

Paper No. WD 2/2005

For discussion
on 7 February 2005

**HEC Sub-committee on
Wan Chai Development Phase II Review**

**Progress Report on
Harbour-front Enhancement Review -
Wan Chai and Adjoining Areas (HER)**

1. This progress report covers the period between the third and the fourth meetings of the Sub-committee on Wan Chai Development Phase II Review (Sub-committee) from 14 December 2004 to 6 February 2005.
2. Following the endorsement of the work plan for the Envisioning Stage of HER by the Sub-committee at its meeting of 14 December 2004, letters signed by the Sub-committee Chairman were sent on 22 December 2004 to 28 organizations, as listed in **Annex 1**, inviting them to act as collaborators for HER. Most of the organizations accepted the invitation either verbally or in writing, although some of the replies came lately. The Business Environmental Council and the Hong Kong Tourism Board declined the invitation.
3. A letter dated 20 December 2004 from Royal Hong Kong Yacht Club (RHKYC) was received, requesting to act as a collaborator for HER. City Planning Consultants Ltd (City Planning) pointed out that it was stated in the endorsed work plan that collaborators should not have apparent or direct conflict of interest in the Wan Chai Development Phase II (WDII) project. Due to the location of RHKYC's club facilities and the potential of being affected by the Wan Chai Development Phase II (WDII) project, City Planning advised that it might be more appropriate to invite RHKYC to participate as stakeholder in public forum/charrettes rather than as collaborator.
4. RHKYC then requested for a meeting with City Planning to express their views from sports and recreational perspectives. The meeting requested was held on 19 January 2005. Civil Engineering and Development Department (CEDD) and Maunsell Consultant (Asia)

Ltd (Maunsell) also attended the meeting.

5. Arrangement was made in the meantime to discuss the work plan of the Envisioning Stage with the four District Councils of Hong Kong Island. Having discussed with Mr. Chan Tak-chor, it was arranged to present the work plan to the Joint Committee on Infrastructural Issues of the Four District Councils of Hong Kong Island (Joint Committee) at a meeting scheduled for 14 January 2005. An invitation from the Chairlady of Wan Chai District Council, Ms. Ada Wong, to present the work plan to the Wan Chai District Council on 18 January 2005 was also accepted. The paper submitted to the Joint Committee (Chinese version) and those submitted to the Wan Chai District Council (in both Chinese and English) is at **Annex 2**. The same information was also passed to the Yam Tsim Mong District Council.
6. The meeting with the Joint Committee scheduled for 14 January 2005 was subsequently cancelled on 13 January 2005 as the chairpersons of the District Councils have to attend another urgent meeting on that date.
7. The Sub-committee Chairman led a team comprising the consultants and several government departments concerned to present the work plan for the Envisioning Stage to the Wan Chai District Council on 18 January 2005. The work plan was well received by the District Council although it suggested that early release of project details would assist better participation and discussion by the public. The same opinion has been expressed in the meeting between the Joint Committee and the HEC on 5 November 2004.
8. To show its support to HER, the Wan Chai District Council decided to hold an additional public forum, tentatively on 6 March 2005 at the Southorn Playground in Wan Chai and requested the HEC to provide the necessary assistance. In response, the Sub-committee Chairman said the Sub-committee was more than willing to assist.
9. In accordance with the endorsed work plan for the Envisioning Stage, a collaborators' working group meeting would be held prior to the public engagement activities. The working group meeting was intended to achieve the following:
 - (a) To brief on the overall arrangement of HER;

- (b) To empower collaborators with adequate information on the background of the WDII project and constraints and opportunities for harbour-front enhancement at Wan Chai and adjoining areas; and
 - (c) To establish, for subsequent discussion and endorsement by the public, a preliminary set of sustainability principles and indicators to be used for evaluation of development options to be developed later.
10. As it took longer time than expected before receipt of collaborators' responses to our invitation to act as collaborators, the date of the collaborators' working group meeting was eventually fixed for 23 January 2005, which was still within the period proposed in the endorsed work plan.
 11. The Sub-committee Chairman reported to the 5th HEC meeting of 13 January 2005 that the date of the collaborators' working group meeting had been fixed for 23 January. The Sub-committee Chairman also mentioned that he would meet the press on that day. The HEC Members were reminded before the events took place.
 12. Preparation of a consultation digest commenced in late December 2004 in accordance with the content and flow set out in Annex 3 of Sub-committee Paper No. WD 8/2004 discussed and endorsed by the Sub-committee at its meeting of 14 December 2004. Gist of the consultation digest including the three concepts for the alignment of the Trunk Road was presented in Annex 3. The digest was designed by City Planning with input from Maunsell, CEDD, Planning Department, Highways Department and Transport Department. It was subsequently re-named as 'Public Engagement Kit' (the Kit) so as to better reflects the notion that the public was engaged to envision the new harbour-front rather than being consulted. Drafting of the Kit was completed just in time for printing for use at the collaborators' working group meeting on 23 January 2005. Members of the Task Force were provided with a link to a soft copy of the Kit on 23 January 2005.
 13. Invitations were sent on 12 January 2005 to those 26 organizations that have agreed to act as collaborators inviting them working group meeting. 22 persons enrolled and 18 persons from 16 organizations

turned up.

14. Members of the Task Force were invited on 13 January 2005 by e-mail to attend the collaborators' working group meeting.
15. To empower the collaborators with the necessary background information, the Public Engagement Kit was distributed to them at the collaborators' working group meeting. A short video on the background of the WDII project and powerpoints on HER, sustainability principles and indicators and relevant information of Wan Chai and adjoining areas were shown. Other information on sustainability development, land uses (the original draft OZP of Wan Chai North and the authorized OZPs of adjoining areas), constraints, traffic conditions along north shore of Hong Kong Island, strategic highway network, railway networks and other traffic management measures considered, including Electronic Road Pricing were also presented in the form of exhibition panels. Reduced size copies of these exhibition panels are at **Annex 3**.
16. At the working group meeting, the collaborators were also invited to contribute to the drafting of a preliminary list of sustainability principles and indicators. These principles and indicators were intended for evaluation of conceptual plans and master plans to be developed at the Realization Stage. The collaborators participated enthusiastically. A brief report of the collaborators' working group meeting is at **Annex 4**.
17. A second public engagement kit on sustainability development will be prepared and the preliminary list of sustainability principles and indicators formulated by the collaborators will be included for discussion and endorsement by the public. A draft table of content and drafting schedule for this second kit is at **Annex 5** for Members' consideration and endorsement.
18. In accordance with intention to widely promote activities of HER, a press conference was held after the collaborators' working group meeting on 23 January 2005. The press was empowered with the same amount of information that was passed to the collaborators (with the exception of the powerpoints on sustainability principles and indicators and relevant information of Wan Chai and adjoining areas due to time constraint).

19. At the press conference, the press was interested in whether the three concepts included in the Kit could satisfy the ‘overriding public need test’ laid down by the Court of Final Appeal. It was explained that the concepts provided are solely to indicate the possible ways that the Trunk Road could be constructed and to stimulate views and ideas from the public. At the Envisioning Stage, the public would be engaged to express views on the kind of harbour-front that they want to have at Wan Chai and adjoining areas after understanding the constraints and opportunities available and recognizing the need for the Trunk Road. The stage of checking compliance with the ‘overriding public need test’ is not yet reached.
20. Reports of the press on 24 January 2005 did not focus on the main message, namely, the HER project is designed to enhance public participation and at the current Envisioning Stage, the public is invited to express views on the kind of harbour-front that they want to have at Wan Chai and adjoining areas.
21. Against the above background, the Sub-committee Chairman convened an urgent meeting in the evening of 24 January 2005 inviting all Members of the Task Force on HER to attend. Dr. Ng Mee-kam, Dr. Alvin Kwok, Dr. W K Chan and Mr. Nicholas Brooke attended. Mr. Vincent Ng also turned up to show his support. The meeting concluded the following:
 - (a) an urgent press briefing should be held on 25 January 2005 to clarify the main objectives of the HER project; and
 - (b) a ‘round-table meeting’ should be held, tentatively scheduled for 5 February 2005, inviting the interested parties, especially those who have expressed views in public on the HER project in the past few days, to attend. The purpose of the meeting was to let the participants to have a better understanding of the HER project and to appreciate the process.
22. The press briefing was held on 25 January 2005, with the Sub-committee Chairman, Dr. Ng Mee-kam, Dr. W K Chan and Dr. Alvin Kwok attended. Mr. Vincent Ng was also there to show his support. Dr. Ng showed a powerpoint that she prepared in very short time to explain again the HER process, stressing that the public would be engaged to envision how the harbour-front would be enhanced with the constraints in mind. It was also mentioned in the

press briefing that a round-table meeting would be held in the afternoon of 5 February 2005.

23. Results of the round-table meeting of 5 February 2005 would be reported to the Sub-committee at the meeting of 7 February 2005.
24. Taking into account the progress to date, an updated programme for the Envisioning Stage of the HER project at **Annex 6** was proposed for Members consideration.
25. Several key outstanding issues have to be decided to facilitate the timely implementation of remaining activities of the Envisioning Stage. They were as follows:
 - (a) Arrangements for public forums and charrettes – suggested dates and venues and composition of the panel are at **Annex 7**.
 - (b) Opinion surveys – as proposed in the endorsed work plan, opinion surveys in the form of telephone survey, roadside survey and on-line survey will be conducted. The proposed questionnaires will be tabled at the meeting of 7 February 2005 for consideration.
 - (c) Updated promotion and advertisement arrangement plan is at **Annex 8**.

