

Sub-committee on Harbour Plan Review (2nd) Meeting

Date : 6 October 2004
Time : 2:30 p.m.
Venue : Conference Room, 15/F, North Point Government Offices

Agenda

- Item 1 Confirmation of Minutes of Last Meeting.
- Item 2 Matters Arising
- Item 3 Presentation on Questionnaire Survey Findings and Responses from Stakeholders on Ferry Piers under the Study ‘Overview On the Enhancement Works at Government Piers and Landing Facilities’ conducted by CEDD; (Paper No. 6/2004)
- Item 4 Report from the Task Group on Enhancement of the Central Outlying Island Ferry Piers;
- Item 5 Approach on the Overall Harbour Plan Review (Paper No. 7/2004);
- Item 6 Report on Key Issues Raised by the Works and Development Committee of the Eastern District Council on Harbour front Planning (Paper No. 8/2004); and
- Item 7 Any Other Business.

Sub-committee on Harbour Plan Review
Harbour-front Enhancement Committee

**Overview of the Enhancement Works
at Government Piers and Landing Facilities**
Opinion Survey

Purpose

This paper discusses the opinion survey regarding the overview of the proposed enhancements at Government piers and landing facilities.

Methodology

2. The purposes of the survey are to collect opinions from the public and pier operators about the existing conditions of the piers and landings, and to identify areas for the improvement of the piers and landings.
3. The survey was undertaken by Maurice Lee and Associates Ltd, with the assistance of the Social Sciences Research Centre of the University of Hong Kong as survey agent.
4. The public opinion survey was conducted at 6 locations from 13 to 23 June 2003. The 6 locations were, namely, Tsim Sha Tsui Star Ferry Pier, Kowloon Public Pier, Central Piers, Cheung Chau Ferry Pier, China Ferry Terminal and North Point Ferry Pier. The survey was carried out by face-to-face interview of the passengers at the piers using the questionnaire in **Annex I**. The questionnaire covered aspects on user profile, purpose and frequency of visiting the pier, impression and expectation about the pier facilities, satisfaction level and suggested improvements. A pilot survey was conducted on 7 June 2003 to refine the questionnaire. A total of 754 interviews as shown in **Annex II** were completed.

5. 11 pier operators were also consulted between July 2003 and July 2004. These pier operators were invited to complete the questionnaire in **Annex III** which covered aspects on the existing conditions of the piers, adequacy of facilities for their operations, visual performance of the piers, maintenance, expectations and suggested improvements. The names of the pier operators are listed in **Annex IV**. Several pier operators were further interviewed for more information about their opinions on pier enhancement.

Public Opinions

6. The public opinion survey results show that there is room for improving the facilities and aesthetics of the existing piers and landings. In general, both the internal and external décor of the pier should provide comfort and should complement its functions and the surroundings. The layout of the piers should maximize public enjoyment of the sea view. Consistent and tidy presentation of facilities such as signage and seating is essential to match with the overall design of the structures. Facilities for the disabled and shelters which are absent at some piers should be provided. The piers should be kept clean in particular at the toilet area.

7. The public opinion survey results are shown in **Annex V**.

Pier Operators' Opinions

8. Although the pier operators were generally satisfied with the serviceability conditions of the structures, they expressed a variety of suggestions for enhancing the existing facilities based on their operational experience. They also opined that the existing piers, which may have similar appearance, should have some sort of uniqueness with reference to their locations. For the design of the enhancement works, the pier operators considered that the enhancement should not result in significant increase in their operational and maintenance expenditure. They suggested that kiosks, cafes and advertisement panels where appropriate should be provided at the piers to generate non-farebox revenues to subsidize the expenditure of their operations.

9. The pier operator opinion survey results are shown in **Annex VI**.

Attachments

Annex I	Questionnaire for public opinion survey
Annex II	Number of interviews in public opinion survey
Annex III	Questionnaire for pier operator opinion survey
Annex IV	Names of pier operators
Annex V	Results of public opinion survey
Annex VI	Results of pier operator opinion survey

Civil Engineering and Development Department
September 2004

政府碼頭及泊岸設施改善工程 策略研究 – 勘查研究

公眾意見調查 – 問卷

第一部份 自我介紹 (訪問員填寫)

本人是香港大學社會科學研究中心的訪問員，現正進行一項公眾意見調查，就香港泊岸設施的改善方針及未來的改善工程收集意見。請花數分鐘時間回答以下問題。

日期: 週日_____ 週末_____

時間: 繁忙_____ 非繁忙_____

語言: 廣東話 英語 普通話

性別: 男 女

碼頭地點 (在碼頭或離開碼頭的渡海小輪進行訪問):

尖沙咀天星碼頭	<input type="checkbox"/>	中環綜合碼頭	<input type="checkbox"/>
北角碼頭	<input type="checkbox"/>	尖沙咀公眾碼頭	<input type="checkbox"/>
中國客運碼頭	<input type="checkbox"/>	長洲碼頭	<input type="checkbox"/>

第二部份 選出被訪者

Q1. 請問你是香港居民或遊客嗎?

香港居民

遊客

第三部份 往碼頭目的及次數

Q2. 現在前往碼頭/乘坐渡海小輪目的是甚麼?

- 往返學校
- 往返公司
- 前往康樂/休閒場地
- 康樂/休閒目的
- 觀光
- 工作關係
- 其他, 請註明 _____

Q3. 你前往/使用碼頭的次數?

- 每天 (skip to Q5)
- 每週 隔週 每月 間中
- 純粹觀光
- 其他, 請註明 _____

Q4. 通常於何時前往使用: 只在週中 只在週末

Q5. 你通常逗留於碼頭的時間是多久?

- 少於 5 分鐘 5-10 分鐘 11-15 分鐘
- 超過 15 分鐘

第四部份：印象及期望

Q6. 你對這碼頭設施/配套設施有多滿意?

- 非常滿意
- 滿意
- 不滿意
- 非常不滿意
- 沒有意見

Q7. 你喜歡或不喜歡這碼頭的甚麼方面?

	喜歡	中立	不喜歡	不知道
外觀	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
牆, 地板及天花板	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
空間規劃	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
與四周環境的協調	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
與海旁特徵的協調	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
內部顏色/裝修	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
通風	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
光線	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
地方清潔	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
乘客通道	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
坐位	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
洗手間	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
閘口及圍欄	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
防撞欄	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
指示牌	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
上船與泊船時的安全	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
其他, 請註明_____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q8. 你認為碼頭應有甚麼設施? (可選擇多個答案)

硬件

天然通風

人工通風裝置

人工照明

天然光線

天台設施

(如:走廊/花園/咖啡座)

上蓋及遮蔽處

主題設計

觀景點

保留文化古蹟

等候區/集合點(地標)

