化的花園
Green garden | <input type="checkbox"/> |
| 2. 展覽長廊
Gallery for holding exhibition | <input type="checkbox"/> |
| 3. 海濱長廊
Promenade at harbour-front | <input type="checkbox"/> |
| 4. 介紹每個離島的展覽廊
Exhibition gallery to introduce the different outlying islands | <input type="checkbox"/> |
| 5. 介紹中上環的展覽廊
Exhibition gallery to introduce the Central and Sheung Wan | <input type="checkbox"/> |
| 6. 行人專用區
Pedestrian area | <input type="checkbox"/> |
| 7. 有蓋行人天橋
Covered footbridge | <input type="checkbox"/> |
| 8. 利用碼頭上蓋作文娛用途
Use the roof tops of the piers for leisure purposes | <input type="checkbox"/> |
| 9. 廣場、空地
Open air plaza | <input type="checkbox"/> |
| 10. 人工沙灘
Man-made beach | <input type="checkbox"/> |
| 11. 健身徑、緩跑徑
Exercise trail, jogging trail | <input type="checkbox"/> |
| 12. 觀景台、瞭望鏡
Viewing platform, telescopes | <input type="checkbox"/> |
| 13. 公眾座位
Public seating areas | <input type="checkbox"/> |
| 14. 表演場地
Performance venue | <input type="checkbox"/> |
| 15. 兒童遊樂場
Children's playground | <input type="checkbox"/> |
| 16. 釣魚區
Fishing area | <input type="checkbox"/> |
| 17. 單車徑
Cycling track | <input type="checkbox"/> |

其他，請註明 _____
Others, please specify _____



(4) 至於服務方面，你認為在這裏設立以下各項，是否重要？
How about service? Is it important to have the following items here?

1. 售賣小食的店舖
Shopping for selling snacks
2. 露天茶座
Open-air restaurants, bars
3. 露天酒吧
Open-air bars
4. 傳統香港特色商店
Traditional Hong Kong style shops
5. 書店
Book shops
6. 圖書館
Library
7. 博物館
Museum
8. 音樂中心
Music centre
9. 跳蚤市場
Flea market
10. 生態公園
Eco-park
11. 婚姻註冊處
Marriage registry
12. 公廁
Public toilet
13. 人力車服務
Rickshaw service
14. 旅客資訊站
Tourists information booth
15. 警崗
Police point

其他，請說明 _____

Others, please specify _____



(5) 至於以下一些美化環境的設計建議，你認為是否重要？
How about the decorative elements? Are they important?

- 1. 具特色的地標、雕塑
Stylish landmark or sculptures
 - 2. 噴水池
Fountain
 - 3. 具特色的街燈
Stylish street lamps
 - 4. 優美的燈飾
Elegant decorative lightings
 - 5. 園藝花木
Green plants
- 其他，請說明 _____
Others, please specify _____

(6) 在設計特色方面，你較贊成...
As to design features, do you agree with the following....

- | | | | | 無意見
No idea |
|----|--|---|--------------------------|--------------------------|
| 1. | 採用美輪美奐的設計
Beautiful and imposing design <input type="checkbox"/> | 還是平實、樸素的設計
Or simple and plain design <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. | 外觀上應是現代化的
Modern outlook <input type="checkbox"/> | 還是具香港特色
Or with Hong Kong characteristics <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. | 設計應是容易維修和清潔
Easy to maintain and clean <input type="checkbox"/> | 還是美觀更為重要
Or beautiful outlook is important <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. | 建築物不應阻礙海景
Built structures should not obstruct the sea view <input type="checkbox"/> | 還是可容許有較高的建築
Or permit to build tall buildings <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. | 融合中環商業財經中心的特色
Incorporate the features of the Central financial centre <input type="checkbox"/> | 還是不用考慮這特色
Or no need to consider this characteristic <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. | 減少車輛進入這區域
Reduce inflow of vehicles into the area <input type="checkbox"/> | 還是將這裏保持作為交通中轉站的角色
Or maintain the role of traffic interchange <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |



(7) 請問你途經此處的原因？(請✓所有適合者)

Could you please tell me the reason(s) why you are here? (check all those that apply)

- 住在中上環及鄰近地區
Living in Central, Sheung Wan or nearby areas
- 住在離島地區
Living on outlying islands
- 在中上環一帶工作/上學
Working or studying in Central, Sheung Wan or nearby areas
- 在離島工作/上學
Working or studying on outlying islands
- 並非住在中上環或離島，只是來到這區逛逛
Not living in Central, Sheung Wan or outlying islands, but happen to be here
- 並非住在中上環或離島，只是打算到離島消閒/探人
Not living in Central, Sheung Wan or outlying islands, but planning to go to the islands for leisure or visiting friends/relatives
- 外地訪港旅客
Non-local tourists
- 其他 _____
Others _____

(8) 請問你的年齡大約是...

Your age is

- | | | |
|----------------------------------|--------------------------------|--------------------------------|
| <input type="checkbox"/> 12-14 歲 | <input type="checkbox"/> 15-20 | <input type="checkbox"/> 21-30 |
| <input type="checkbox"/> 31-40 | <input type="checkbox"/> 41-50 | <input type="checkbox"/> 51-60 |
| <input type="checkbox"/> 60 歲或以上 | | |

(9) 請問你的教育程度大約是...