Secretariat,
HEC Sub-committee on WDII Review
February 2005

List of organizations invited to act as collaborators

| | |
|-----|---|
| | <i>District Councils</i> |
| 1. | Central & Western District Council |
| 2. | Wan Chai District Council |
| 3. | Eastern District Council |
| 4. | Southern District Council |
| 5. | Yau Tsim Ming District Council |
| | |
| | <i>Local/Community Groups</i> |
| 6. | St. James' Settlement Family & Community Services |
| 7. | Caritas Hong Kong |
| 8. | People's Council on Sustainable Development |
| | |
| | <i>Business Groups</i> |
| 9. | Real Estate Developers Association of Hong Kong |
| 10. | Business Environment Council Ltd. |
| 11. | Hong Kong General Chamber of Commerce |
| 12. | The Federation of Hong Kong Industries |
| 13. | The Chinese General Chamber of Commerce |
| 14. | Hong Kong Tourism Board |
| | |
| | <i>Green Groups</i> |
| 15. | The Conservancy Association |
| 16. | Hong Kong Marine Conservation Society |
| | |
| | <i>Professional Groups</i> |
| 17. | Hong Kong Institute of Architects |
| 18. | Hong Kong Institute of Planners |
| 19. | Hong Kong Institute of Surveyors |
| 20. | Hong Kong Institute of Engineers |
| 21. | Hong Kong Institute of Landscape Architects |
| 22. | The Chartered Institute of Logistics and Transport (CILT) |
| 23. | AIA Hong Kong Chapter |
| 24. | The Association of Engineering Professionals in Society |

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| | <i>Academic Institutions</i> |
| 25. | LIVE Architecture, The Chinese University of Hong Kong |
| 26. | Department of Public and Social Administration, City University of Hong Kong |
| 27. | Department of Architecture, University of Hong Kong |
| 28. | Department of Civil Engineering, University of Hong Kong |
| | |

2005年1月14日
討論文件

港島四區議會
交通基建問題聯席會議

優化灣仔及鄰近地區海濱的研究

目的

本文件旨在介紹「優化灣仔及鄰近地區海濱的研究」(下稱「優化海濱研究」)的資料。

背景

2.1 鑑於終審法院在2004年1月9日就《保護海港條例》的詮釋所作的裁決，政府決定進行「灣仔發展計劃第二期檢討」，以確保灣仔發展計劃第二期的發展建議能符合終審法院的裁決。

2.2 為進一步與市民共同合作，以達成對海港的共同理想，政府於2004年5月1日成立共建維港委員會，就維多利亞港現有及新海傍的規劃、土地用途及發展，向政府提供意見。

2.3 政府接納了共建維港委員會的意見，「灣仔發展計劃第二期檢討」除了依據整體規劃及工程角度進行外，亦會特別注重公眾參與及可持續發展原則。政府亦接納了共建維港委員會的建議，進行「優化海濱研究」，以加強公眾的參與。共建維港委員會屬下灣仔發展計劃第二期檢討小組委員會會督導「優化海濱研究」。

2.4 我們希望透過公眾共同參與，為灣仔及鄰近地區的海濱發展提供意見，使其成為一條在綜合社會、環境和經濟各方考慮下可持續發展的海濱。而這海濱既可實現公眾普遍支持的意念，亦能滿足在規劃、運輸及基礎設施各方面的要求，及符合《保護海港條例》的規定。

2.5 在 2004 年 11 月 5 日港島四區議會交通基建問題聯席會議第四次會議上，共建維港委員會已初步向議員簡介了「優化海濱研究」。

「優化海濱研究」的概覽

3.1 「優化海濱研究」大致上可分三個階段：

- (i) 構想階段 - 我們會在這階段向公眾介紹灣仔及鄰近地區海濱的發展限制及機會，及收集他們對海濱發展的意念和期望。我們亦會與公眾共同制定可持續發展原則及指標，作為日後評估發展概念規劃圖及總綱圖的標準。
- (ii) 建立共識階段 - 我們會基於構想階段的結果，草擬技術上可行的發展概念規劃圖及總綱圖，並和公眾一起，運用先前同意的可持續發展原則及指標，評估圖則，以達至公眾共識。
- (iii) 詳細規劃階段 - 我們會以建立共識階段的結果作為藍本，草擬有關的分區計劃大綱草圖及建議發展大綱草圖。

3.2 構想階段預期可在 2005 年 4 月完成，而建立共識階段及詳細規劃階段將會緊接著進行。我們希望有關的分區計劃大綱草圖及建議發展大綱草圖可於 2005 年年底草擬完成。

構想階段的工作計劃

4.1 構想階段的工作計劃包含下列要素：

可持續發展原則

4.2 可持續發展概念將主導整個「優化海濱研究」。在構想階段，我們會與公眾一同訂定可持續發展原則及指標。這些公眾認同的可持續發展原則及指標，將會用作評估在建立共識階段草擬的發展概念規劃圖及總綱圖。我們希望這個安排可確保在詳細規劃階段草擬的分區計劃大綱草圖及建議發展大綱草圖會受到公眾普遍支持。

合作伙伴

4.3 為確保「優化海濱研究」的開放性及普及性，我們已邀請多個分別代表社會各階層人士的組織和團體，作為合作伙伴。我們希望這些合作伙伴能包括有關的區議會、社區、商界和環保組織，以及學術和專業團體等。合作伙伴可在下列各方面提供協助：

- (i) 研究海濱發展的限制及機會；
- (ii) 制定可持續發展原則及指標初稿；
- (iii) 透過合作伙伴的網絡，鼓勵公眾參與「優化海濱研究」所舉辦的活動；
- (iv) 確保「優化海濱研究」的透明度及公平性；
- (v) 評估發展概念規劃圖及總綱圖。

4.4 在各項公眾參與活動之前，我們將會舉辦「合作伙伴工作會議」與合作伙伴共商以上各事項。

給公眾的資料

4.5 我們將會透過摘要、資料小冊子、展板及立體動畫等，使公眾及有關人士能掌握足夠的背景資料。這些資料亦將會在共建維港委員會的網站上發放。

公眾論壇

4.6 我們計劃舉辦五個公眾論壇，作為與公眾溝通的橋樑。其中四個論壇會在港島舉行，而餘下的一個論壇會在九龍舉行。在論壇上，我們除了收集公眾對灣仔及鄰近地區海濱的意見和期望之外，亦會與公眾一同制定可持續發展原則及指標，作為日後在建立共識階段評估方案的依據。

社區設計坊

4.7 我們亦計劃舉辦兩個社區設計坊，提供機會讓出席人士在明瞭灣仔發展計劃第二期的發展限制及機會之後，發表他們對灣仔及鄰近地區海濱的發展構想。社區設計坊會分別在港島及九龍舉行，方便市民參與。

民意調查

4.8 為使「優化海濱研究」能深入社會各階層，我們計劃進行各樣的民意調查。我們會在全港十八區進行電話調查、在灣仔發展計劃第二期所包括的地區進行街頭訪問，及在共建維港委員會的網站上設置調查問卷等。

推廣活動

4.9 我們希望合作伙伴在他們所屬的組織或團體推廣各項公眾參與活動。此外，我們亦會透過印刷、電子和網上傳播媒介等推廣活動，使更多公眾能夠參與。

時間表

4.10 「優化海濱研究」構想階段的時間表如下：

- (i) 合作伙伴工作會議 - 2005 年 1 月 23 日舉行；
- (ii) 民意調查、公眾論壇及社區設計坊 - 2005 年 2 月和 3 月舉行；
- (iii) 構想階段報告 - 約 2005 年 4 月底發表。

諮詢意見

5.1 希望各位議員能協助及參與「優化海濱研究」舉辦的各項活動。

土木工程拓展署
港島及離島拓展處
二零零五年一月

**Harbour-front Enhancement Review –
Wan Chai and Adjoining Areas**

PURPOSE

This paper briefs Members' of the details of the Harbour-front Enhancement Review – Wan Chai and Adjoining Areas (HER) project.

BACKGROUND

2.1 In light of the judgment of the Court of Final Appeal (“CFA”) on 9 January 2004 related to the interpretation of the Protection of the Harbour Ordinance (“PHO”), the Government has undertaken to conduct the planning and engineering review of the Wan Chai Development Phase II project (“WDII Review”) to ensure that the proposed developments will comply with the CFA’s judgment.

2.2 As a further step to working with the community to achieve our common vision for the harbour, the Government formed the Harbour-front Enhancement Committee (“HEC”) on 1st May 2004 so as to advise the Government on planning, land uses and developments along the existing and new harbour-front of the Victoria Harbour.

2.3 The Government has accepted HEC’s suggestion that, besides adopting a holistic planning and engineering approach, the WDII Review should also emphasize public participation and be guided by a sustainable development framework. The Government has also accepted HEC’s recommendation to conduct the HER project, under the steer of the HEC through its Sub-committee on Wan Chai Development Phase II Review, for enhancing public participation.

2.4 It is hoped, by engaging the public for ideas, to achieve a socially, environmentally and economically sustainable harbour-front at Wan Chai and the adjoining areas. This sustainable harbour-front will realize ideas well supported by the public and with allowances for satisfying other needs, such as planning, transport and infrastructure needs, as well as complying with the PHO.

OVERVIEW OF HER

3.1 HER is broadly divided into three Stages:

- (i) **Envisioning Stage** – During this stage, the public will be empowered with adequate understanding of the constraints and opportunities regarding harbour-front enhancement at Wan Chai and the adjoining areas and be engaged for ideas on the kind of harbour-front that they hope to have. An agreed list of sustainability principles and indicators will also be generated together with the public for evaluation of the Concept Plan and Master Plan of proposed developments to be developed subsequently.
- (ii) **Realization Stage** – Based on findings of the Envisioning Stage, technically feasible Concept Plan and Master Plan will be developed for evaluation with the public using the agreed sustainability principles and indicators so as to arrive at a consensus on the development proposals.
- (iii) **Detailed Planning Stage** – Relevant draft Outline Zoning Plan (“OZP”) and draft Recommended Outline Development Plan (“RODP”) will be prepared with the findings of the Realization Stage as the basis.

3.2 The Envisioning Stage is expected to complete in April 2005. The Realization Stage and Detailed Planning Stage will follow with a view to meeting the target of having the draft OZP and draft RODP ready by end 2005.

PROPOSED WORK PLAN FOR ENVISIONING STAGE

4.1 The work plan for the Envisioning Stage has the following key components :

Sustainability framework

4.2 The concept of sustainability development will guide the whole HER project. At the Envisioning Stage, an agreed list of sustainability principles and indicators will be generated. These agreed indicators will be used to evaluate the Concept Plan and Master Plan to be developed in the Realization Stage. This will ensure a high degree of community support on the draft OZP and draft RODP to be developed in the Detailed Planning Stage of HER.

Collaborators

4.3 To ensure an open and inclusive engagement process, a number of organizations representing different sectors of the public, including the relevant District Councils, community, business, green groups as well as academic and professional institutions will be approached to act as collaborators. They will help in the following respects:

- (i) reviewing the constraints and opportunities of harbour-front development;
- (ii) establishing the preliminary set of sustainability principles and indicators;
- (iii) promote the public participation activities through their social network;
- (iv) ensuring a transparent and fair process; and
- (v) evaluating the Concept Plan and Master Plan.

4.4 Collaborators' working group meetings will be arranged for the collaborators to contribute to matters mentioned above prior to activities for the general public.