座位

出入口及閘口

特別路面鋪設

方向指示牌

當眼的碼頭標誌/指示

欄桿

洗手間

傷健設備

其他, 請註明: _____

配套設施/服務

上網咖啡店

便利店

小食店

提款機

售票處

自動售賣機

商舖/銷售站

資訊架

報紙檔

康樂設施

救傷設施

公眾電話

環保分類垃圾箱

綠化植物

其他, 請註明: _____

Q9. 你希望這碼頭有甚麼改善? (可選擇多個答案)

a.通道

- | | | | | | |
|------------|--------------------------|----------------|--------------------------|--------|--------------------------|
| 傷健人士通道 | <input type="checkbox"/> | 特別路面鋪設 | <input type="checkbox"/> | 方向指示牌 | <input type="checkbox"/> |
| 當眼的碼頭標誌/指示 | <input type="checkbox"/> | 綠化植物 | <input type="checkbox"/> | 出入口及閘口 | <input type="checkbox"/> |
| 照明 | <input type="checkbox"/> | 其他, 請註明: _____ | | | |

b.外觀

- | | | | |
|------|--------------------------|----------------|--------------------------|
| 碼頭招牌 | <input type="checkbox"/> | 顏色主題 | <input type="checkbox"/> |
| 主題設計 | <input type="checkbox"/> | 照明 | <input type="checkbox"/> |
| 外觀 | <input type="checkbox"/> | 其他, 請註明: _____ | |

c.環境

- | | | | |
|---------|--------------------------|-------------------|--------------------------|
| 上蓋及遮蔽處 | <input type="checkbox"/> | 觀景點 | <input type="checkbox"/> |
| 集合點(地標) | <input type="checkbox"/> | 天台設施(如:走廊/花園/咖啡座) | <input type="checkbox"/> |
| 其他, 請註明 | : _____ | | |

d.碼頭內設施

硬件

- | | | | | | |
|---------|--------------------------|----------------|--------------------------|-----------|--------------------------|
| 天然光線 | <input type="checkbox"/> | 人工照明 | <input type="checkbox"/> | 通風系統 | <input type="checkbox"/> |
| 空間規劃 | <input type="checkbox"/> | 洗手間 | <input type="checkbox"/> | 等候區 | <input type="checkbox"/> |
| 座位 | <input type="checkbox"/> | 乘客通道 | <input type="checkbox"/> | 樓梯 | <input type="checkbox"/> |
| 欄桿 | <input type="checkbox"/> | 傷健設備 | <input type="checkbox"/> | 閘口及圍欄 | <input type="checkbox"/> |
| 防撞欄 | <input type="checkbox"/> | 內觀 | <input type="checkbox"/> | 牆, 地板及天花板 | <input type="checkbox"/> |
| 內部顏色及裝修 | <input type="checkbox"/> | 其他, 請註明: _____ | | | |

軟件/配套設施/服務

- | | | | | | |
|---------|--------------------------|---------|--------------------------|-----|--------------------------|
| 衛生 | <input type="checkbox"/> | 銷售站 | <input type="checkbox"/> | 小食店 | <input type="checkbox"/> |
| 自動售賣機 | <input type="checkbox"/> | 售票處 | <input type="checkbox"/> | 報紙檔 | <input type="checkbox"/> |
| 資訊及告示 | <input type="checkbox"/> | 環保分類垃圾箱 | <input type="checkbox"/> | 提款機 | <input type="checkbox"/> |
| 綠化植物 | <input type="checkbox"/> | 上網咖啡店 | <input type="checkbox"/> | 便利店 | <input type="checkbox"/> |
| 救傷設施 | <input type="checkbox"/> | 公眾電話 | <input type="checkbox"/> | | |
| 其他, 請註明 | : _____ | | | | |

Q10.如以上所選擇的設施俱備, 你逗留於碼頭的時間會否增加?

- 會 不會

第五部份：個人資料

Q11. 年齡 15-24 歲 25-34 歲 35-44 歲
 45-54 歲 55-64 歲 65 歲以上

Q12. 請問你來自哪一個國家？(遊客)

中國
臺灣
東南亞
英國/歐州
美/加
澳/紐
其他, 請註明: _____

Q13. 居住地區 (香港居民)

香港島
九龍
新界
離島

Q14. 職業 私人機構 公共機構
 家庭主婦 學生
 退休人士 其他

Q15. 教育程度 大專或以上 中學
 小學

-完-

多謝閣下合作

Number of interviews in public opinion survey

Survey Location	Number of interviews	Percentage
Tsim Sha Tsui Star Ferry Pier	110	15%
North Point Ferry Pier	168	22%
China Ferry Terminal	111	15%
Central Piers	134	18%
Tsim Sha Tsui Public Pier	130	17%
Cheung Chau Ferry Pier	101	13%
Total	754	100%

Strategic Overview of the Enhancement Works at Government Piers & Landing Facilities Questionnaire (Sample for Stakeholder Survey)

Section I. Introduction

We are conducting a survey on enhancement approaches and works on pier facilities in Hong Kong as well as suggestions for possible improvement. Please kindly spend a few minutes to complete this questionnaire.

This survey is carried out in reference to the piers/landings (hereinafter referred to as Listed Structures or LS) on the List of Listed Structures specified by the Civil Engineering Department (CED) for the Study. Photos of the structures are posted on web-site: www.mlal.com.hk. You are advised to make reference to the structures on the list, in particular for those you are one of the end-users or operators. Answers shall be entered into the corresponding columns.

- Q1.1* Please indicate below the way which you prefer to follow for completing this Questionnaire:
- A. Make reference to specific piers listed in Q1.2 (please go to Q1.2 and insert the names/nos. of the Structures to the columns next to the questions)
 - B. Base on overall views on the piers and landings on the Listed Structure List (please go to Q2.1 and proceed further with the questions)

Q1.2* Listed Structures quoted for reference for completing this Questionnaire:

- 1.
- 2.
- 3.
- 4.
- 5.

* Specific questions to Planning & Design Group and Other Stakeholders/Government Department Group

Section II. Material durability and climate factors

Questions					
Q2.1 How often in your opinion should a Structure be reviewed for its performance? (once/no. of years) or (No Comments)					
Q2.2 Is the use of the Listed Structure seriously affected by weather such as during foggy days even not under a storm? (Yes/No)					
Q2.3 In general does the sea traffic affect seriously the use of the Listed Structure? (Yes/No)					
Q2.4 Would the commuter flow be impeded at the Structure during inclement weather? (Yes/No) or (No Comments)					
Q2.5 When was the last renovation programme to the Listed Structure? (Date :e.g. July 2001)					
Q2.6 Will there be any renovation programme to be handled by your department? (Yes/No)					

Q2.7	Is the space of the deck sufficient from operational point of view? (Yes/No)					
Q2.8	How often is the Listed Structure used? (1 = Almost every day; 2 = Almost every week; 3 = A few times a year; 4 = Never; 5 = Don't know/hard to tell)					

Section III. Serviceability conditions

The following questions in this section require an option ranking. Please fill in the corresponding columns of the answer sheet a number between 1 and 5, unless otherwise stated, by following the ranking system of Five-Point Scale where:

1 = Most unsatisfactory 2 = Very unsatisfactory 3 = Satisfactory
 4 = Very satisfactory 5 = Most satisfactory N/A = Not applicable

Your view on the Listed Structures in respect of the following serviceability conditions:-

Questions						
Q3.1	The condition of the surrounding landscapes					
Q3.2	Overall opinion on Piers					
Q3.3	Overall opinion on Landings					
Q3.4	Pier general arrangement					
Q3.5	Adjoining land use					
Q3.6	Connection to adjoining buildings					
Q3.7	Air quality around the Structure during berthing					
Q3.8	External lighting during stormy weather for vessel berthing					

Operations of berthing facilities of the Listed Structures in respect of the following serviceability conditions of the LS:-

Questions						
Q3.9	Loading & unloading equipment					
Q3.10	Mooring system					
Q3.11	Fender system					
Q3.12	Pontoon facilities					
Q3.13	Berthing capacity					
Q3.14	Berthing time					
Q3.15	Safety condition					
Q3.16	Ability to operate during bad weather					
Q3.17	Handrailing along the sea edge					
Q3.18	Provision of working space for operation					

Q3.19 Please list out the types of vessels which are used to be berthed/moored to the Structure (If you have no comments, please indicate NC):

Types of Vessels						
1.						
2.						