Your education level is

- | | | |
|--|--|--|
| <input type="checkbox"/> 小學程度或以下
Primary or lower | <input type="checkbox"/> 中學
Secondary | <input type="checkbox"/> 大專或以上
Tertiary |
|--|--|--|

工作員填寫

Filled in by Interviewer

- | | | | |
|----------|-------------------------------------|------------------------------|-------------------------------|
| 日期： | <input type="checkbox"/> 週日，星期_____ | <input type="checkbox"/> 星期六 | <input type="checkbox"/> 星期日 |
| Day: | Weekdays _____ | Saturday | Sunday |
| 時間： | <input type="checkbox"/> 上午繁忙 | <input type="checkbox"/> 非繁忙 | <input type="checkbox"/> 下午繁忙 |
| Time: | Morning peak | Non-peak | Afternoon peak |
| 語言： | <input type="checkbox"/> 廣東話 | <input type="checkbox"/> 普通話 | <input type="checkbox"/> 英語 |
| Language | Cantonese | Putonghua | English |
| 性別： | <input type="checkbox"/> 男 | <input type="checkbox"/> 女 | |



Sex

Male

Female



Appendix VI – Semi-structured Questionnaire for Face-to-Face Interviews

面頁 Cover Sheet

由工作人員填寫 Filled in by Interviewer

受訪者姓名： _____ 職位： _____

Interviewee's name: _____ Position _____

機構/ 公司名稱： _____
 Organization / company: _____

- 受訪者所屬類別： (1) 區內使用者 Users in the Captioned Area
 Categories of Interviewee (2) 與中環海濱有關的團體 Harbourfront-related Organizations
 (3) 專業團體/學術界 Professional Institutes/Academic People
 (4) 社區領袖 Community Leaders
 (5) 商界 Business Sector
 (6) 其他 Others

聯絡記錄 Record of Contacts :

聯絡次數 Number of Contact	日期 Date	結果 (如：不成功的原因) Result (e.g. reasons of failure)
第一次 First Attempt		
第二次 Second Attempt		
第三次 Third Attempt		

訪問日期： _____月_____日 上/ 下午_____時至_____時
 Date: _____ month _____ day am / pm _____ to _____

工作人員名稱： _____ 工作人員簽署： _____
 Interviewer's name _____ Signature _____

自我介紹 Introduction

我是香港城市大學專業顧問有限公司的訪問員，現正受「共建維港委員會」委託進行一項焦點意見調查，就如何改進中環碼頭及鄰近地區收集意見。多謝你答允接受訪問。

I'm an interviewer appointed by the CityU Professional Services Ltd. The University has been commissioned by the Harbour Enhancement Committee to conduct an in-depth interview with selected people to solicit their opinions about the enhancement of the Central Ferry Piers and the adjoining areas. Thank you for granting us the opportunity to meet you.

最後的調查報告將會向公眾發佈，而你以個人身份提供的資料及意見，將會與其他訪問的資料



整合分析。個別問卷的資料會絕對保密，只供研究員查閱。

The final report will be open to the public, but only grouped data will be presented. Your personal identity and the information as well as the opinions given will not be disclosed, and will only be examined by the investigators.

開始訪問前，先展示中環碼頭及鄰近地區的地圖及照片。

Before we start, let me show you the map of the Central Ferry Piers and the adjoining areas and some of the photos.



問卷內容 Semi-structured questionnaire

- (1) 你認為現在的中環碼頭及其鄰邊用地有沒有改善的需要？ 有 沒有

Do you think there is a need to improve the usage in Central Pier and its adjoining area?

Yes No

- (2) 如果需要改善中環碼頭和鄰邊用地，你認為這個地方最適合增設那類用途呢？請說明你的原因。(如有需要工作人員出示提示卡)

If the Central Ferry Piers and the adjoining areas are to be enhanced, what do you think should be the major functions of the area? Please explain your views. (Interviewer presents cue cards, if necessary)

提示卡 Cue Card

1.	加強建築設計及設備，成為香港地標之一，配套發展本地旅遊事業 Landmark: to be Hong Kong's landmark, to promote tourism
2.	增設康樂及休閒空間 Venue for leisure and recreation: e.g. for doing morning exercise or fitness exercise
3.	增設文化藝術和表演設施和場地 Venue and facilities for cultural or performance arts
4.	強化海、陸、空交通接駁系統 Transportation: to facilitate citizens' connect to sea, land, or air transportation
5.	增設商業活動：小商舖或大商場 Small scale commercial use: e.g., establishing small shops or stalls
6.	增設住宅發展 Residential: for ordinary residential development
7.	加強連貫海旁一體化的整合和功能 Connecting areas: to connect the Central, Wanchai harbourfront, and Shun Tak Centre into an integrated area
8.	有沒有其他建議 Any others suggestions

建議用途 1 (_____) 原因及說明：

Function 1 (_____) Reasons and explanation:



建議用途 2 (_____) 原因及說明：
Function 2 (_____) Reasons and explanation:

建議用途 3 (_____) 原因及說明：
Function 3 (_____) Reasons and explanation:

- (3) 在改善後，你認為在這一帶的環境設計方面，應該包括那些項目？請加以說明你的意見。
(如有需要可出示提示卡)
After the enhancement, what do you think should be included in the design of the environment in these areas? (If necessary, present cue card)

