

## **Harbour-front Enhancement Committee**

### **Transport Infrastructure and the Harbourfront**

#### **1. Purpose**

This paper seeks to brief the Harbour-front Enhancement Committee (HEC) on the general considerations given in transport planning of and the provision of parking facilities at the harbourfront area.

#### **2. Background**

2.1 On a number of occasions, some Members of the Committee expressed an interest in discussing how consideration in harbourfront enhancement would be taken into account in the transport planning and design, specifically for roads close to the waterfront. Some individual HEC members have also raised concerns regarding the use of land in the harbourfront area for the provision of parking facilities.

#### **3. General Consideration of Transport Planning in Waterfront area**

3.1 In the design and planning of highways, traffic engineers and planners are required to observe the standards set out in the Transport Planning and

Design Manual (TPDM). The manual is a technical document covering such aspects as road configuration, street furniture and traffic management measures, which provides general objective road/traffic standards and guidelines (such as general dimensions of street furniture) to ensure road safety from a technical perspective. As a general manual applicable to transport planning in all areas within the territory, it does not provide site-specific design principles nor traffic engineering standards/requirements for a particular local area (or types of area) such as a waterfront area. Traffic planners / engineers will instead make reference to other relevant standards and guidelines in transport planning for specific areas / types of area.

3.2 In this regard, the Hong Kong Planning Standards and Guidelines (HKPSG) set out the planning guidelines for specific aspects of the urban design, including waterfront sites. The relevant section of the HKPSG (section 6.2(3) of Chapter 11 (Urban Design Guidelines)) sets out the urban design goals, recommended functional usage and design considerations in respect of the harbour. In particular, the HKPSG suggest transport planners to avoid major infrastructure projects at and maximize accessibility to waterfront.

3.3 Apart from the HKPSG, transport planners also make reference to the Harbour Planning Principles and the “Harbour Planning Guidelines for Victoria Harbour and its Harbourfront Areas” developed by the HEC in designing and planning of transport infrastructural projects at the waterfront areas. Apart from making sure that the planned transport projects can serve its intended function, transport planners have also strived to beautifying and creating a vibrant, attractive and accessible harbourfront. To achieve this objective, they have attached great importance to soliciting the views of public at the outset of their projects.

3.4 As a standard practice today, after the initial layout of a harbourfront transport infrastructure project is conceived, transport planners will seek public views on the proposal. Take the examples of the Central-Wan Chai Bypass, Central Kowloon Route and Road T2 in Tseung Kwan O, members of the public are invited to express their views on the planning of such major transport infrastructure projects through the extensive public engagement exercises. Transport planners have made use of such occasions to canvass public opinion on the various aspects and issues of these projects, including waterfront development requirements and constraints.

3.5 We will continue to engage the public in a timely manner in the course of carrying out transport infrastructure projects.

#### **4. Parking Facilities at the Harbourfront**

4.1 We appreciate that some Members are concerned about the location of short-term tenancy parking facilities at the harbour-front which are not an ideal form of land-use at our harbour-front and could be taking up spaces that can otherwise be used for public enjoyment / harbour-front enhancement. However, there are at present general shortages of parking spaces for goods vehicles and coaches in some districts. The situation is particularly acute in the urban area due to the gradual demolition of industrial buildings which have been one of the major sources of goods vehicle parking spaces<sup>1</sup>.

4.2 Until replacement provisions could be identified and implemented to address this issue, we have no choice but to continue relying on STT parking sites. Proposal to convert the existing STT parking sites, including the harbour

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<sup>1</sup> According to our record, there are 15 STT parking sites (with area totaling 127 600 sq. m) located in the harbour front areas. Utilisation rates of these sites range from 73% (Hong Kong Island side average) to 81% (Kowloon and NT side average).

front sites, would need to be carefully considered having regard to the likely effect on the current parking problem and strong reaction from the affected trade and industries. Such proposals should preferably be taken forward after replacement sites in the neighbourhood could be identified.

4.3 Despite the various difficulties encountered, we are keen to identify and implement appropriate solution to alleviate the parking problem experienced over the territory. In this connection, the TD has recently commissioned a consultancy study to address the parking / loading / unloading problem for goods vehicles on the Hong Kong Island. We aim at completing the Study in late 2010, hopefully on the basis of which we could work out a more comprehensive plan for the relocation of STT parking sites located at the harbour-front so that the land could be released for other uses that are more compatible with the Harbour Planning Principles.

**Transport and Housing Bureau**

**February 2010**