Annex III

3.					
4.					
5.					
6.					
7.					
8.					

Expectations and enhancement approaches in respect of the following serviceability conditions of the Listed Structures:-

(Please insert Yes or No or Not Applicable for answers)

Questions					
Q3.20 To extend space on plan or vertical space on top					
Q3.21 To improve the external lighting					
Enhancement to facilitate:					
Q3.22 - mooring system					
Q3.23 - provision of pontoon					
Q3.24 - berthing					
Q3.25 - loading & unloading					
Q3.26 - communication within pier					
Q3.27 - communication to external					
Q3.28 - fire services installation					
Q3.29 - hand railing to the Structure					
Q3.30 The maintenance programme should be extended					

Views on NEW pier out-look with reference to the following serviceability conditions of the Listed Structures:- (Please fill in a number between 1 and 5 by following the ranking system of Five-Point Scale where: 1 = Low, 2 = Medium to low, 3 = Medium, 4 = High to medium, 5=Highly favorable, NC=No Comments)

Questions					
Q3.31 To relocate the Structure					
Q3.32 One-level pier					
Q3.33 Two-level pier					
Q3.34 Having connection to adjoining Office / Building					
Q3.35 Location to be not too close to major Navigation Channels					
Q3.36 Provision of vehicular access to the pier					
Q3.37 Enhancement in surface/roof drainage system					
Q3.38 Provision of fresh water supply					

Section IV. Enhancement approaches

Some questions in this section require an option ranking. Such cases are highlighted. Please fill in a number between 1 and 5 by following the ranking system of Five-Point Scale where:

1 = Low

2 = Medium to low

3 = Medium

4 = High to medium

5 = High

N/A = Not Applicable

Q4.1 Which among the approaches listed below do you consider applicable for the enhancement of the Listed Structures from an aesthetic point of view? (Please select one approach and rank in the block next to the approach)

- a) All piers and all landings should have a similar visual appearance (scale might differ)
- b) All piers and all landings within a certain waterfront region should have a similar visual appearance, but be different from LS in other regions;
- c) In general all piers and all landings should have a similar visual appearance, but some LS should be unique
- d) In general piers and all landings within a waterfront region should have a similar visual appearance, while some LS in that area is unique, but also be different from LS in other regions
- e) All LS in Hong Kong should be unique and different from each other.

Q4.2 Would you indicate the benefits or problems of the selected approach above from an aesthetic point of view?

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Q4.3 In your opinion, what is the significance of having some LS with a unique design theme? (Please rank your opinion, state the structure code of LS that you consider could have a unique design theme and briefly describe the theme for each.)

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.....
.....
.....
.....

Q4.4 Are there any other approaches that you consider potentially applicable in Hong Kong? (Please rank other approaches in adjacent blocks)

- a)
- b)

Q4.5 Can you indicate the benefits or problems of the approaches you consider potentially applicable from an aesthetic point of view?

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.....

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.....

With reference to the attached list of LS or your LS quoted in Q1.2, , are there any LS, in your opinion from an aesthetic point of view, that should be:

Actions	Structure No.	Benefits of such an action
Q4.6 Demolished (actions that would remove a structure completely without replacing it)		
Q4.7 Redeveloped (actions that would replace the existing LS as a whole based on a new design)		
Q4.8 Reconstructed (actions that would replace the existing LS as a whole based on the original design)		
Q4.9 Renovated (actions that would replace certain components or elements of the existing LS based on a new design)		
Q4.10 Are there any LS that only require ongoing maintenance works?		

From an aesthetic point of view, what is the importance of the following?

Actions	<i>Please rank your opinion</i>	<i>Reasons for your answer</i>
Q4.11 Having LS compatible with their surrounding landscapes		
Q4.12 Having LS interfaces between the Structure and adjoining areas compatible with their surrounding landscapes		

What works do you think should be considered for recommendation to improve the compatibility with surrounding landscapes?

Actions	Works List
Q4.13 To improve compatibility with surrounding landscape	

Q4.14 In your opinion, what is the significance of having various LS components or elements as signage, lights, roofs, colour etc. that are visually compatible with each other? (Please rank your opinion in the block and state the reason for your answer.)

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Q4.15 In your opinion, what is the necessity of alleviating the visual defects listed below?

Actions	<i>Please rank your opinion</i>	<i>Solutions / enhancement works that should be considered.</i>
a. Rusted metal parts, Rust stains on surfaces		
b. Efflorescence stains Damp patches / stains Drip stains Animal stains		
c. Coat blistering Graffiti Construction marks Maintenance marks		
d. Marine growth		
e. Splintering, Concrete Spalling, Broken features, Cracks		
f. Honeycombing due to erosion of members in sea water		

Q4.16 In your opinion, what is the significance of having a Typical design theme for each of the LS components listed below that should generally be applied to all LS where such a component is required?

Actions	<i>Please rank your opinion</i>	<i>Reasons / enhancement works that should be considered.</i>
I. Mooring platforms		
II. Berthing platforms		
a. Fenders		
b. Pier roofs		
c. Pier shelters, such as covered walkway etc		
d. Pier decks -- Structures -- Floor finishing		
e. Pier beams and columns		
III. Piers fixtures		
a. Lights		

-- At pier exterior -- At pier interior		
b. Railings		
c. Seats		
d. Signage		
e. Soft landscape		
f. Pillar boxes		
g. Rubbish bins		

Section V. Current Enhancement Practices

Q5.1 Can you please list out, in your opinion, the means to reduce wave agitation by vessels wave in harbour when other vessels are berthing to the LS?

.....

Q5.2 Can you please describe the approaches, strategies and works that are currently practiced in your department to improve the visual performance of LS?

Approaches

.....

Strategies

.....

Works

.....

Q5.3 Can you please list the Listed Structures (the structure nos.) that are currently subjected to enhancement works under the control of government departments?

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Q5.4 Can you please list the Listed Structures (the structure nos.) for which enhancement works are planned under the control of your department?

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.....
.....

Q5.5 In your opinion, what is the best means to provide slim design of the LS?

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Q5.6 Can you please list out the merits/shortcomings of the existing fender system of the LS?

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Q5.7 Would you please quote a difficult/bad experience which you have learnt during the planning of the LS?

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.....

Q5.8** In your opinion, what is the major problem encountered in the design and maintenance of piers/landings in Hong Kong?

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.....
.....
.....