提示卡 Cue Card



1. 充滿綠化的花園	Green garden
2. 展覽長廊	Gallery for holding exhibition
3. 海濱長廊	Promenade at harbour-front
4. 介紹每個離島的展覽廊	Exhibition gallery to introduce the different outlying islands
5. 介紹中上環的展覽廊	Exhibition gallery to introduce the Central and Sheung Wan
6. 行人專用區	Pedestrian area
7. 有蓋行人天橋	Covered footbridge
8. 廣場、空地	Open air plaza
9. 健身徑、緩跑徑	Exercise trail, jogging trail
10. 觀景台、瞭望鏡	Viewing platform, telescopes
11. 公眾座位	Public seating areas
12. 表演場地	Performance venue
13. 兒童遊樂場	Children's playground
14. 釣魚區	Fishing area
15. 單車徑	Cycling track
16. 其他	Others



建議環境設計項目 1 (_____) 原因及說明:
Environmental design item 1 (_____) reason and explanation:

建議環境設計項目 2 (_____) 原因及說明:
Environmental design item 2 (_____) reason and explanation:

建議環境設計項目 3 (_____) 原因及說明:
Environmental design item 3 (_____) reason and explanation:

- (4) 你認為在這一帶最適合增設那些服務？請加以說明你的意見。(如有需要可出示提示卡)
How about service? What services should be provided here? Please give your suggestions and explanations. (If necessary, present cue card)

提示卡 Cue Card

1. 售賣小食的店舖	Shopping for selling snacks
------------	-----------------------------



2. 露天茶座	Open-air restaurants
3. 露天酒吧	Open-air bars
4. 傳統香港特色商店	Traditional Hong Kong style shops
5. 書店	Book shops
6. 圖書館	Library
7. 博物館	Museum
8. 音樂中心	Music centre
9. 跳蚤市場	Flea market
10. 婚姻註冊處	Marriage registry
11. 公廁	Public toilet
12. 人力車服務	Rickshaw service
13. 旅客資訊站	Tourists information booth
14. 警崗	Police point
15. 其他	Others

建議服務 1 (_____) 原因及說明:

Service 1 (_____) reason and explanation:

建議服務 2 (_____) 原因及說明:

Service 2 (_____) reason and explanation:

建議服務 3 (_____) 原因及說明:

Service 3 (_____) reason and explanation:

(5) 至於以下一些美化環境和設計的建議，你認為是否重要？請加以說明你的看法。



- | | | | | | |
|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| 1. 採用分層式建築，作交通、商戶和休憩用途
Use a multi-storied architectural design which cater for transportation, commercial and leisure uses | <input type="checkbox"/> |
| 2. 美輪美奐的設計
Beautiful and imposing design | <input type="checkbox"/> |
| 3. 現代化的外觀
Modern outlook | <input type="checkbox"/> |
| 4. 平實、樸素的設計
Simple and plain design | <input type="checkbox"/> |
| 5. 容易維修和清潔
Easy to maintain and clean | <input type="checkbox"/> |
| 6. 種植樹木，將這一帶綠化
Planting and greening the area | <input type="checkbox"/> |
| 7. 建築物不應阻礙海景
Built structures should not obstruct the sea view | <input type="checkbox"/> |
| 8. 融合中環商業財經中心的特色
Incorporate the features of the Central financial centre | <input type="checkbox"/> |
| 9. 將交通和休閒活動分開
Separate traffic and leisure activities | <input type="checkbox"/> |
| 10. 減少車輛進入這區域
Reduce inflow of vehicles into the area | <input type="checkbox"/> |

原因及說明:

Reasons and explanation:

就區域設計特色方面有否其他意見，請說明 Any other suggestions, please specify:

- (8) 除上述的意見外，你對改善中環碼頭和鄰近地區，有什麼補充的看法呢？
Apart from the views above, do you have other comments or opinions concerning the



enhancement of the Central Ferry Piers and the adjoining areas?



謝謝 Thank You

問卷完 END

Attachment B

Central Harbourfront and Me

**Design Brief
for the Central Ferry Piers and Adjoining Areas Enhancement**

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Hong Kong
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Fax: + 852 2628 2802

Design Brief for the Central Ferry Piers and Adjoining Areas Enhancement

PURPOSE OF THE BRIEF

1. The Central Ferry Pier and adjoining areas (named as the Study Area thereafter), is one of the key harbour-front areas selected by Harbour-front Enhancement Committee (HEC) for enhancement purpose. The map of the Study Area is in Attachment I.
2. HEC sets out the design and planning contexts and formulates a design brief for establishing the overall requirements and framework for guiding the planning and design of the Area.
3. The design brief is formulated for the Government to consider possible subsequent enhancement projects in the Study Area. The implementation of such subsequent projects should take into account the principles and guidelines stated in this brief.

BACKGROUND

4. In April 2005, HEC launched a public engagement programme named “Central Harbor-front and me” (CHARM) to collect and consolidate public opinions and views on the future design and development of the Study Area.
5. HEC upholds the eight harbour planning principles which comprise:

- (i) Preserving the Harbour as a Natural, Public and Economic Asset;

Victoria Harbour must be preserved for Hong Kong people and visitors as a special public asset, a natural and cultural heritage and a driver for the economy.