Information to Public

4.5 To empower the stakeholders and the public with adequate background knowledge, digest, information packages, exhibition panels, 3-D animations, etc. will be prepared. Information will also be uploaded onto HEC's website.

Public Forums

4.6 To reach out to the public, five public forums are proposed; four at different districts on Hong Kong Island and one in Kowloon. Besides collecting views and

concerns of the public regarding the future harbour-front at Wan Chai and the adjoining areas, the public forums are also intended to contribute towards establishing the set of sustainability development principles and indicators which will be adopted in evaluating options during the Realization Stage of HER.

Community Design Charettes

4.7 Two community design charrettes are proposed to assist participants to envision the future harbour-front at Wan Chai and the adjoining areas after gaining a proper understanding of the constraints, opportunities, issues and concerns of the general public related the WDII project. One charrette will be conducted on Hong Kong Island and the other in Kowloon.

Opinion surveys

4.8 To ensure a wider coverage of the public in collecting views, opinion surveys are proposed. These surveys will be in the form of telephone survey covering all eighteen districts of Hong Kong, road-side survey around the WDII project area, and on-line survey.

Promotion

4.9 Collaborators are expected to promote the public participation activities in their own groups/institutions. Further promotion through printed, electronic and on-line media will be arranged to facilitate even wider community participation in the activities.

Programme

4.10 The programme for the Envisioning Stage of HER is as follows:

- (i) Collaborators working group meetings – 23 January 2005
- (ii) Opinion surveys, public forums and charrettes –February to March 2005
- (iii) Report on findings of Envisioning Stage – April 2005

ADVICE SOUGHT

- 5.1 Members are invited to contribute and participate in the public participation activities of HER.

Hong Kong Island and Islands Development Office
Civil Engineering and Development Department
January 2005

優化灣仔及鄰近地區海濱的研究

目的

本文件旨在介紹「優化灣仔及鄰近地區海濱的研究」(下稱「優化海濱研究」)的資料。

背景

2.1 鑑於終審法院在 2004 年 1 月 9 日就《保護海港條例》的詮釋所作的裁決，政府決定進行「灣仔發展計劃第二期檢討」，以確保灣仔發展計劃第二期的發展建議能符合終審法院的裁決。

2.2 為進一步與市民共同合作，以達成對海港的共同理想，政府於 2004 年 5 月 1 日成立共建維港委員會，就維多利亞港現有及新海傍的規劃、土地用途及發展，向政府提供意見。

2.3 政府接納了共建維港委員會的意見，「灣仔發展計劃第二期檢討」除了依據整體規劃及工程角度進行外，亦會特別注重公眾參與及可持續發展原則。政府亦接納了共建維港委員會的建議，進行「優化海濱研究」，以加強公眾的參與。共建維港委員會屬下灣仔發展計劃第二期檢討小組委員會會督導「優化海濱研究」。

2.4 我們希望透過公眾共同參與，為灣仔及鄰近地區的海濱發展提供意見，使其成為一條在綜合社會、環境和經濟各方考慮下可持續發展的海濱。而這海濱既可實

現公眾普遍支持的意念，亦能滿足在規劃、運輸及基礎設施各方面的要求，及符合《保護海港條例》的規定。

「優化海濱研究」的概覽

3.1 「優化海濱研究」大致上可分三個階段：

- (i) 構想階段 - 我們會在這階段向公眾介紹灣仔及鄰近地區海濱的發展限制及機會，及收集他們對海濱發展的意念和期望。我們亦會與公眾共同制定可持續發展原則及指標，作為日後評估發展概念規劃圖及總綱圖的標準。
- (ii) 建立共識階段 - 我們會基於構想階段的結果，草擬技術上可行的發展概念規劃圖及總綱圖，並和公眾一起，運用先前同意的可持續發展原則及指標，評估圖則，以達至公眾共識。
- (iii) 詳細規劃階段 - 我們會以建立共識階段的結果作為藍本，草擬有關的分區計劃大綱草圖及建議發展大綱草圖。

3.2 構想階段預期可在 2005 年 4 月完成，而建立共識階段及詳細規劃階段將會緊接著進行。我們希望有關的分區計劃大綱草圖及建議發展大綱草圖可於 2005 年年底草擬完成。

構想階段的工作計劃

4.1 構想階段的工作計劃包含下列要素：

可持續發展原則

4.2 可持續發展概念將主導整個「優化海濱研究」。在構想階段，我們會與公眾一同訂定可持續發展原則及指標。這些公眾認同的可持續發展原則及指標，將會用作評估在建立共識階段草擬的發展概念規劃圖及總綱圖。我們希望這個安排可確保在詳細規劃階段草擬的分區計劃大綱草圖及建議發展大綱草圖會受到公眾普遍支持。

合作伙伴

4.3 為確保「優化海濱研究」的開放性及普及性，我們已邀請多個分別代表社會各階層人士的組織和團體，作為合作伙伴。我們希望這些合作伙伴能包括有關的區議會、社區、商界和環保組織，以及學術和專業團體等。合作伙伴可在下列各方面提供協助：

- (i) 研究海濱發展的限制及機會；
- (ii) 制定可持續發展原則及指標初稿；
- (iii) 透過合作伙伴的網絡，鼓勵公眾參與「優化海濱研究」所舉辦的活動；
- (iv) 確保「優化海濱研究」的透明度及公平性；
- (v) 評估發展概念規劃圖及總綱圖。

4.4 在各項公眾參與活動之前，我們將會舉辦「合作伙伴工作會議」與合作伙伴共商以上各事項。

給公眾的資料

4.5 我們將會透過摘要、資料小冊子、展板及立體動畫等，使公眾及有關人士能掌握足夠的背景資料。這些資料亦將會在共建維港委員會的網站上發放。

公眾論壇

4.6 我們計劃舉辦五個公眾論壇，作為與公眾溝通的橋樑。其中四個論壇會在港島舉行，而餘下的一個論壇會在九龍舉行。在論壇上，我們除了收集公眾對灣仔

及鄰近地區海濱的意見和期望之外，亦會與公眾一同制定可持續發展原則及指標，作為日後在建立共識階段評估方案的依據。

社區設計坊

4.7 我們亦計劃舉辦兩個社區設計坊，提供機會讓出席人士在明瞭灣仔發展計劃第二期的發展限制及機會之後，發表他們對灣仔及鄰近地區海濱的發展構想。社區設計坊會分別在港島及九龍舉行，方便市民參與。

民意調查

4.8 為使「優化海濱研究」能深入社會各階層，我們計劃進行各樣的民意調查。我們會在全港十八區進行電話調查、在灣仔發展計劃第二期所包括的地區進行街頭訪問，及在共建維港委員會的網站上設置調查問卷等。

推廣活動

4.9 我們希望合作伙伴在他們所屬的組織或團體推廣各項公眾參與活動。此外，我們亦會透過印刷、電子和網上傳播媒介等推廣活動，使更多公眾能夠參與。

時間表

4.10 「優化海濱研究」構想階段的時間表如下：

- (i) 合作伙伴工作會議 - 2005 年 1 月 23 日舉行；
- (ii) 民意調查、公眾論壇及社區設計坊 - 2005 年 2 月和 3 月舉行；
- (iii) 構想階段報告 - 約 2005 年 4 月底發表。

諮詢意見

5.1 希望各位議員能協助及參與「優化海濱研究」舉辦的各項活動。

土木工程拓展署
港島及離島拓展處
二零零五年一月

「研究」的凌駕性原則

Overriding Principle of HER



以可持續發展概念作指引
以社區為基礎
以公眾共識作藍本

Guided by Concepts of Sustainable Development
Adhering to a Community-oriented Process
Planning on the Basis of Public Consensus