** Question not asked for Ferry Operator Group

Names of pier operators

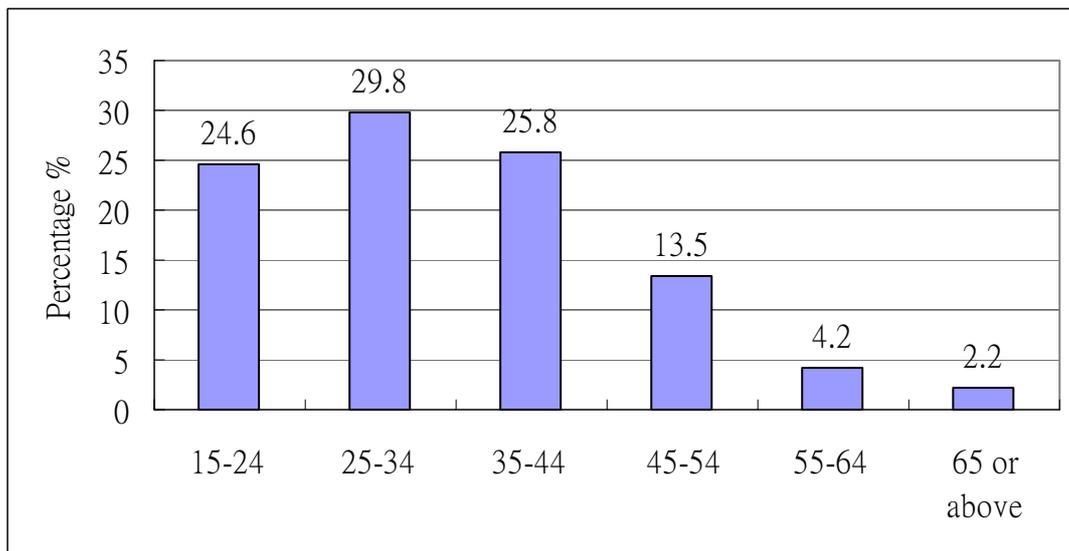
1. The Star Ferry Co. Ltd.*
2. The Hong Kong & Kowloon Ferry Co. Ltd.
3. The Hong Kong & Yaumati Ferry Co. Ltd.
4. Hong Kong Ferry (Holdings) Co. Ltd.
5. Shun Tak China Travel Ship Management Ltd.
6. Chu Kong Passenger Transport Co. Ltd.
7. New World First Ferry Services Ltd.*
8. Discovery Bay Transportation Services Ltd.*
9. Hong Kong & Kowloon Motor Boats & Tug Boats Association*
10. Coral Sea Ferry Service Co. Ltd.
11. Fortune Ferry Co. Ltd.

* Interviews were also made with these operators in addition to questionnaire survey.