- (ii) Victoria Harbor as Hong Kong's Identity;

Planning, developing and managing Victoria Harbour must enhance the harbour and harbour-front areas as Hong Kong's symbol of urban design excellence and Hong Kong's “brand identity” to the international community.

(iii) A Vibrant Harbour;

Balancing the harbour as a maritime and logistics hub for the safe and efficient passage of people and goods, with the harbour as a culture and leisure facility catering to the aspirations of all sectors of the community, require diverse, attractive and vibrant harbour-front areas and a multitude of commercial, public, tourist, leisure, sports, culture, infrastructure and marine facilities.

(iv) An Accessible Harbour;

Victoria Harbour must integrate with the hinterland in a comprehensive manner, including ample unrestricted and convenient visual and physical access to and along it as well as around the harbour-front areas.

(v) Maximizing Harbour-front for Public Enjoyment;

With limited land available around Victoria Harbour, land required for transport infrastructure, utilities and uses incompatible with these planning principles should be minimized.

(vi) Integrated Planning for a World-class Harbour;

Integrated and long-term planning, development and management of infrastructure, land and marine uses, and water quality is required to ensure that Victoria Harbour and its harbour-front areas support Hong Kong's economic pillars and the aspirations of Hong Kong's people.

(vii) Sustainable Development of the Harbour;

The planning, development and management of Victoria Harbour and its harbour-front areas should embrace the principles of sustainable development, i.e. balancing and catering to the economic, social and environmental needs of all sectors of the present generation, without compromising the needs of future generations.

(viii) Early and ongoing stakeholder engagement.

All sectors of the community must be engaged in the planning, development and management of Victoria harbour and the harbour-front

areas, through comprehensive consensus building processes involving relevant institutions.

6. The public engagement programme undertaken in 2005 comprised five major activities; namely a brainstorming session in May, questionnaire survey and interviews during the period from July to August, a workshop session in October, an exhibition and a public forum in November.

OBJECTIVE OF THE DESIGN BRIEF

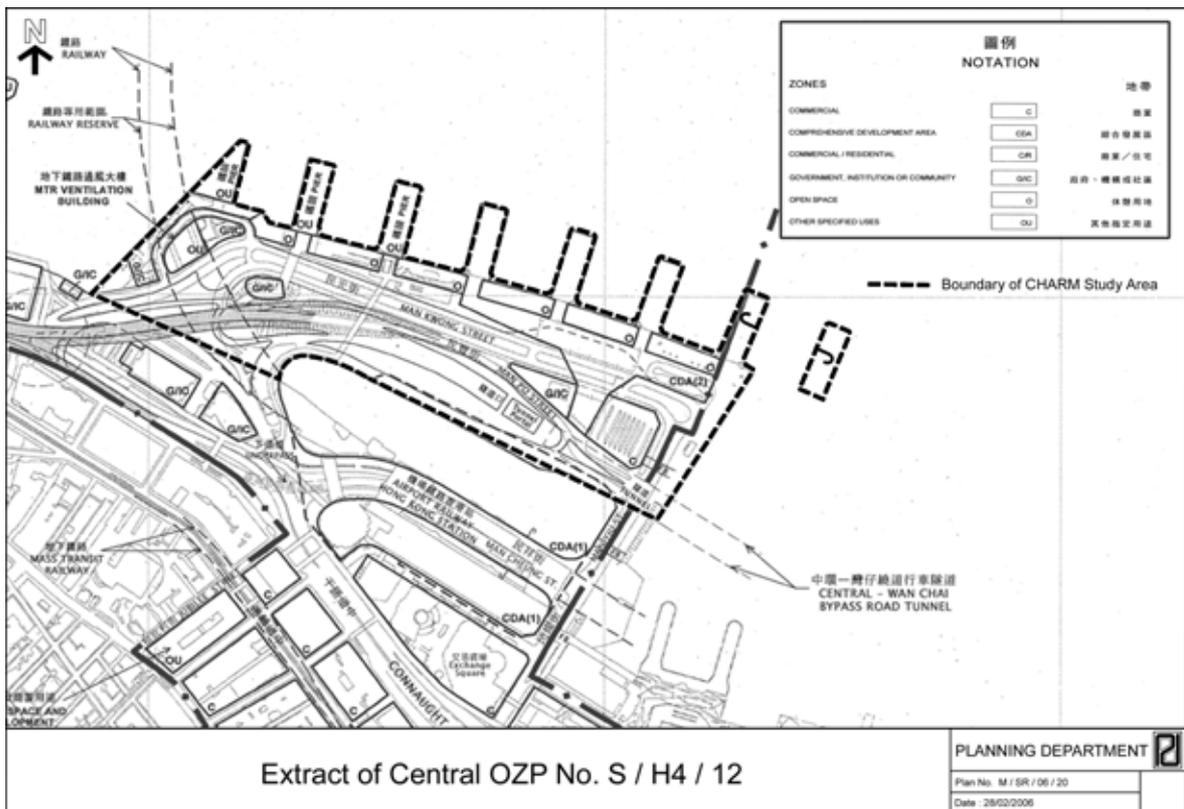
7. The primary objective of the brief is to establish a framework for the future planning and design of the Study Area, so as to incorporate the various visions of leisure, tourism, transportation, shopping and dining facilities in the Study Area. Secondly, the brief serves as a set of recommendations for the Government to further consider the strategy formulation for the Study Area. Thirdly, it also serves as a reference, which integrates the principles of HEC, and public views on facilities derived from the public engagement process, for future implementation.