共同創造我們朝氣蓬勃的海濱

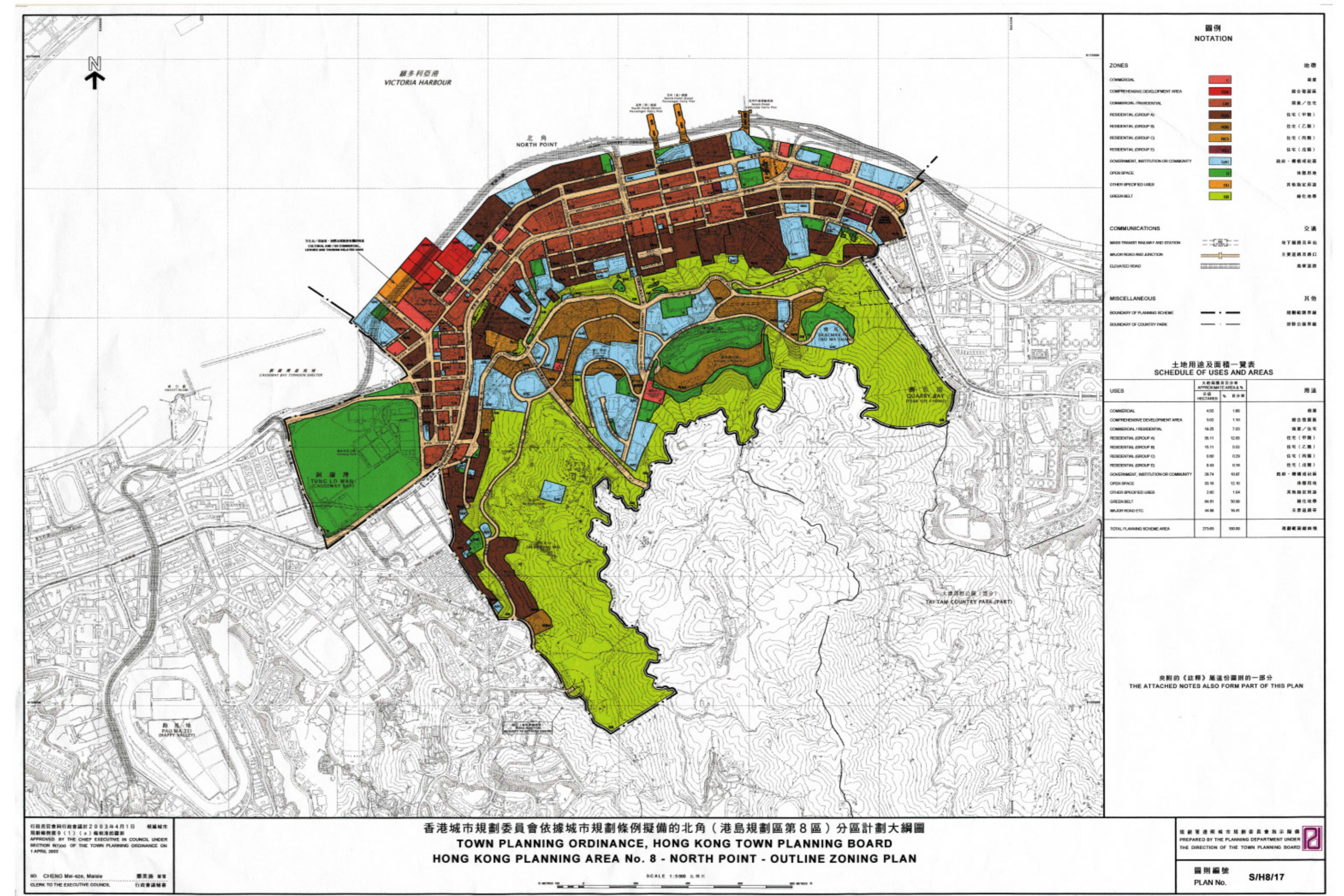
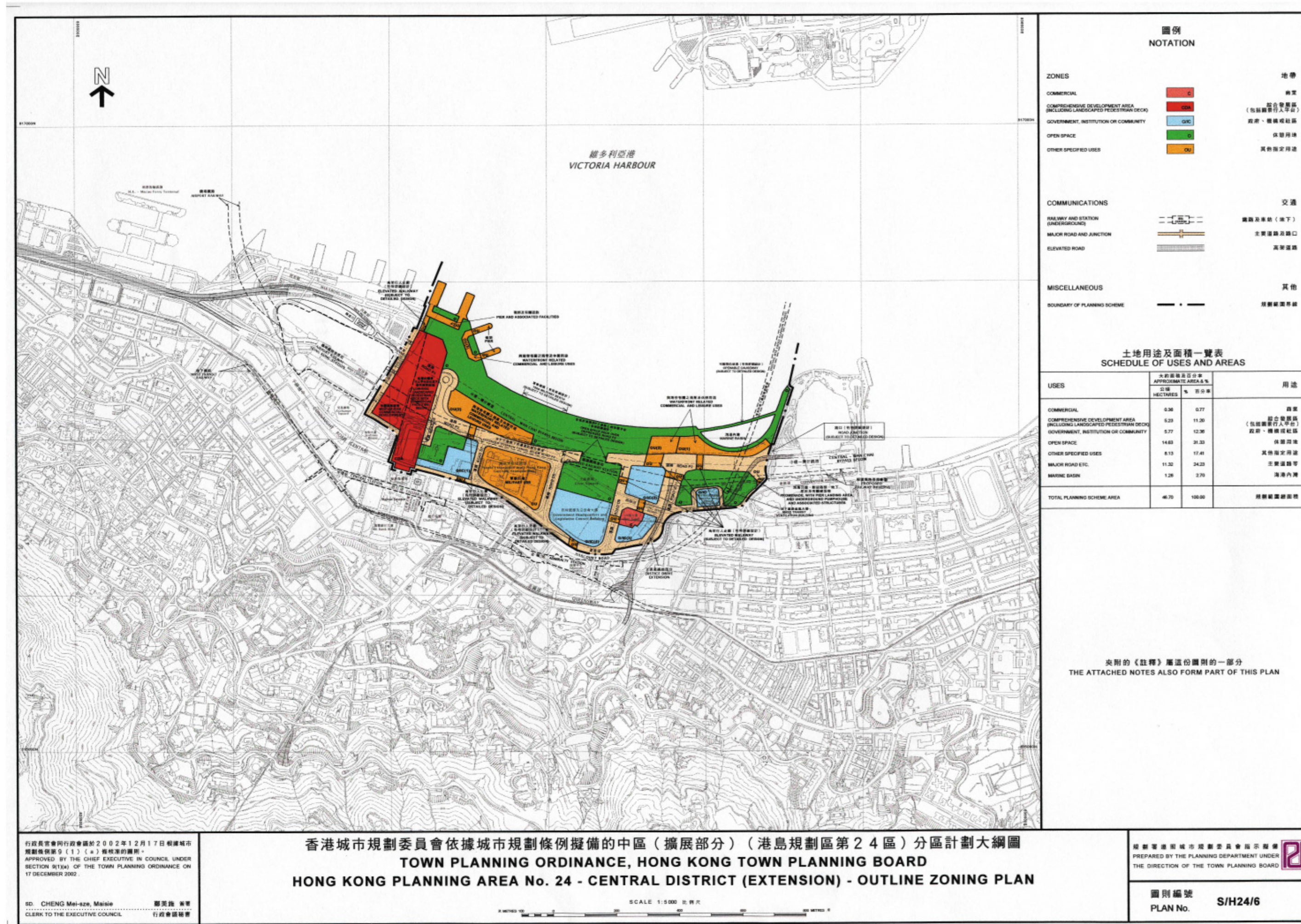
Create Together our Vibrant Harbour-front

- 可持續發展概念
 - 強調公平及融合與平衡社會、經濟和環境三方面的考慮
 - 著重過程本身
- 過程
 - 以人為本，以社區為依歸
 - 誠邀社區人士及持份者參與
 - 與公眾制定一套適用於灣仔及鄰近地區海濱發展的可持續發展原則和指標

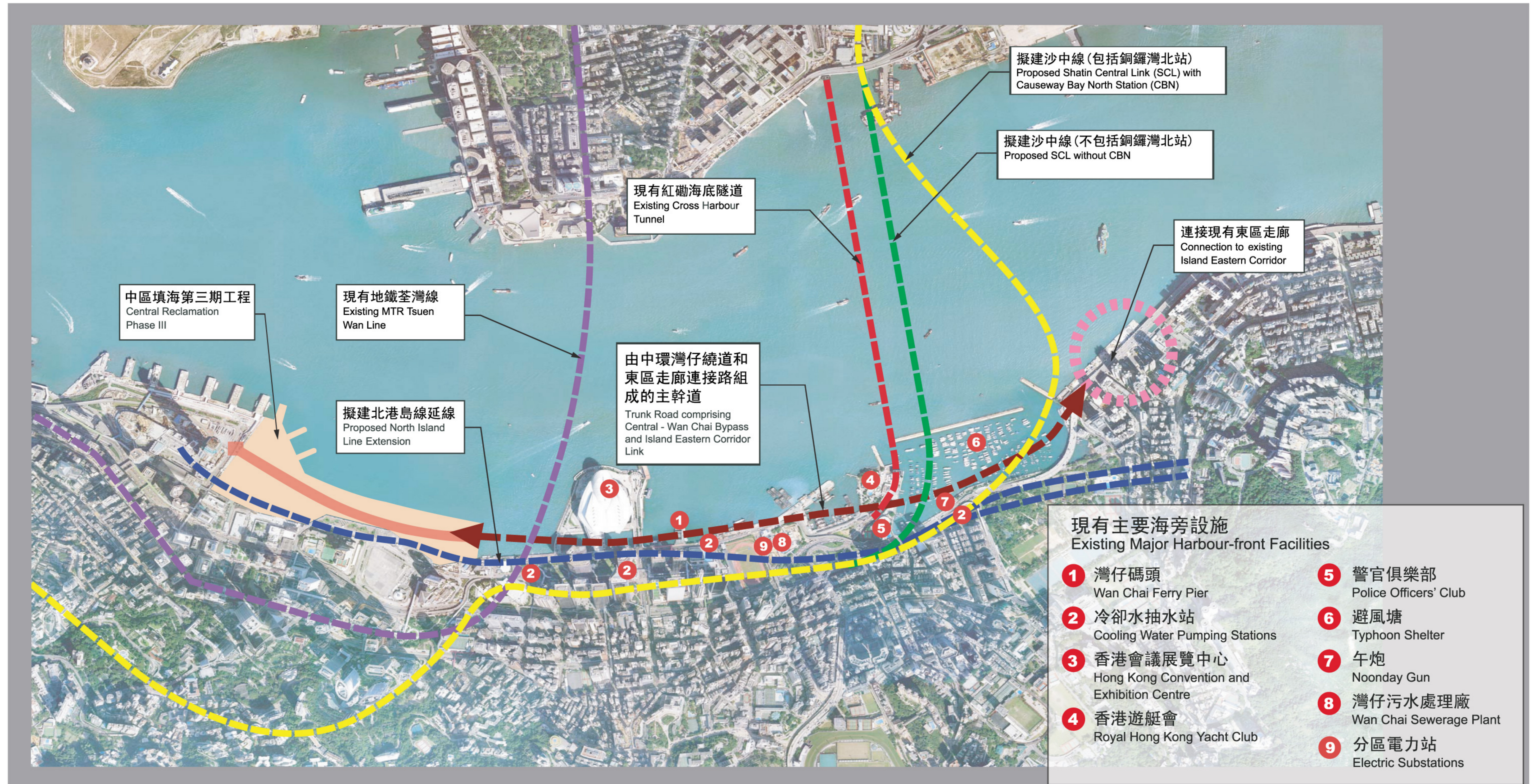
- Concepts of sustainability development
 - emphasizes equity and the balance and integration between social, economical and environmental considerations
 - concerns the process itself
- The process
 - local and community based
 - proactively engaging the community and stakeholders concerned
 - develop together with the public a set of sustainability principles and indicators for the harbour-front development of Wan Chai and adjoining areas