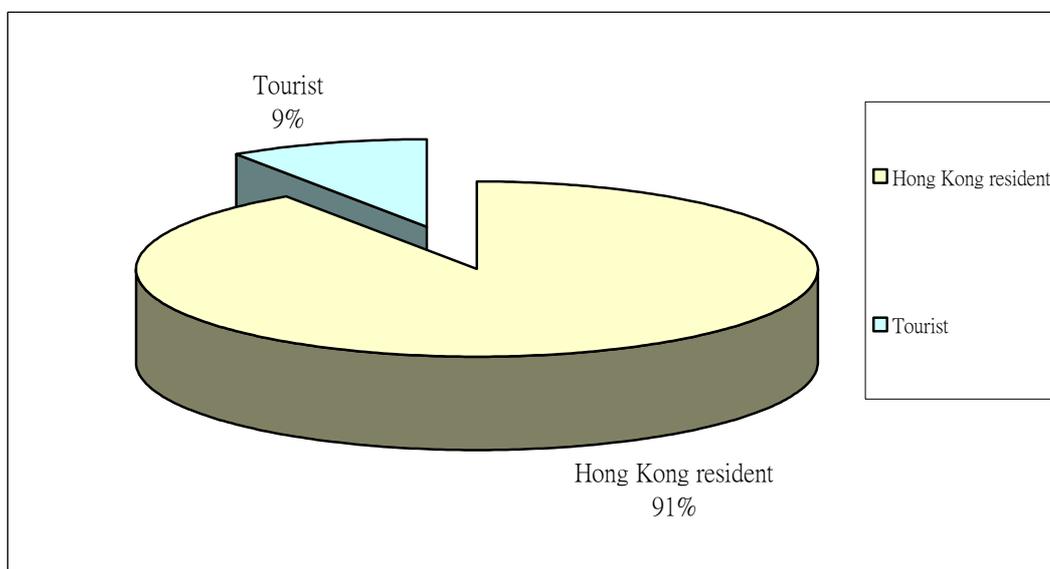
Results of public opinion survey

1. User profile

Distribution by age

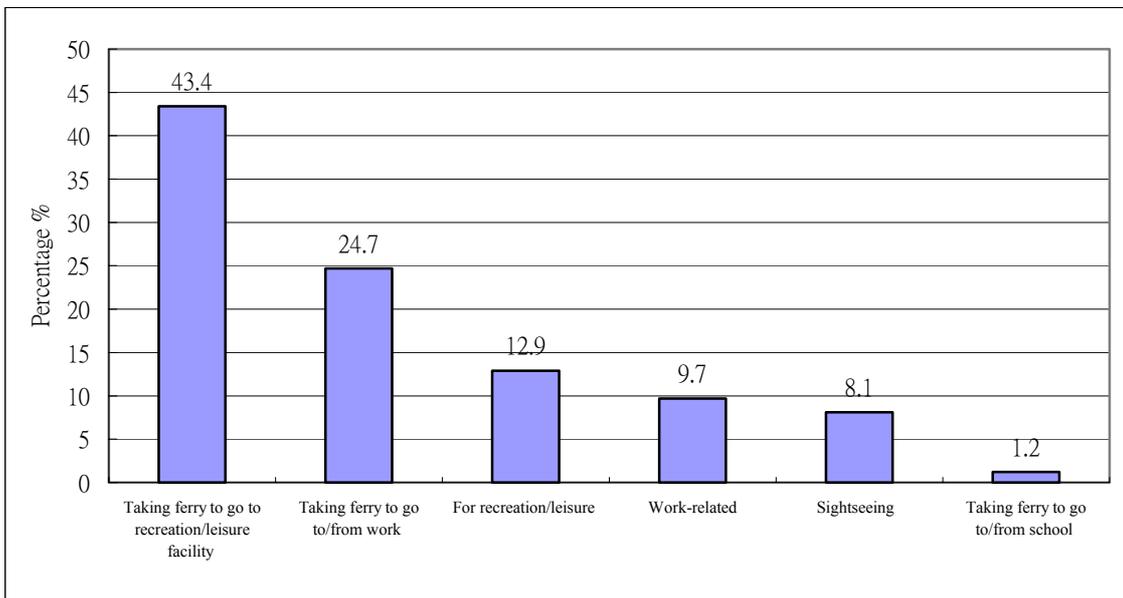


Hong Kong Resident or Tourist

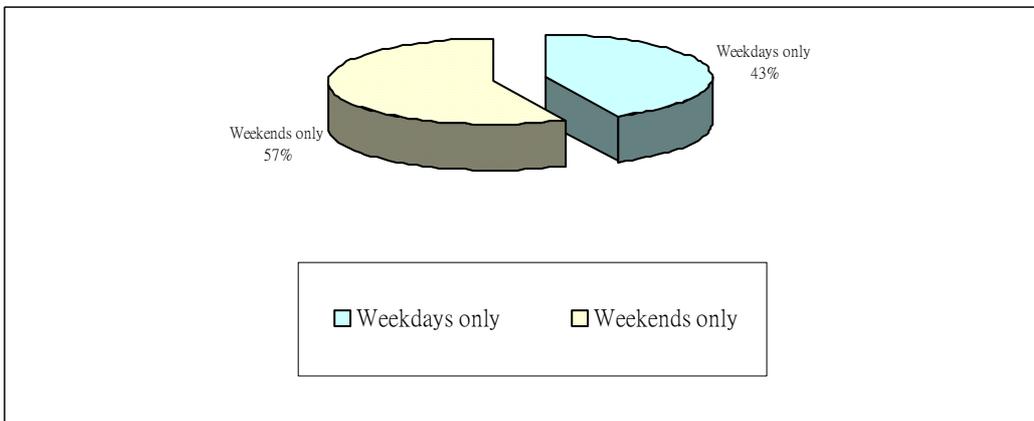


2. Purpose and frequency of visiting the pier

Purpose

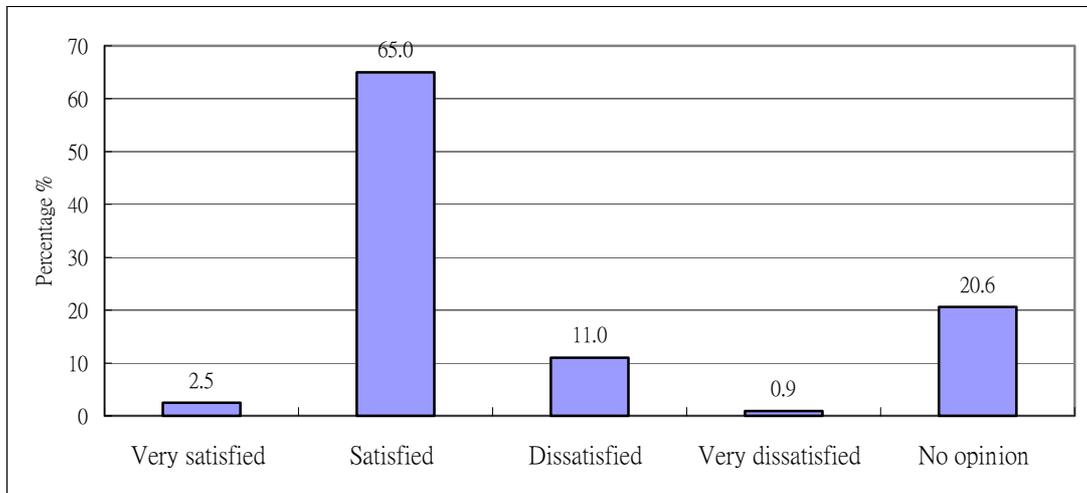


Visit a pier on weekdays or weekends

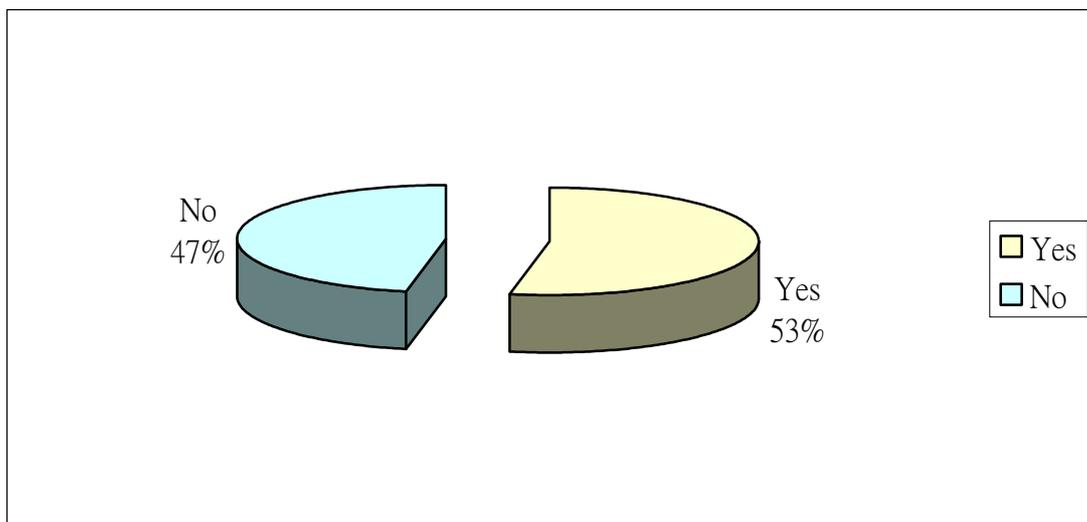


3. Satisfaction level

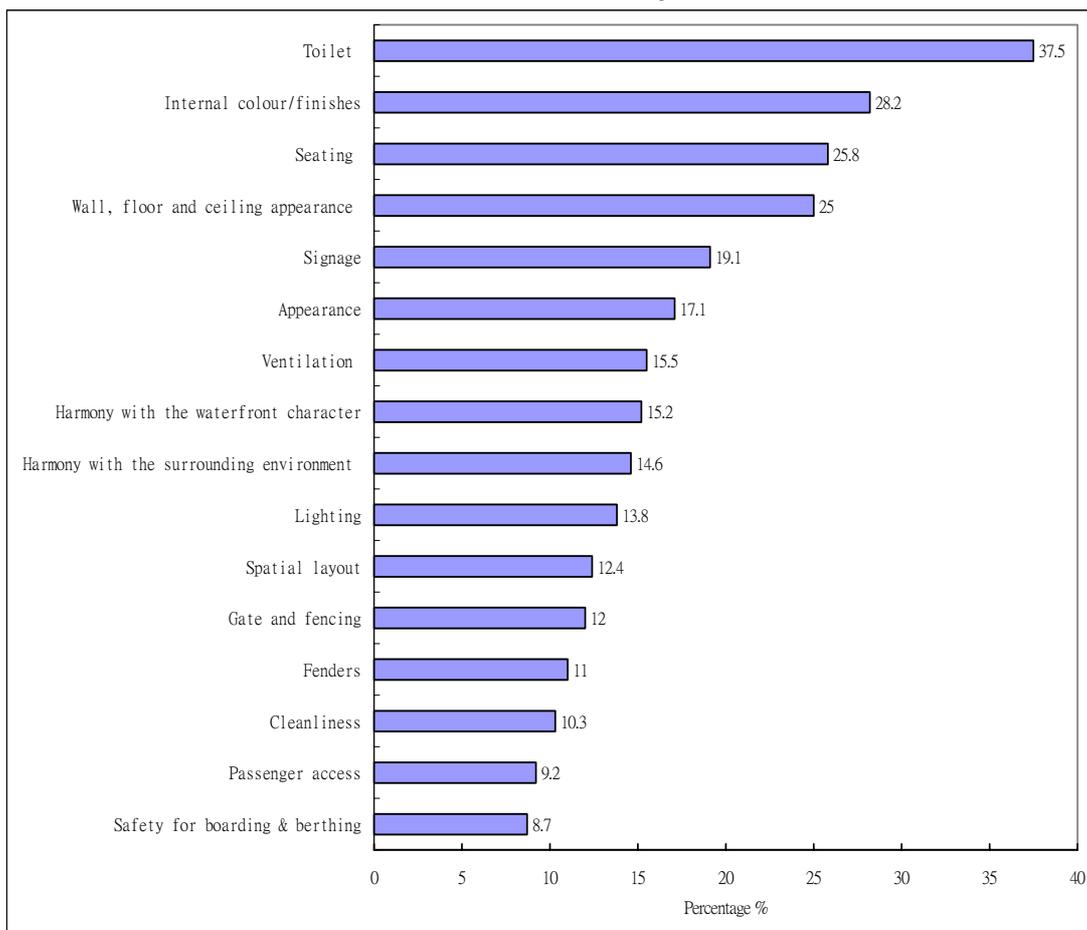
Existing pier facilities



Whether the passengers would stay longer in a pier if the facilities are enhanced