THE STUDY AREA AND ITS SURROUNDINGS

8. The Study Area is situated at a prominent location of the transportation interchange between the land and water at the Central's waterfront area. It faces the harbour on two sides; the north and west. The eastern coastline is under reclamation which is known as Central Reclamation III (CRIII) and will be subject to further development. The streets around the site are the nearby Man Fai Street on the west side, Man Yiu Street on the east side, Man Kwong Street along the north side and Finance Street on the south side.
9. To the immediate south of the Study Area is the commercial cluster of IFC I and II, and its associated hotel developments. Other Adjacent premises are the Exchange Square, Jardine House and the CBD area of Central in the hinterland. The major transportation node of Hong Kong Station of the Airport Railway and the Central Station of the MTR provides major links to various parts of the city.
10. The west neighbourhood of the Study Area is Wing On Centre and Shun Tak Centre. The latter houses HK-Macau Terminal, Helipads and bus terminals, which has similar function of the Study Area. The future integration of various functions and a better connection among various parts, nodes and destinies of the Study Area are a top priority for future design considerations.

CURRENT PLANNING AND DEVELOPMENT OF THE STUDY AREA

11. The Study Area is covered by a statutory land use plan, the Central Outline Zoning Plan (OZP) No. S/H4/12, Hong Kong Planning Area No. 4. On the OZP, the harbour-front strip is designated for open space use. Other fragmented parcels are zoned as “GIC”, “OU” and “C”. The area currently occupied by a green lawn is reserved for the west-end portal of the Central Wanchai Bypass. A bus terminal occupies an area to the east and minibuses and taxi stand can be found along the roadside. A two storey temporary building, which holds the site office and ancillary storage area, can also be found adjoining the bus terminal.



12. The existing planning intention of the Study Area, in principle, aims at providing for further expansion of business activities, such as the integration of the Airport Railway Hong Kong Station and the West-end portal of the proposed waterfront trunk road tunnel (i.e Central–Wan Chai Bypass).
13. The Study Area is currently primarily functioned as a transportation node, supplement to a lesser extent by some leisure facilities, such as a waterfront promenade and a roof-top restaurant.
14. There are several obvious drawbacks of the existing Study Area. The future west-end portal of the Central Wanchai Bypass will likely obstruct the pedestrian

flow from IFC complex to the Ferry Piers at the ground level. Also, it is envisaged that the intensification of commercial development will mainly form the trend. However, the emphasis upon a transportation node, leisure and tourism functions has not been elaborated. A lack of commercial facilities for supporting tourism and leisure activities is imminent.

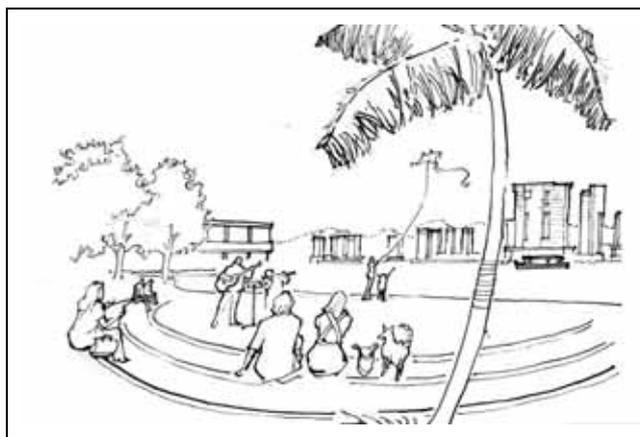
15. Temporary light bus and taxi stands are in operations and they improve the convenience of commuters and tourists. There are no adverse comments on their functions but concerns over their existing locations were collected during the public engagement process.

EXISTING PROBLEMS

The existing unsatisfactory facilities identified are listed below.

16. *Inadequate Leisure Facilities*

Existing leisure facilities are the unattractive promenade, rushing atmosphere, insufficient, unsatisfactory green areas and monotonous landscape, the lack of open space, such as parks and plazas for gathering, performance and enjoyment. Noise and air pollution are generated from helicopters, water and land traffic vehicles. Shelter protections in the form of walkways, footbridges and shelters for resting are inadequately provided.



Open spaces for various leisure and tourism activities

17. *Lack of Tourism Facilities*

Apart from a semi-open magazine stall, some benches in the open air and a roof top restaurant at Pier No. 3, there are limited tourist attractions and facilities provided in the Area, such as a variety of featured restaurants, open cafeterias, district landmark, street furnishings, observation lookouts, exhibition galleries and souvenir shops.

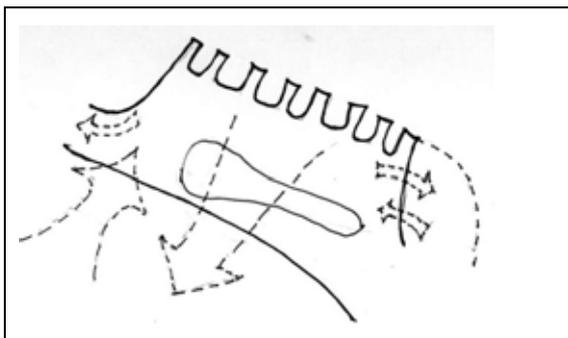
Toilet facilities are available and are located in inconvenient locations at the east and west side of the Area, instead of placing along the way to IFC Complex.