灣仔及鄰近地區海濱

WAN CHAI & ADJOINING AREAS



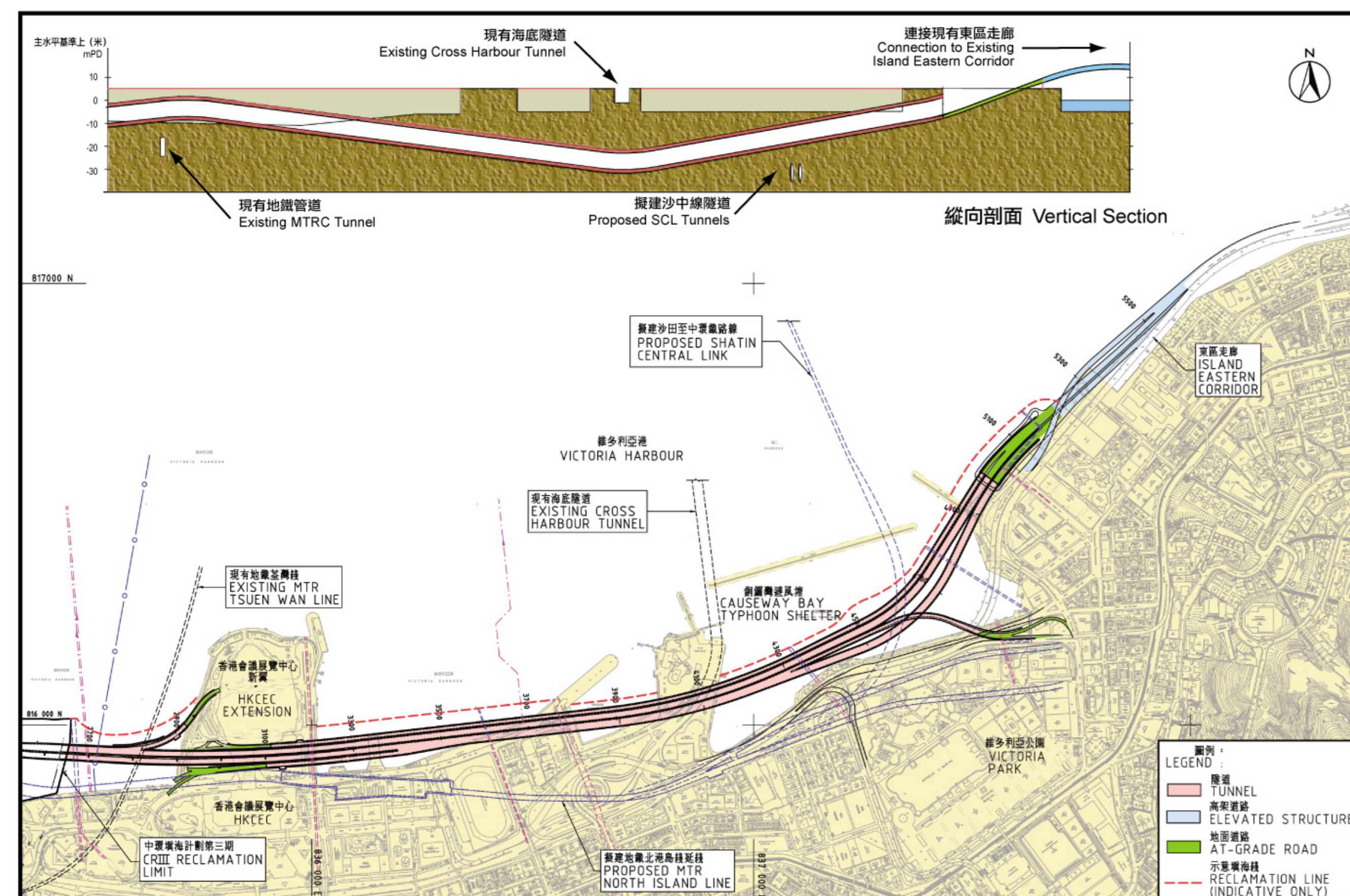
工程考慮及現有海旁設施 Engineering Considerations & Existing Harbour-front Facilities



構思甲

要點

- 填海面積約23公頃
- 主幹道大部份為隧道
- 工程開支較構思丙高約百分之五十
- 營運開支較構思丙高約百分之三十
- 銅鑼灣避風塘水質因除去內灣而得到改善
- 與紅磡海底隧道及擬建沙中線有較多技術問題需要解決



Concept A

Points to Note

- Reclamation area about 23 hectares
- Most of the Trunk Road in tunnel
- Capital cost about 50% higher than Concept C
- Operation cost about 30% higher than Concept C
- Improve water quality at Causeway Bay Typhoon Shelter due to removal of embayment
- Need to resolve more technical interface problems with Cross Harbour Tunnel and the proposed Shatin Central Link



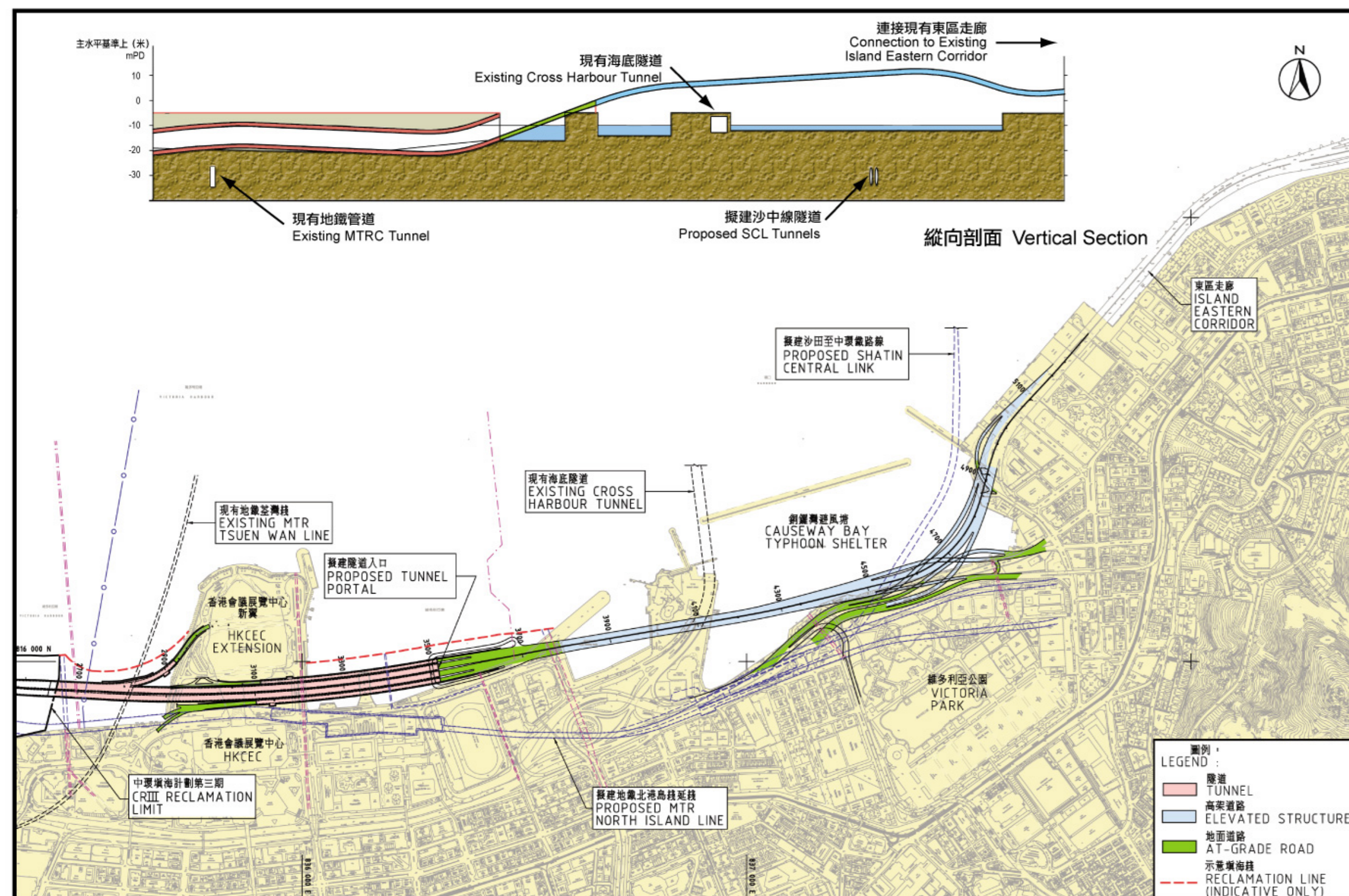
(此圖及有關數據僅為示意，可因應公眾參與過程所收集的意見作出修改。)

(Figures and plan as shown are indicative and subject to changes in view of opinions collected in the course of public engagement.)

構思乙

要點

- 填海面積約10公頃
- 主幹道一半路段為高架道路, 其餘為隧道
- 工程及營運開支均較構思丙高約百分之十
- 佔用銅鑼灣避風塘面積最少



Concept B

Points to Note

- Reclamation area about 10 hectares
- Half of the Trunk Road on elevated structure and remainder in tunnel
- Capital and operation costs both about 10% higher than Concept C
- Minimum land take in Causeway Bay Typhoon Shelter



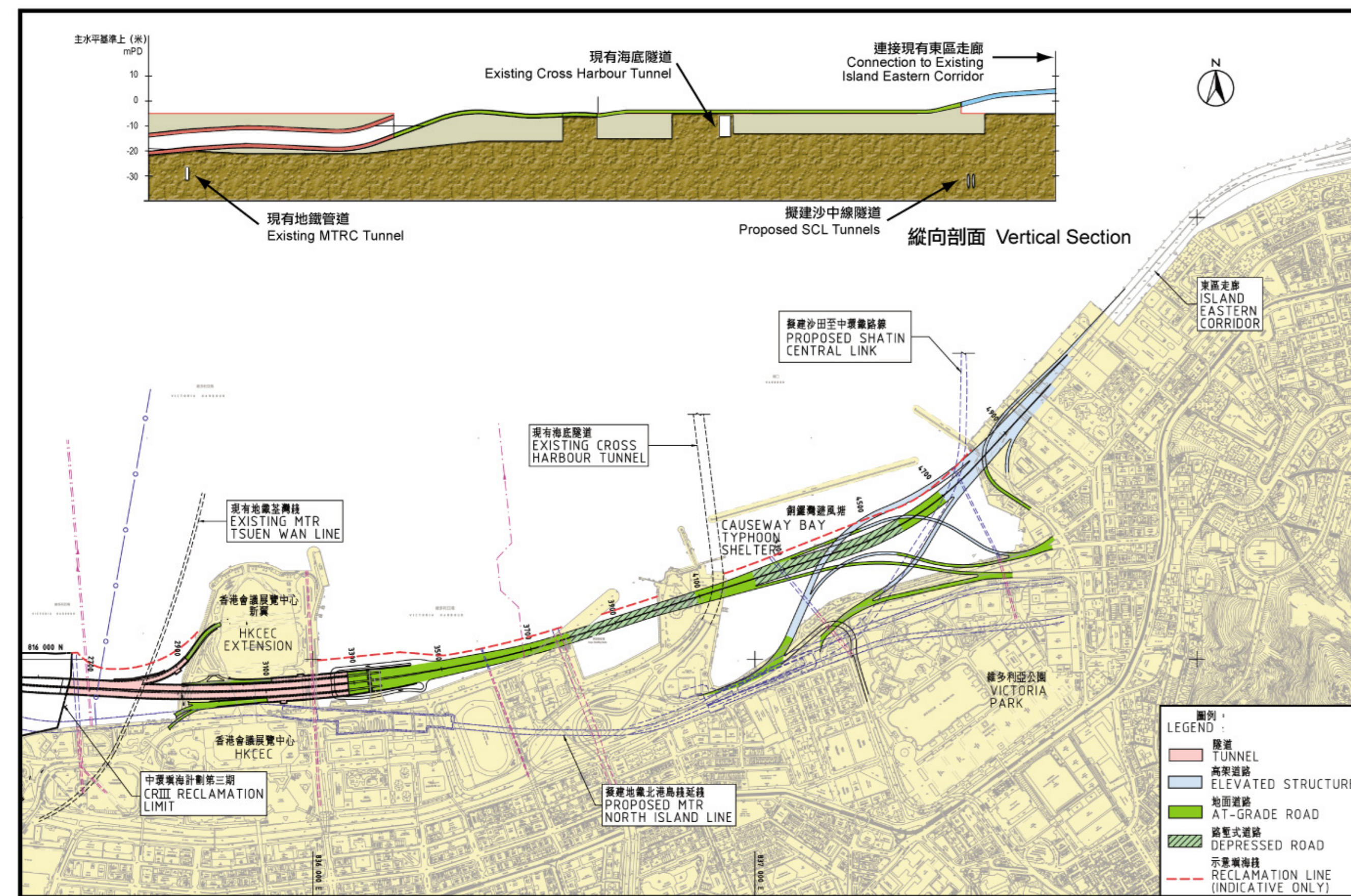
(此圖及有關數據僅為示意, 可因應公眾參與過程所收集的意見作出修改。)