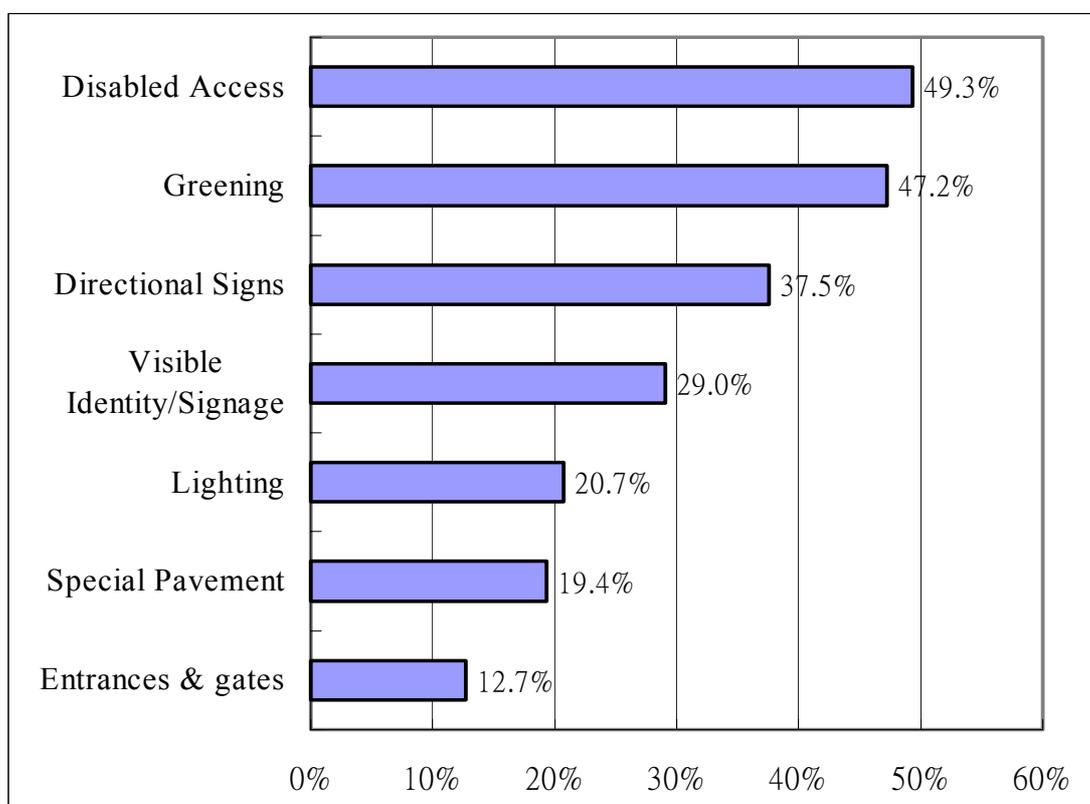


Pier facilities not satisfactory in rank order

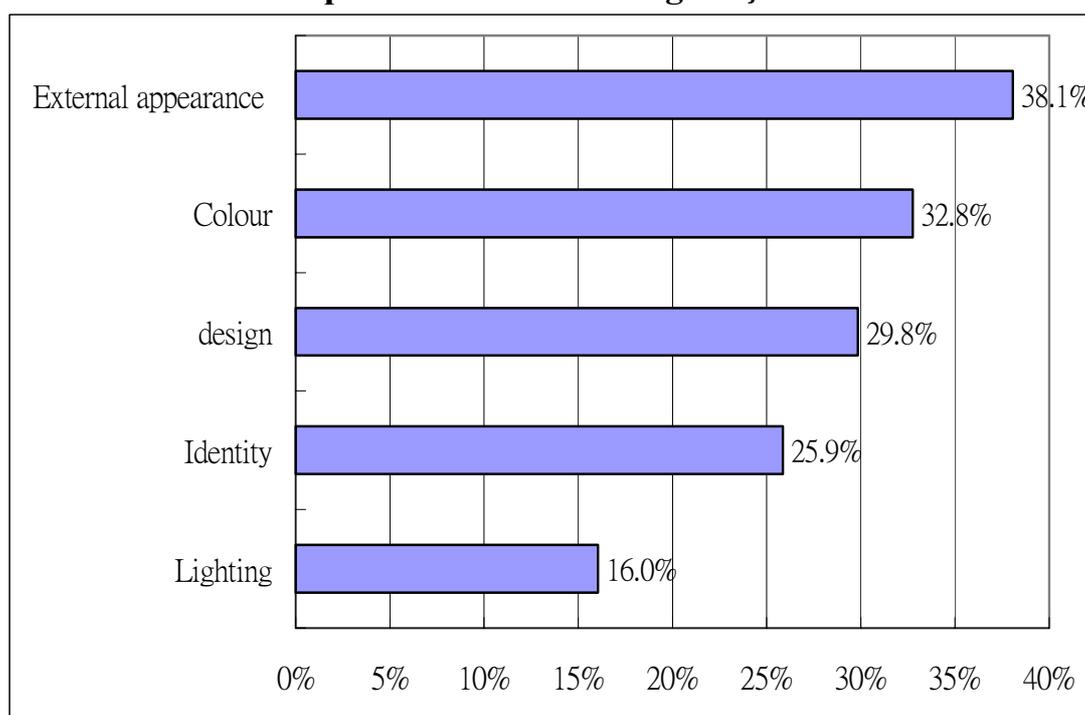


4. Areas of improvement

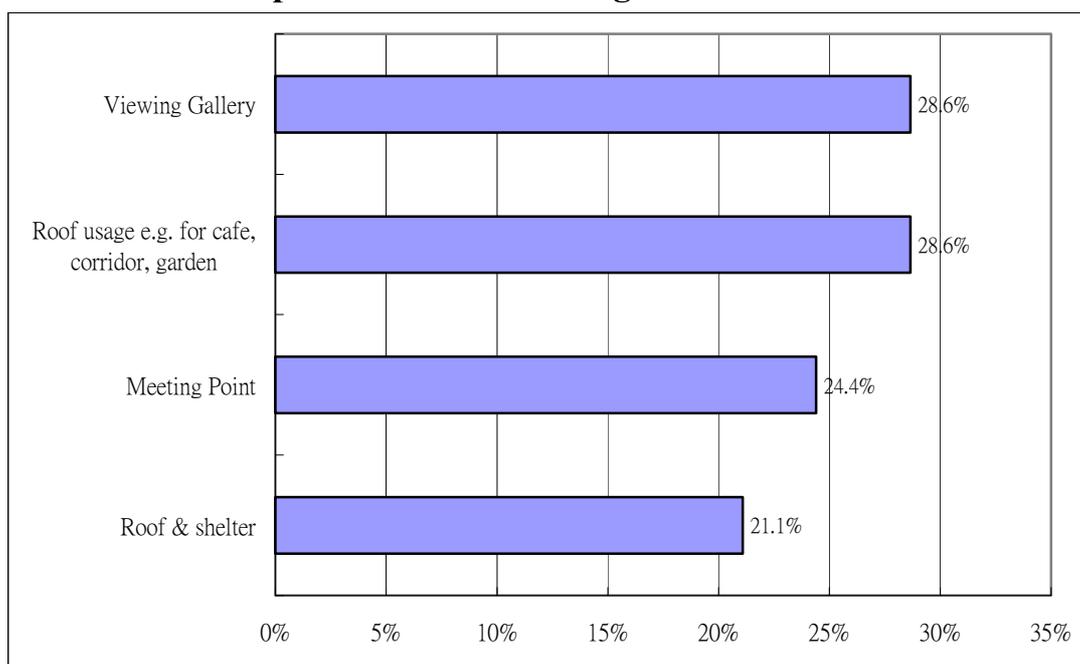