Pedestrian linkage and tourism activities may be generated by means of enhancement projects.

18. ***Pedestrian Unfriendly Transportation Facilities***

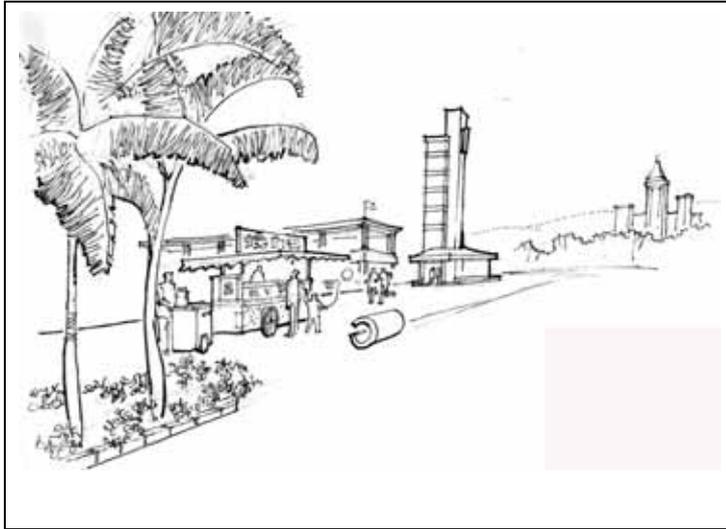
The area is dominated by traffic roads for motor vehicles and is functioned as a bus terminus, taxi and light bus stands, ferry services and a few ancillary, essential facilities, such as the provision generator room, ventilation building and refuse collection point. There is no covered walkways and pedestrian footbridges directly connected to Shun Tak Centre at the west side, the Central's Central Business District on the east side, MTR Hong Kong Station and Central Station on the south side. Barrier-free access facilities and vertical transportation at various strategic nodes are also lacking.



Improving accessibility and better linkages to further Development facility and reclamation land is critical.

19. ***Inadequate Shopping and Dining Facilities***

Existing supporting commercial activities are limited, in a variety of forms which are to support the above-themes, in order to provide the necessary functions and generate an attractive setting for users. Without a series of complementary and supportive functions, it is difficult and not attractive enough to draw tourists and leisure users to the Area.



Supporting shopping and dining facilities with local design landmarks and sculpture may enhance vitality and robustness of the place.

DEVELOPMENT OPPORTUNITIES AND CONSTRAINTS

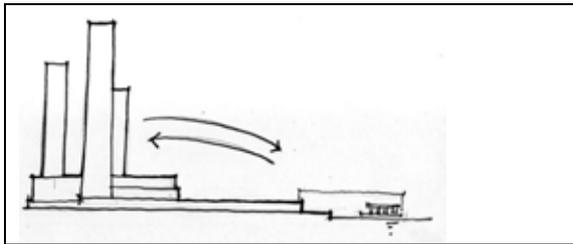
20. The Study Area, with its prominent, strategic waterfront location, is the major urban gateway to outlying islands, and it supports tourism and daily commuting functions for islanders and tourists. The opportunities of the Study Area are to enhance the leisure, tourism, transportation and supporting functions of shopping and dining, as indicated in the public engagement process and in the Final Report.
21. The Study Area, with its proximity of the Study Area to Airport Railway Station and IFC I and II, is easily accessible and there is an opportunity to develop the Area to form a future extension of the existing commercial core of the Central Business District.
22. The history of Central may be recollected, captured and displayed in the Study Area by means of future design considerations. It offers opportunities to develop a vibrant and attractive waterfront through the future implementations of this design brief.
23. Pedestrian connections and a dialogue with the new Star Ferry area and the future development of CRIII shall initiate a more integrated pedestrian network. In addition, there are opportunities to complete the comprehensive elevated pedestrian bridge system and connect to various inland historical and heritage buildings and places.
24. In view of the existing key transportation facilities, the current bus terminus, light bus and taxi station are assumed to be retained. It is recommended that future design may provide the multi-layering approach of integrating various transportation functions. Secondly, the proposed Central-Wanchai Bypass Tunnel

Portal will occupy the ground level in the Study Area. The future design should fully consider this technical constraint and minimise the noise and visual impact and massive traffic outflow from the proposed underground Bypass.

- Existing utility facilities, such as Electricity Sub-Station, pumping house, Hong Kong Station Ventilation building and Refuse Collection Point, which might be too costly or impractical to be relocated, should be taken as constraints in the design of the Study Area.

PUBLIC VIEWS

- The common themes identified during the brainstorming session were categorised into four areas: (1) accessibility, (2) the role of financial centre, (3) environmental setting and ambience, and (4) a diversified mix of users. The participants in the brainstorming session generally commented that the Areas did not have integrated planning, sufficient facilities, attractions to visitors, provision of an enjoyable environment and convenient transportation network, especially between the Central MTR Station and ferry piers.



Better vertical accessibility and connections of multilevel are top priorities.

- As indicated throughout from the survey findings to the Exhibition session, the four main topics of (1) leisure, (2) tourism, (3) transportation, and (4) shopping and dining facilities, had been thoroughly discussed during the Workshop session and were displayed and reinforced in later stages of Exhibition and Public Forum. These four themes were seen as not mutually exclusive but complementary to each other.