(Figures and plan as shown are indicative and subject to changes in view of opinions collected in the course of public engagement.)

構思丙

要點

- 填海面積約25公頃
- 主幹道大部份為地面道路
- 工程及營運開支均最低
- 銅鑼灣避風塘水質因除去內灣而得到改善



Concept C

Points to Note

- Reclamation area about 25 hectares
- Most of the Trunk Road at-grade
- Least expensive in terms of capital and operation costs
- Improve water quality at Causeway Bay Typhoon Shelter due to removal of embayment

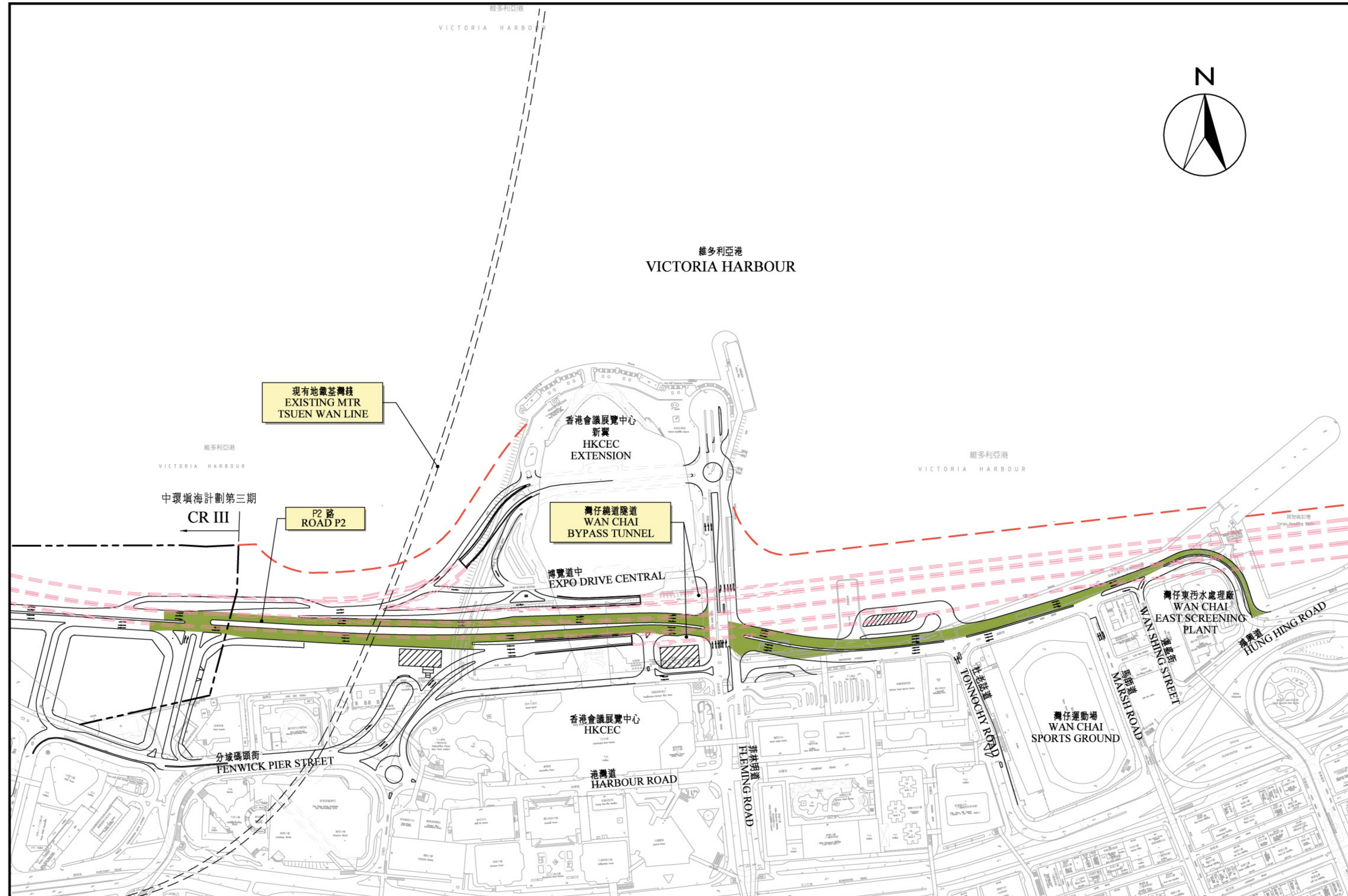


(此圖及有關數據僅為示意，可因應公眾參與過程所收集的意見作出修改。)

(Figures and plan as shown are indicative and subject to changes in view of opinions collected in the course of public engagement.)

地面道路（即P2路）示意圖

Indicative At-Grade Road (Road P2) Layout



(此圖及有關數據僅為示意，可因應公眾參與過程所收集的意見作出修改。)

(Figures and plan as shown are indicative and subject to changes in view of opinions collected in the course of public engagement.)

交通情況 Traffic Conditions

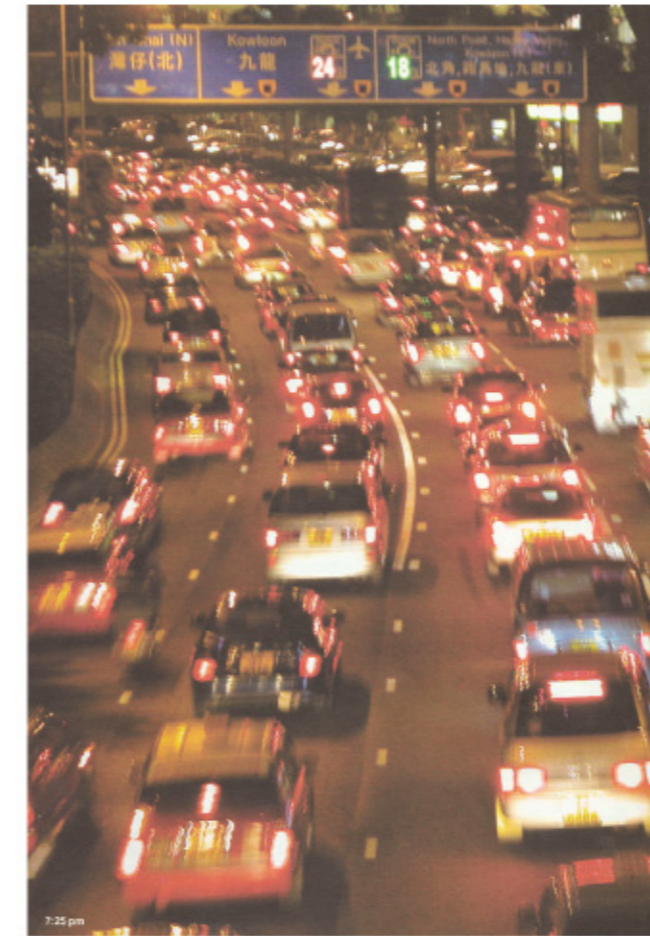


現時擠塞情況 Existing Traffic Congestion

- 車龍行列達一至一公里半
- 行車速度約每小時七公里
- 從中環到銅鑼灣需十五分鐘
- Queue Length around 1 ~ 1.5 km
- Speed at about 7 km/hr
- 15 min from Central to Causeway Bay

問題成因 Causes of Problems

- 道路容車量不足
- 混合跨區及本區交通
- 嚴重交通轉線問題
- Insufficient road capacity
- Mixing between through traffic and local traffic
- Severe weaving problems



預計2011年情況 Forecast Conditions 2011

| | Without CWB 不興建中環灣仔繞道 | With CWB 興建中環灣仔繞道 |
|-----------------------------------|------------------------------------|--------------------------------------|
| Traffic Flow 車流 | Exceed Capacity by 30% 超越容車量達三成 | With 10% Surplus Capacity 一成剩餘容車量 |
| Traffic Speed 車速 | 5 kph 時速五公里 | Free Flow 交通暢順 |
| Central to Causeway Bay 中環至銅鑼灣 | 45 min 四十五分鐘 | 5 min 五分鐘 |

策略道路 The Strategic Routes



解決方法：中環灣仔繞道及東區走廊連接路 Solution : Central Wanchai Bypass & IECL



曾考慮的措施

Other Measures Considered

提升西隧使用量

- 隧道劃一收費祇減少告士打道2%流量
- 干諾道中沒有剩餘容量吸納改道行走的交通

伸延地鐵至西環

- 交通模擬測試包括西港島線
- 巴士主要在內街行駛
- 祇輕微影響區內道路交通

提供額外中環至半山扶手電梯

- 只能減輕半山區對公共交通的需求
- 對走廊的影響微不足道

減少巴士駛經中環行程次數

- 已減少巴士班次
- 在過往五年內，已減少巴士班次10%以上
- 在走廊進一步削減巴士班次的空間有限

限制中環上落客貨時段

- 現已實施嚴例的上落客貨限制
- 進一步管制上落客貨會嚴重影響區內商業活動

徵稅措施

- 對私家車已徵收較重的首次登記稅、牌費和燃油稅
- 九成行程已選用公共交通
- 很低的私家車擁有率 - 每千人口50輛(在新加坡是120輛而倫敦是350輛)