Improvement concerning “access”



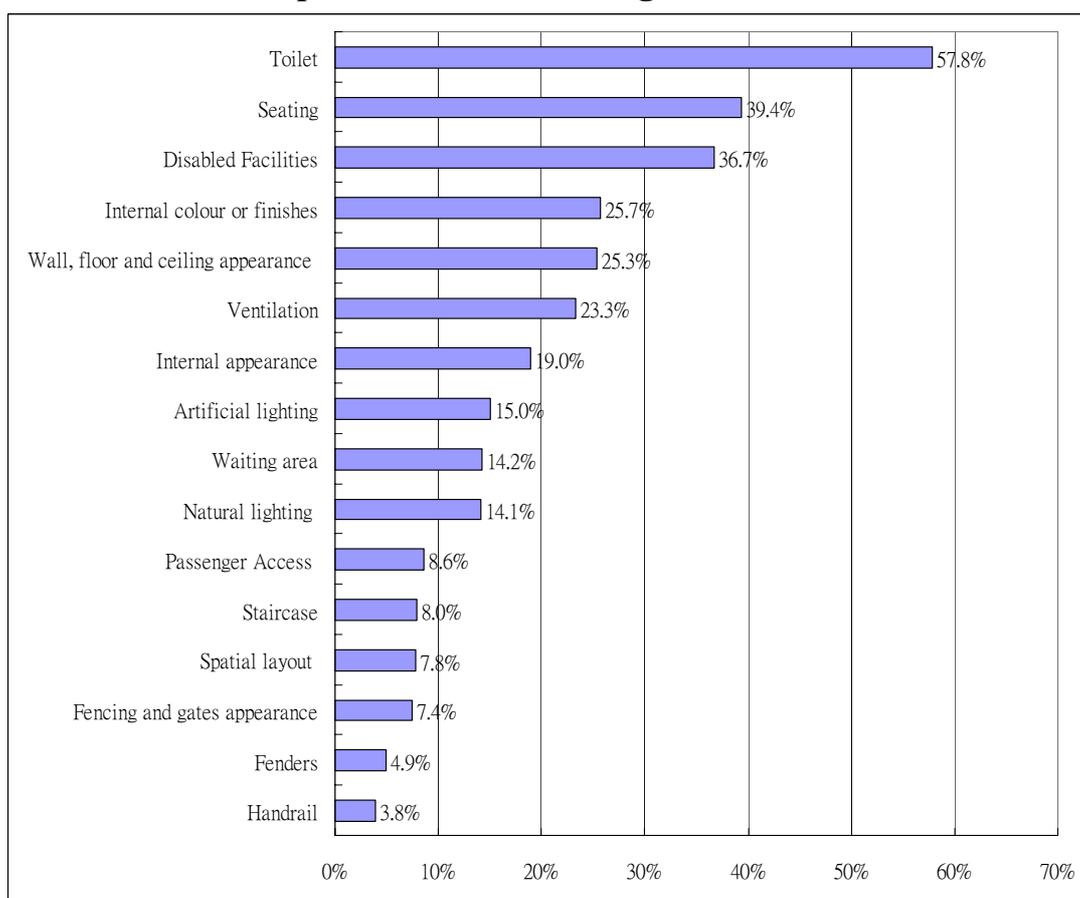
Improvement concerning “façade”



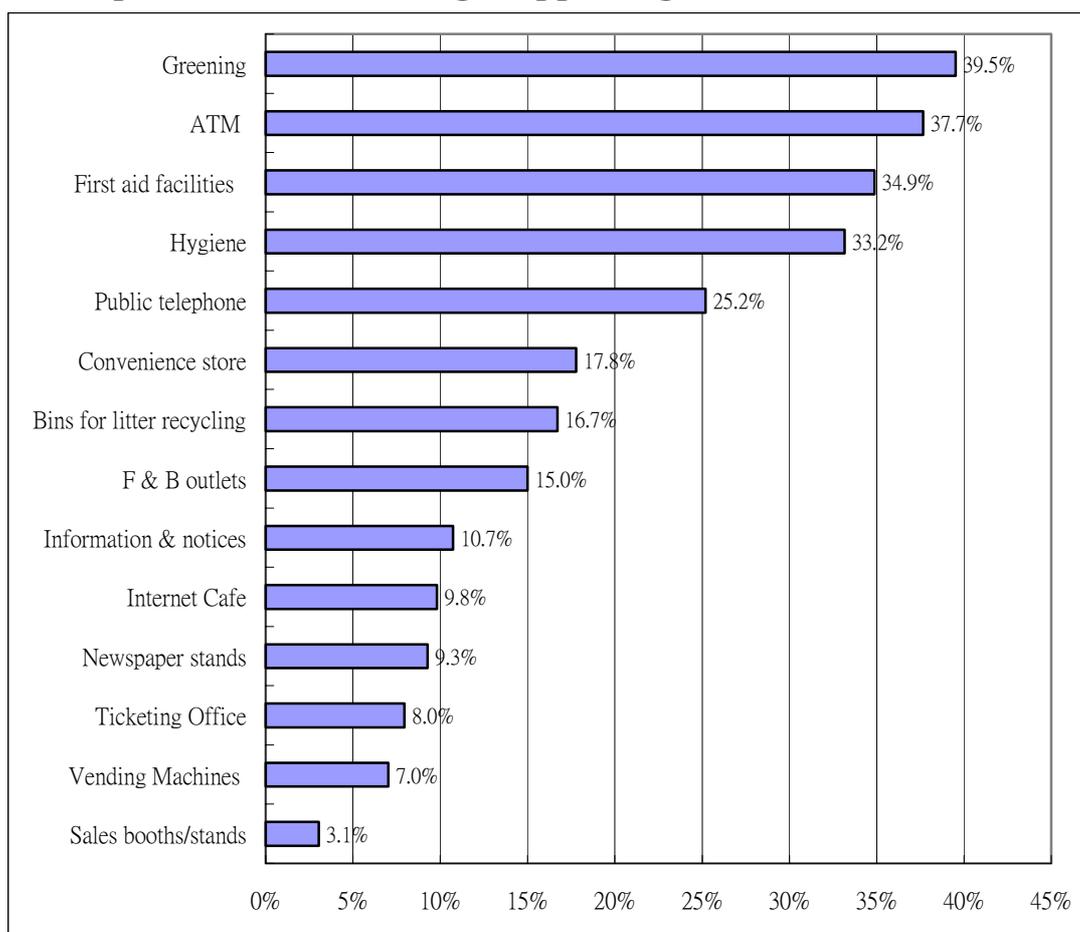
Improvement concerning “environment”