PRIORITY OF PROPOSED LAND USE AND FACILITY

- The facilities stated below, are summarised and refined after the workshop, exhibition and public forum sessions. The quality and further details of these facilities are addressed in the section of Design Principles and Guidelines.

<p><i>Leisure Facilities/ Structures mostly needed</i></p> <ul style="list-style-type: none"> - Tree-lined and continuous promenade; - Performance space; - Flexible, sheltered open structures; - Quality landscaped area of a variety of species; and - Layers (partial decks) of open structures for viewing the harbour - 	<p><i>Leisure Facilities which may be Considered</i></p> <ul style="list-style-type: none"> - Stylish landmark and sculpture; - Special pier design with outer Islands' cultural characteristics - Special street furnishing and lighting features; - Noise mitigating measures for Helicopters and sea traffic; and - A personal touch of the water.
<p><i>Tourism Facilities mostly needed</i></p> <ul style="list-style-type: none"> - Exhibition gallery; - A tourist information centre; - Observation lookouts; - Featured restaurants; - Open Cafeterias; - Interesting and varied paving patterns and planters; and - Holiday fair. 	<p><i>Tourism Facilities which may be Considered</i></p> <ul style="list-style-type: none"> - Romantic corridors; - Arts and specialty shops; and - Conveniently located toilets. <p><i>Facilities considered to be relocated</i></p> <ul style="list-style-type: none"> - Refuse Collection Point.
<p><i>Transportation Facilities mostly needed</i></p> <ul style="list-style-type: none"> - Maintaining existing facilities; - A number of covered footbridge/walkways/decks linking the IFC2 with the Piers; - Vertical transportation devices at key points; - Underground connections from the Central MTR to the water-front; - Barrier-free access routes; 	<p><i>Transportation Facilities which may be considered</i></p> <ul style="list-style-type: none"> - Possible underground transportation hub and walkways; - Monorail connecting the harbour-front with Central; and - Extension of a tram line and/or monorail to the water-front to assist circulation. - Minimizing the inconveniences and time required to change between the various transport

<ul style="list-style-type: none"> - Clear displays of ferry information at convenient locations; - Connections to existing pier tops; and - Provision of levels for segregating pedestrians and vehicles. 	<p>services.</p>
<p><i>Shopping and Dining Facilities mostly needed</i></p> <ul style="list-style-type: none"> - Ancillary, supporting facilities in small scale and low-rise nature; - Featured café on roof-tops of existing and future piers; - kiosks, integrated transport and shopping facilities; and - Specialty shops, specialty food stalls and holiday market. 	<p><i>Shopping and Dining Facilities which may be considered</i></p> <ul style="list-style-type: none"> - Weekend flea market; - Arts fair; and - Leisure and daily shopping facilities

DESIGN PRINCIPLES AND GUIDELINES

29. In line with the overall planning intentions envisaged on the current OZP, the guidelines described are intended to encourage future, innovative design concepts and to enhance the Study Area for an integrative leisure, tourism, transportation, shopping and dining functions.

Design Principles

30. It is recommended that the following guiding principles of design formulated from CHARM are observed:
- No reclamation of the Victoria Harbour;
 - Policy and strategy formulated in accordance with Harbour Planning Principles;

- In compliance with the principles of Sustainable Development-the future development of the Area shall take into consideration the principles of sustainable development to balance social, economic and environmental needs for present and future generations;
In accordance with the statutory Outline Zoning Plans (OZP) – with the possibility to review the building height and density of future developments to commensurate with the waterfront environment;
- To promote integration with surrounding areas – a comprehensive pedestrian and traffic network should be provided to enhance the connections with nearby areas;
- To enhance and promote the function of the Study Area as a major transportation hub, integrated with attractive and rich tourism, leisure, shopping and dining facilities; and
- To allow the Study Area become a place of identity and a place for public enjoyment, with the least obstruct views towards and around the harbour.

Design Guidelines

31. Planning Parameters and Built Form

- (i) In planning for the Study Area, the land use framework stipulated on the Central District OZP should be taken as a basis. Opportunities can be taken to review the plot ratios, heights and other limitations mentioned above of future developments in the Study Area to commensurate with the waterfront environment.
- (ii) Besides, all pertinent ordinances and regulations with respect to development shall apply. Guidelines and standards of relevant government bodies, such as the Hong Kong Planning Standards and Guidelines, traffic and road matters, Emergency Vehicular Access and other fire services, drainage and their management and maintenance shall be conformed.
- (iii) The future development should take a human scale approach and provide a user-friendly and intimate environment.



Humanistic approach to provide a convenient access system and comfortable environment

- (iv) Innovative development ideas and a plausible vision for the future use of the Area that would optimise the development opportunities of the area are encouraged. The future design development shall possess high quality of aesthetic and functional attributes for an attractive harbour front. In drawing up the conceptual proposals, participants should take into account the following planning and urban design considerations.
- (v) An urban, harbour gateway image shall be projected and to be integrated with existing and future harbour-front structures. Height variations shall be considered to enhance diversity and variety with a coherent unity.
- (vi) Any proposed structure should achieve cohesive and harmonious built form(s) with appropriate scale and mass, which are to support ancillary business functions for leisure, tourist and transportation activities and facilities. They should support and enrich the harbour-front atmosphere.
- (vii) The proposed massing of structure(s) shall take a stepped-form approach with the least obstruction of harbour views.
- (viii) Environmentally-friendly structures and energy-efficient facilities are encouraged. Environmentally-friendly approaches including those for promoting energy conservation, optimization of microclimate should be introduced where appropriate.