Better Utilisation of the Western Harbour Crossing

- Reduction on Gloucester Road traffic less than 2%
- Connaught Road Central cannot carry diverted traffic

Extension of the MTR to Western District

- Already allowed WIL in the traffic model
- Buses mainly run along inner roads
- At most slight effect on inner roads

More Hillside Escalators from Central to Mid-levels

- Only help relieving demands for Public Transport in the Mid-levels
- Effect becomes negligible when reaching the Corridor

Reduce Bus Trips into Central

- Already Reduced Bus Trips
- reduced by more than 10% over last 5 years
- room for further cutting limited on corridor

Imposing Loading/ Unloading Restrictions in Central

- There are already severe restrictions on loading / unloading
- Further restrictions will have serious impacts in the operation of commercial activities

Fiscal Measures

- Already very high FRT, ALF and fuel taxes on private cars
- About 90% passengers trips using public transport
- Very low private car ownership rate - 50 veh. per 1000 population (120 veh in Singapore and 350 veh in London)

可能的配合措施

Possible Complementary Measures

實施電子道路收費配合中環灣仔繞道

- 根據2001年可行性研究
 - 預計中環灣仔繞道於2011年落成作為替代路線
 - 電子道路收費技術上可行
 - 但需要大多數公眾認同
- 中環灣仔繞道 - 為促使跨區車輛駛離干諾道 / 告士打道走廊的策略性解決方案
- 電子道路收費 - 需要中環灣仔繞道為可避免進入收費區的車輛提供替代路線

未來路向

- 政府會就電子道路收費進行更詳細的研究及監察海外發展情況
- 待中環灣仔繞道興建後再加以考慮
- 仍需要大多數公眾認同

Electronic Road Pricing (ERP)

- According to 2001 Feasibility Study
 - Assuming CWB available by 2011 as the alternative route
 - ERP technically feasible
 - But high level of public consensus needed
- CWB - a strategic solution to divert east-west traffic away from Connaught Road/Gloucester Road corridor
- ERP - needs CWB as an alternative route for vehicles to avoid entering into the charging zone

Way Forward

- Gov't will further examine ERP in detail and monitor overseas development
- To be considered when CWB in place
- Still requires high level of public consensus

鐵路開發策略2000

Railway Development Strategy 2000

灣仔

及鄰近地區海濱
WAN CHAI & ADJOINING AREAS



Brief Report on Collaborators' Working Group Meeting held on 23 January 2005

1. Objectives of the Meeting
 - (a) To brief collaborators on the study objectives, process and background information
 - (b) To invite them to promote WDII public engagement activities among their members
 - (c) To seek their views on the key concerns in the study area
 - (d) To invite them to suggest sustainability principles and indicators as a yardstick to evaluate future Conceptual Plan and Master Plan

2. All collaborators were invited to the meeting by letter on 12 January 2005, followed up by telephone calls. 16 collaborator organizations out of 26 were represented at the meeting on 23 January 2005. The programme with meeting venue and time is attached as Appendix 1.

3. The collaborators were divided into 3 groups with facilitators and recorders from City Planning, the Specialist Consultant, to facilitate the discussion process. Active group discussions and clear group reporting were carried out.

4. The first discussion was on general concerns for Wan Chai and adjoining areas. A summary of their concerns is presented in Appendix 2. After the reporting session on sustainability principles for harbour-front enhancement, all the participants together consolidated them into a set of nine principles and indicated their top three preferences. Four principles obtained clear majority support and they are:
 - (1) For public enjoyment
 - (2) Accessible for all
 - (3) Vibrant harbour-front
 - (4) Preserving natural and cultural heritage

4. Each collaborator group was then given three principles for which they developed corresponding sets of indicators. The complete set of preliminary sustainability principles and indicators is attached as Appendix 3. These will form an important part of the public engagement kit No. 2 and the public will be invited to assist in finalizing the set of principles and indicators at the public forums.

| | |
|------------|---|
| Appendix 1 | Programme |
| Appendix 2 | Concerned Issues discussed |
| Appendix 3 | Preliminary Set of Sustainability Principles and Indicators |

Programme

Date : Sunday, 23 January 2005
Time : 9:00 am - 1:30 pm
Venue : 3/F, North Point Government Offices, 333 Java Road, North Point.
M. C. : Ms. Betty Ho

| Venue | Time | Actions |
|---------------------|--------------------------|--|
| Room 330 | 9:00 am - 9:15am | Registration |
| | 9:15am - 9:20am | Briefing <ul style="list-style-type: none"> ▪ Welcoming Remarks by Mr. K. Y. Leung ▪ An introduction of HER, and overview and purpose of the meeting (Ms. Iris Tam) ▪ An introduction to Sustainable Development (Dr. Winnie Law) ▪ Background of the WDII project (Mr. Dickson Lo) |
| | 9:20 am - 9:30am | |
| | 9:30 am - 9:40 am | |
| | 9:40 am - 10:00 am | |
| 10:00 am - 10:30 am | Q & A Session | |
| Room 331 | 10:30 am - 10:45 am | Tea Break |
| Room 330 | 10:45 am - 10:55 am | Briefing (Ms. Iris Tam) <ul style="list-style-type: none"> ▪ Existing Wan Chai Conditions |
| | 10:55 am - 11:30 am | Group Discussion <ul style="list-style-type: none"> ▪ Concerns for Wan Chai Harbour-front Development and the WDII project ▪ Reporting |
| | 11:30 am - 12:15 pm | Group Discussion <ul style="list-style-type: none"> ▪ Sustainability Principles ▪ Reporting |
| | 12:15 pm - 12:25pm | Briefing (Dr. Winnie Law) <ul style="list-style-type: none"> ▪ What is Sustainability Indicator? |
| | 12:25 pm - 1:15 pm | Group Discussion <ul style="list-style-type: none"> ▪ Sustainability indicators for the suggested principles ▪ Reporting |
| | 1: 15 pm - 1:30 pm | Closing <ul style="list-style-type: none"> ▪ A brief summary of the comments made ▪ The way forward |

Concerned Issues discussed

| Social | Economic | Built Environment | Natural Environment | Planning System/ Institutional Framework |
|---|--|--|--|---|
| <ul style="list-style-type: none"> ● Provide facilities for the ageing population ● Care for the local interest ● Enhance the attractiveness of the harbour-front ● Big income difference in the community ● Existence of racial minority groups | <ul style="list-style-type: none"> ● Improve traffic congestion (i.e. creation of by-pass to facilitate traffic diversification) ● Promote tourism ● Provide opportunities - activity nodes with easy access, especially for the optimal use of the harbour-front and harbour resources | <ul style="list-style-type: none"> ● Provide proper and adequate pedestrian linkages, (especially from Central to Causeway Bay and Victoria Park to create a continuous promenade ● Create stronger north-south and east-west connections and linkages overall, not just in Wan Chai, to bring better integration between the new and old districts. ● Enhance road design ● Restrict building height to maintain open view ● Preserve the heritage | <ul style="list-style-type: none"> ● Enhance water quality, especially around Yacht Club ● Minimize air Pollution, especially from Traffic ● Preserve the natural topography of Wan Chai, including the natural shoreline ● Reduce adverse environmental impact from the construction activities | <ul style="list-style-type: none"> ● Planning system should be 3-dimensional with different uses on different layers (e.g. multi-functional highway) ● Engage the public in planning process ● Better communication/ co-operation among government departments |

| Social | Economic | Built Environment | Natural Environment | Planning System/ Institutional Framework |
|--------|----------|--|---------------------|--|
| | | <ul style="list-style-type: none"> ● Provide adequate and quality open space/ recreation area ● Provide more vegetation/ planting ● Provide adequate parking space ● Increase pedestrianized areas | | |

Preliminary SD Principles and Indicators

| Enhance Quality of Space (including Visual Accessibility and Ventilation) | Social Integration and Interaction | Accessible for All |
|---|--|--|
| <i>Social Indicators</i> | | |
| <ul style="list-style-type: none"> ▪ Open space suitable for all ages, social groups, and disability conditions ▪ Provision of a secure and safe environment | <ul style="list-style-type: none"> ▪ Open to the public ▪ Free for the enjoyment for all ages, social groups, and disability conditions | <ul style="list-style-type: none"> ▪ Accessible for all ages, social groups, and disability conditions ▪ Free to allow accessibility for all |
| <i>Economic Indicators</i> | | |
| <ul style="list-style-type: none"> ▪ Provision of opportunities for small business | <ul style="list-style-type: none"> ▪ Extension of the economic activities from the hinterland including the inner old districts to the promenade | |
| <i>Built Environment Indicators</i> | | |
| <ul style="list-style-type: none"> ▪ Flexible use of space ▪ Provision of facilities to cater for a diversity of user groups ▪ Enhance openness ▪ Provision of landscape areas with trees | <ul style="list-style-type: none"> ▪ Provision of facilities to cater for a diversity of user groups ▪ Provision of facilities for year-round activities ▪ Provision of community facilities ▪ Provision of open-air venues ▪ Provision of themed promenade | <ul style="list-style-type: none"> ▪ Linkage to public transport facilities ▪ Linkage to the inner old districts ▪ Extent of a continuous promenade ▪ Provision of cycle tracks and walking trails |
| <i>Natural Environment Indicators</i> | | |
| <ul style="list-style-type: none"> ▪ Segregation of pedestrian and vehicular traffic for good air quality | | <ul style="list-style-type: none"> ▪ Visual access to waterfront* |

Note:

1. Suggestions for additional indicators are highlighted with an asterisk.
2. For “Enhance Quality of Space” principle, important points to note in future design and operation: (i) Sufficient lighting for greater security (ii) Clean environment

| Vibrant harbour-front | Preserve natural and cultural heritage | Sustainable use of resources (land-use) |
|---|---|--|
| <i>Social indicators</i> | | |
| <ul style="list-style-type: none"> • Pedestrian mobility • Accessible for all ages, social groups and disability conditions • Free access • Diversity in activities for different times and age groups | <ul style="list-style-type: none"> • Provision for cultural and social activities along waterfront • Provision of local activities to enhance social attachment to the harbour • Enhancing the heritage value of the harbour* | <ul style="list-style-type: none"> • Provision of facilities to attract movement between existing and new areas |
| <i>Economic indicators</i> | | |
| <ul style="list-style-type: none"> • Provision of business opportunities (for both daytime and night time) | <ul style="list-style-type: none"> • Provision of the economic activities with cultural value* | <ul style="list-style-type: none"> • Promotion and revitalisation of local business |
| <i>Built environment indicators</i> | | |
| <ul style="list-style-type: none"> • Safe and convenient access • Sensitive building height profile • Provision of open space and other community facilities • Create activity nodes/landmarks - identity icon • Infrastructure that will facilitate both water and land activities* | <ul style="list-style-type: none"> • Visual permeability • Preservation of the ridgeline • Design elements that enhance harbour image • Minimise reclamation • Compatible land-use with the natural environment* | <ul style="list-style-type: none"> • Land use and design compatibility • Provision of strong linkages and physical connections • Creative use of 3-dimensional space* |
| <i>Natural environment indicators</i> | | |
| <ul style="list-style-type: none"> • Enhance air circulation • Enhance water quality* • Minimise noise pollution* • Minimise vehicular emission | <ul style="list-style-type: none"> • Enhance water quality | <ul style="list-style-type: none"> • Visual connectivity between the existing and new areas and the harbour |

Note:

Suggestions for additional indicators are highlighted with an asterisk.

| Public enjoyment | Sustainable use of resources (energy and existing infrastructure) | Local and regional connectivity |
|---|--|--|
| <i>Social indicators</i> | | |
| <ul style="list-style-type: none"> • Free entry for all • Diversity in activities for different times | | <ul style="list-style-type: none"> • Shorter travelling time within and between districts • Provision of activity nodes along the links • Ease of access by pedestrians including the disabled • Provision for different modes of access |
| <i>Economic indicators</i> | | |
| <ul style="list-style-type: none"> • Provision of business opportunities (for day time and night time)* | <ul style="list-style-type: none"> • Higher energy efficiency • Cost of energy consumption* • Cost effectiveness in infrastructure investment* | <ul style="list-style-type: none"> • Reduction in cost due to shorter travelling time • Provision of business opportunities along the link • Lower construction and operation cost |
| <i>Built environment indicators</i> | | |
| <ul style="list-style-type: none"> • Enhance openness • Provision of landscape area with trees | <ul style="list-style-type: none"> • Extent of reuse of building materials • Better utilization of existing infrastructure | <ul style="list-style-type: none"> • Provision of parking facilities for car/bus/bicycles/coach at the fringe of the new development area • Provision of landscape* network to enhance pedestrian experience • Provision of environmental friendly transport within the promenade area* |
| <i>Natural environment indicators</i> | | |
| <ul style="list-style-type: none"> • Enhance air circulation • Enhance water quality | <ul style="list-style-type: none"> • Lower air emission • Lower noise emission • Lower energy consumption* • Extent of reuse of natural resources* | <ul style="list-style-type: none"> • Visual connectivity between existing and new areas and the harbour |

Note:

Suggestions for additional indicators are highlighted with an asterisk

Second Public Engagement Kit on Sustainability Principles and Indicators

A. Draft Table of Content

| | approx. no. of pages |
|---|-------------------------|
| 1. Content Page (plus list of collaborators) | 2 |
| 2. Introduction - Re-iterate the Objectives of HER and Study Process (where we are now) - Brief reference to Public Engagement Kit No. 1 which contains CFA judgment, key issues, highway possibilities and related land use opportunities and constraints. | 2 |
| 3. What is Sustainable Development? A brief description on sustainable development, its integrated approach to the consideration of social, economic and environment aspects, and the nature of sustainability indicators | 1 |
| 4. Participation of Collaborators Functions of Collaborators (ambassadors in their areas of contact, ensuring a transparent process, assisting in identifying key issues, preparing a preliminary set of sustainability principles and indicators, helping to evaluate future conceptual plan and master plan) | 1 |
| 5. Summary of Sustainability Review The strengths and weaknesses of existing social, economic and environmental (built and natural) situations of the Wan Chai and adjoining areas in the context of sustainability development. | 4 |
| 6. Preliminary set of sustainability principles and indicators derived from collaborators' meeting. To facilitate public understanding, the principles and indicators will be illustrated with images, photographs, cartoon, and appropriate graphics. | 12 |
| 7. Information about public forums and charrettes and opinion surveys (loose registration form for public forums/charrettes to be inserted). | 2 |
| 8. Questionnaires inviting the public to show preferences on the preliminary principles and to suggest new principles and indicators (a form to be torn out from the kit and faxed back) | 2 |

Total 26

B. Drafting Schedule

In order that the second public engagement kit could be published before the public forums due to start in early March 2005, the following commenting arrangement is proposed:

| | Activity | Date |
|-----|--|--|
| (a) | endorsement of draft table of content by Sub-committee | 7.2.2005 |
| (b) | circulate draft to members of Task Force on HER for comments | 16.2.2005 (return by 18.2.2005) |
| (c) | circulate finalized version to Task Force on HER for endorsement | 21.2.2005 (return on the same day) |
| (d) | Send to printer | 22.2.2005 |
| (e) | Distribute | 26.2.2005 |

Updated Work Plan for Envisioning Stage

Programme

| | <u>Action Items</u> | <u>Programme</u> |
|------------------------------------|---|---|
| Work Plan Endorsement Phase | | |
| A1 | Endorsement of proposed work plan by HEC Sub-committee | 14.12.2004 |
| Preparation Phase | | |
| B1 | Issue formal invitations to collaborators | 22.12.2004 |
| B2 | Prepare for collaborators' working group meeting | 15.12.2004 – 22.1.2005 |
| B3 | Discuss with DCs on the Work Plan - Joint Committee on Infrastructural Issues of the Four District Councils of Hong Kong Island (originally scheduled for 14.1.2005 but deferred subsequently by the Joint Committee) - Wan Chai DC | to be fixed 18.1.2005 |
| B4 | Design and produce information and promotion materials - first public engagement kit (published on 23.1.2005) - advertisements, posters, survey questionnaires, and information package for public forums and charettes | 28.12.2004 – 22.1.2005 24.1.2005 - 28.2.2005 |
| B5 | Collaborators' working group meeting | 23.1.2005 |
| B6 | Tender for various services and surveys | 3.1.2005 – 15.2.2005 |
| B7 | Design and produce second public engagement kit | 24.1.2005- 25.2.2005 |
| B8 | Distribute public engagement kit and posters | 26.2.2005- 2.3.2005 |
| B9 | Prepare the necessary materials for public forums and design charettes including computer animations and exhibition panels | 17.1.2005- 2.3.2005 |
| B10 | Media coverage to promote the public participation activities | 23.1.2005- 2.3.2005 |
| Public Participation Phase | | |
| C1 | Upload on-line questionnaire and comment form onto HEC website | 15.2.2005 – 15.3.2005 |

| | <u>Action Items</u> | <u>Programme</u> |
|------------------------|--|--------------------------|
| C2 | Carry out telephone and road-side surveys | 15.2.2005 - 28.2.2005 |
| C3 | Conduct public forums and community design charrettes | 3.3.2005 – 2.4.2005 |
| | 1 st Public Forum (PF) (Thursday) Wanchai | 3.3.2005 |
| | 2 nd PF (Tuesday) C & W | 8.3.2005 |
| | 3 rd PF (Thursday) Eastern | 10.3.2005 |
| | 4 th PF (Tuesday) Southern | 15.3.2005 |
| | 5 th PF (Thursday) YTM | 17.3.2005 |
| | 1 st Charrette (Saturday) | 19.3.2005 |
| | 2 nd Charrette (Saturday) | 2.4.2005 |
| Reporting Phase | | |
| D1. | Prepare Report and Executive Summary | 4.4.2005- 16.4.2004 |
| D2 | Discuss with Collaborators on findings of the Envisioning Stage | 4.4.2005- 16.4.2005 |
| D3 | Endorsement of Draft Report and Executive Summary by HEC Sub-committee | end April/early May 2005 |

Arrangements for Public Forums and Charrettes

(1) Date and venues

| <i>Public Forums (6:30p.m. – 9:30p.m.)</i> | | |
|--|------------------------|---------------------------------------|
| 3 March 2005 (Thur) | Wan Chai District | Queen Elizabeth Stadium |
| 8 March 2005 (Tue) | C & W District | Caritas, Caine Road |
| 10 March 2005 (Thur) | Eastern District | (not yet confirmed) |
| 15 March 2005 (Tue) | Southern District | Fu Hong Society Rehabilitation Centre |
| 17 March 2005 (Thur) | Yau Tsim Mong District | Hong Kong Scout Centre |
| <i>Charrette (2:00p.m. – 6:00p.m.)</i> | | |
| 19 March 2005 (Sat) | Wan Chai District | Queen's College |
| 2 April 2005 (Sat) | Yau Tsim Mong District | (not yet confirmed) |

(2) For each forum, a panel of 4 with the following composition is proposed for consideration.

- Convenor - HEC Sub-Com Member
- Panel Member 1 - LegCo Member/TPB Member
- Panel Member 2 - DC Chairman/Member
- Panel Member 3 - Collaborator

(3) For charrettes, there should also be a convenor preferably from HEC Sub-committee on WDII Review.

Promotion/Advertisement Arrangement Plan

1. Collaborators are expected to perform as ‘ambassadors’ to promote the public participation activities in their own groups/ institutions. It is proposed to further make use of printed, electronic and on-line media to facilitate even wider community participation in the consultation activities.
2. Cost effectiveness has to be taken into account in identifying appropriate media. Public resources and information dissemination network will be capitalized where possible.
3. The following promotional media are recommended for consideration.

| | Media | Remarks |
|----|--|--|
| 1. | Advertisement | |
| | Metropolis Daily (都市日報) | <ul style="list-style-type: none"> - distributed free-of-charge by hand and from racks in MTR stations and other key central locations - published daily (Mon to Fri) in Chinese with English extracts |
| | Community Star (地區星報) | <ul style="list-style-type: none"> - distributed free-of-charge in 18 districts (covering all DC districts) - published monthly, every 10 days or biweekly (depending on districts) in Chinese |
| | South China Morning Post (南華早報) | <ul style="list-style-type: none"> - published daily in English |
| | It is proposed to put an advertisement on these newspapers once every week in the two weeks before the first public forum. | |
| 2. | Posters | |
| | Long list of Stakeholders | |
| | Organizations as advised by DOs | |
| 3. | Printed & electronic media | |
| | Press conference & release | |
| | Press interviews | |

| | Media | Remarks |
|----|---------------------|--|
| 4. | On-line | |
| | e-flyers/e-messages | - websites of HEC and other relevant government departments and committees |