Improvement concerning “hardware”



Improvement concerning “supporting facilities and services”



Results of Pier Operator Opinion Survey**1. Questionnaire Survey**

Items that need enhancement	Percentage
1. Extending maintenance programme	81
2. Alleviation of visual defects	81
3. Berthing facilities and fender system	93
4. External lighting	96
5. Surface/roof drainage system	96
6. Handrails	82
7. Mooring system (coping with different types of vessels)	85
8. Loading & unloading (improvement in gangway platform, lifting device, etc.)	81
9. Vehicular access to the pier	96
10. Fresh water supply (new installation or upgrading)	100
11. Connection means to adjoining office/building (covered walkway provision, etc.)	88
12. Compatibility with surrounding landscape	91
13. Space extension	81
14. Fire services installation	75
15. Compatibility with components and elements	74
16. Communication means within pier	89
17. Communication means to external	79
18. Unique theme	74
19. Two-level pier type	78
20. Pontoon provision	27
21. Expecting pier not too close to major navigation channels	27
22. One-level pier type	14
23. Interface match	4
24. Relocation of the structure	18

2. Opinions collected through interviews

- ◆ The pier operators considered that the enhancement should not result in significant increase in their operational and maintenance expenditure.
- ◆ The pier operators suggested that kiosks, cafes and advertisement panels where appropriate should be provided at the piers to generate non-farebox revenues to subsidize the expenditure of their operations.
- ◆ The toilet, currently locating at the pier head, obstructs the passengers from enjoying the sea view. The pier operator expressed no objection to the relocation of the toilet to the inner portion of the pier provided that it was within the paid area.
- ◆ There are a lot of facilities installed by the tele-communication companies on the roof. Attention should be paid to the need to relocate these facilities. In addition, waterproofing protection on the roof should be not damaged.
- ◆ The enhancement works should not affect their normal ferry services.

**Sub-committee on Harbour Plan Review
Harbour-front Enhancement Committee**

Approach on the Overall Harbour Plan Review

PURPOSE

1. The structure of the review of the Harbour and Waterfront Plan previously established under *the Planning Study on the Harbour and its Waterfront Areas* in 2003, as explained to the Harbour-front Enhancement Committee at its first meeting held on 6 May 2004, comprises the following major components, namely

- a. a review of the harbour planning principles and the overall harbour planning framework comprising planning principles, district assessments and prioritised area plans;
- b. examination of potential harbour-front areas for short-term enhancement identified after studying all the districts along both sides of the harbour;
- c. planning and engineering review on new waterfront areas in Wan Chai and Kai Tak; and
- d. integrate areas under specific planning scheme.

2. This paper aims to outline the approach and methodology of the overall harbour planning framework review, which falls within the purview of the Sub-committee on Harbour Plan Review.

APPROACH AND METHODOLOGY OF REVIEW

3. A comprehensive review of the overall harbour planning framework will comprise the following tasks, the findings of which will be consolidated to form an overall Harbour Planning Framework:

- a. *Review of Harbour Planning Principles*
To guide the formulation of an overall planning framework in light of the court judgment on harbour reclamation and new community aspirations. (Revised principles circulated and would be discussed by Task Group.)

b. *Comprehensive Baseline Review*

To identify opportunities and constraints for enhancing the appearance and functioning of the harbour front and to inform development of the overall planning framework. (A baseline land-use analysis was presented to HEC on 9 September 2004 covering districts along both sides of the harbour, land uses will be monitored at upcoming planning stages.)

c. *Formulation of Concept Plan on a District Approach*

To derive land use proposals for various harbour-front districts and how they are to be integrated with adjoining areas and hinterland reflecting the established harbour planning principles. (Assessment covering both strategic and local dimensions will lay down a framework and prioritise potential improvement areas. On completion, findings will be presented to this Sub-committee or Task Groups.)

d. *Integration with the recommendations of on-going studies on Wan Chai and Kai Tak*

To resolve any interface issues arising from the on-going reclamation project studies on Wan Chai and Kai Tak.

e. *Identification of Areas for Improvement*

To identify improvement opportunities and initiatives for short, medium, and long-term improvement. (Dedicated Task Groups will be established to undertake short-term improvement projects. Other improvement opportunities will be identified under ongoing planning process.)

ADVICE SOUGHT

4. Members are invited to comment on the approach and methodology of the Harbour Planning Framework Review as set out in paragraph 3.

**Sub-committee on Harbour Plan Review
Harbour-front Enhancement Committee**

**Key Issues Raised by Works and Development Committee of the
Eastern District Council on 24 September 2004
on Harbour Planning Matters**

Local Participation

Members of the Works and Development Committee of the Eastern District Council (EDC) agreed to form a Working Group under EDC to oversee waterfront development, planning and related matters in the Eastern District. It was also agreed to solicit enhancement proposals from groups comprising local residents, students and professional bodies through competition.

Major View on Waterfront Planning

The major views expressed by EDC are as follows :

- Actual consultation rests with participation and input from society led by local districts and community groups. The current top-down approach adopted by Government is unsatisfactory.
- Some members opined that limited reclamation to facilitate waterfront enhancement and beautification schemes should be allowed. (Government already stated that the ruling from the Court of Final Appeal will be fully respected and observed)
- Specific proposals are needed to establish unobstructed waterfront promenade in the Eastern District with the aim of providing a continuous promenade linking the Eastern and Western District.

- Priority should be given to improve public access at Heng Fa Chuen, North Point Ferry Piers, former Government Depot at Oil Street and Provident Centre. Proposal is also needed in providing pedestrian link between Shau Kei Wan and Chai Wan.
- More leisure and recreational uses should be allowed and promoted along the waterfront capitalizing the marine and ferry services. A better tourism plan should be developed with piers acting as transport and tourism nodes.
- The location and scope of development associated with the cruise terminal would be critical to any development within the harbour, a decision should be promptly made.
- Building height control, scale and massing of development should be regulated to avoid screen or walled development affecting air circulation, natural lighting and public enjoyment toward the harbour at our waterfront.
- Government should not favour private developers at the expense of citizen. Control must be introduced to regulate areas yet to be developed such as the former North Point Estate and Government Depot at Oil Street.
- Different ways to provide public access along Island Eastern Corridor has not been examined or taken forward by Government. The long-term role and existence of Island Eastern Corridor should be reviewed.

Way Forward

Planning Department will take the above into consideration in the Harbour Plan Review.

Planning Department
September, 2004