Transportation Facilities

- (ix) Transportation is one of the major and vital functions. The reinforcement and upholding the Area as a transportation node is crucial. The current piers, bus terminals and taxi stations should all be retained or consolidated where possible. A partial decking over the current terminus and stations or incorporation of the terminus into future development

can be explored and investigated, provided that there is no adverse impacts on air quality.

- (x) Maintaining an efficient traffic network and support of existing traffic modes is necessary. Existing and future provisions could further be developed to facilitate a smoother transition for connecting various transport modes. This will help minimising the inconveniences and time required to change between the various transport services. The design shall also include suitable mitigating measures in the forms of screens and barriers for reducing noise and air pollution.
- (xi) Passengers' waiting areas for transportation vehicles shall be adequate, ample enough to provide seating areas if feasible and not obstruct normal pedestrian movements.
- (xii) The Study Area should be well integrated and connected with its surrounding areas, in particular with the new Star Ferry, IFC II, Central business district and Shun Tak Centre. Extension of a tram line, light rail system, trolley buses and/or monorail to the waterfront may be considered to assist better circulation and improve connectivity.

Pedestrian Connections

- (xiii) A comprehensive network for pedestrian circulation serving as linkages, both vertically and horizontally, at ground, underground and elevated levels, where appropriate should be provided from the Piers to and from various transportation nodes, especially the Central MTR, to enhance accessibility.
- (xiv) A provision of a few more convenient and direct pedestrian bridges between the Study Area and IFC Complex and central business district should be established.
- (xv) Interface between pedestrians and vehicles should be minimised as far as possible by providing pedestrianized areas where appropriate including pedestrian precincts, observation points, decks, and footbridges. Ramps with railing shall be provided where appropriate.
- (xvi) To protect pedestrian from rain and summer heat, covered walkways, pedestrian bridges and decks shall be provided, yet without obstructing

natural ventilation and views to open space and the harbour.

- (xvii) With a view to maximising views to the harbour and offering leisure experiences, transparent building materials which meet building safety requirements should be used for vertical barriers in walkways, footbridges, roof-top gardens and other open space areas.

Open Space

- (xviii) It is recommended to increase the provision of open space as far as possible and in any event, not less than that reserved on the existing OZP as far as possible. The proposed open spaces may take different forms, such as promenades, plazas, pocket parks, observation points, covered walkways and roof-top gardens which are to be provided at various levels and should be functional and aesthetically attractive.
- (xix) A flexible, partially covered, gathering area allowing for tourism-related activities and performance should be provided.
- (xx) A continuous, paved, waterfront promenade should be provided with ingenious design, good-quality landscaping and easy access to the piers and functional areas. Its width should be at least the same as the existing condition or wider where possible. The paved materials should be safe, non-slip, of authentic colour and decorated with a harbour –theme pattern.
- (xxi) The various kinds of open space should take advantage of the existing topography of the area which may permit diversified and less obstructed views towards the harbour. All public open spaces should be designed to cater for multi-user needs including the disabled. They should be clearly visible, safe and easily accessible. Hence, appropriate vertical transportation systems, signs, guiding floor patterns and artificial lighting shall be incorporated into the proposal. Where possible, these open spaces should be linked with the primary pedestrian circulations to form an integrated open space/pedestrian network.
- (xxii) View corridors and ventilation corridors are highly recommended to optimise the leisure opportunities and provide pleasure.

- (xxiii) Sufficient amount of public spaces shall be provided to accommodate diversified and complementary functions as much as possible.

Landscaping

- (xxiv) As existing greening is not satisfactory, comprehensive and interesting, a high quality landscape setting should be optimized, wherever possible, for the Area. Broad landscaping proposals should be indicated wherever appropriate. The plantings and landscaping composition should reflect the local climatic identities. Appropriate species of trees, planters, ground covers and flower beds shall be considered for aesthetic, functional requirements with the considerations of the ease of maintenance. These also promote the uniqueness of local context and provide greening for a pleasant pedestrian environment.
- (xxv) Landscape plantings are employed in main circulation routes, major gathering spaces, parks and informal plantings shall be used in other resting areas and open spaces for achieving both general and specific functions. Reference may be made to the “Greening Master Plan” commissioned by the Civil Engineering and Development Department for consideration.

Street Furniture

- (xxvi) Seating in the form of stair steps, chairs, and benches shall be provided. One-person, two-person seats and long benches are to be considered for flexibility of use.
- (xxvii) Materials and accessories used for street furniture shall be user-friendly, easy for maintenance and in softer forms which may provide pedestrian better comfort. Different types of artificial lighting fixtures shall be used to address different functions in the Study Areas. Light posts, signs and directories may be custom-designed to reflect the unique character of Central water-front.
- (xxviii) Adequate signage and directories which could become parts of unique street furnishing may be employed to provide pedestrian nodes and directions.
- (xxix) Design of lighting and its provision shall avoid any negative effect.

Appendix I
Map of Study Area

