

Urban Design Study for the Wan Chai North and  
North Point Harbourfront Areas  
灣仔北及北角海濱城市設計研究

Stage 2 Public Engagement  
Written Comments Received

第二階段公眾參與  
收集到的書面意見

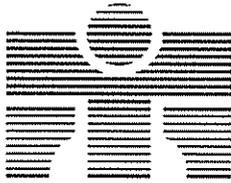
**List of Organisations submitting Written Comments  
during the Stage 2 Public Engagement (PE2)**

第二階段公眾參與提交書面意見的團體

<p><b>Professional Organisations</b> 專業團體</p>	<ol style="list-style-type: none"> <li>1. Hong Kong Institute of Planners (香港規劃師學會)</li> <li>2. Hong Kong Institute of Architects (香港建築師公會)</li> <li>3. Hong Kong Institute of Urban Design (香港城市設計學會)</li> <li>4. Hong Kong Professionals and Senior Executives Association (香港專業及資深行政人員協會)</li> </ol>
<p><b>Sports and Recreation Organisations</b> 體育及康樂團體</p>	<ol style="list-style-type: none"> <li>5. Hong Kong Cycling Alliance (香港單車同盟)</li> <li>6. Action Asia Foundation (動感亞洲基金)</li> </ol>
<p><b>Other Stakeholder Groups</b> 其他持分者團體</p>	<ol style="list-style-type: none"> <li>7. Civic Party (公民黨)</li> <li>8. Hong Kong Trade Development Council / Hong Kong Convention and Exhibition Centre (香港貿發局 / 香港會議展覽中心)</li> <li>9. The "Star" Ferry Company, Limited (天星小輪有限公司)</li> <li>10. Society for the Prevention of Cruelty to Animals (Hong Kong) (香港愛護動物協會)</li> <li>11. Designing Hong Kong (創建香港)</li> <li>12. Good Day Wanchai (灣仔好日誌)</li> <li>13. Hong Kong Comics and Animation Federation (香港動漫畫聯會)</li> <li>14. The Y. Elites Association (香港菁英會)</li> <li>15. Prudential Surveyors (Hong Kong) Limited (測建行香港有限公司)</li> <li>16. CL3 Architects (思聯建築設計有限公司)</li> <li>17. Glory United Development Limited (遠高發展有限公司)</li> </ol>
<p><b>Other Individuals</b> 其他持分者</p>	<ol style="list-style-type: none"> <li>18. - 55.</li> </ol>

**C1 – Comment**

Attached The Hong Kong Institute of Planners Position Paper on the Urban Design Study for the Wan Chai North and North Point Harbourfront Areas for your reference.



## THE HONG KONG INSTITUTE OF PLANNERS

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### **HKIP's Position on the on Urban Design Study for the Wan Chai North and North Point Harbourfront Areas**

#### *Overall vision*

1. The harbourfront of new Wan Chai North and North Point is an integral part of the Victoria Harbour which is an invaluable and public asset of Hong Kong. The Institute is generally in support of the Government's planning initiatives and efforts through the Urban Design Study (the Study) to enhance the harbourfront for public enjoyment.

#### *Enhancement Proposals*

2. Formulation of the guiding urban design framework and a master layout plan (MLP) in the Study is important to facilitate the next stage of work, in particular the project implementation. It is noted that the currently proposed MLP and the enhancement proposals have incorporated and addressed public comments and suggestions collected during the previous engagement. In particular, it is appreciated that reconnecting people to the water through the harbourfront has continued to be adopted as the vision of the new harbourfront.
3. The comprehensively planned pedestrian network to enhance the pedestrian connectivity between the hinterland and the waterfront is supported in view of its importance to boost the vibrancy of the harbourfront. In the same vein, the boardwalk proposal to provide a safe and basic connection for the public to go continuously along the waterfront is worth pursuing. As a suggestion for further study at the detailed design stage, the Government should be mindful of the need to design and provide signages at appropriate

locations to enable the pedestrians to have easy access to different precincts of the harbourfront.

4. The general public desire for a continuous cycle track along the waterfront is agreeable. The MLP has included a cycle-track network for leisure purpose with a few bottle neck locations where the cyclists need to dismount. The Institute acknowledges that such a design is not ideal. However, in view of practical constraints and other considerations, thoughts should be given to reducing the number of the bottle neck locations at the next stage of work as far as possible.

#### *Project Implementation*

5. An important issue that needs to be delved into is how to thrash out the implementation arrangements of the enhancement proposals within individual precincts. Implementation of the enhancement proposals in the MLP will likely cut across the portfolios of different government departments, not to mention the resource implications in relocation to their implementation. It is of paramount importance that the Government should at the outset identify the implementation agents of the enhancement proposals and also work out their implementation programme. On that basis, the community could work together with the Government in taking forward the enhancement proposals.
6. The subject project has been dragged on for some years since the completion of the Wan Chai Development Phase II Study in 2002. The Government is obliged to give a firm implementation programme to meet the public aspiration. The Institute looks forward to a positive response from the Government in this regard.



**Public Affairs Committee, HKIP**  
**August 2016**

**C2 – Comment**

The Hong Kong Institute of Architects is pleased to submit a written submission to respond to the stage 2 public engagement for Urban Design Study on Wanchai North and North Point Harbourfront Areas. Enclosed please find our written submission for your consideration. Thank you.



The Hong Kong Institute of Architects **60th Anniversary** established since 1956  
 香港建築師學會六十周年紀念 一九五六年創會

Our Ref. : BLA/PlanD/VN/cw/1608

26 August 2016

By Email & By Post  
info@wcnnpuds.hk

Mr LING Kar Kan, JP  
 Director of Planning  
 Planning Department  
 16/F North Point Government Offices  
 333 Java Road, Hong Kong

Dear Mr Ling

**Stage 2 Public Engagement for Urban Design Study on  
 Wan Chai North and North Point Harbourfront Areas**

Thank you for inviting the Hong Kong Institute of Architects to join the Focus Group Meeting for professional institutes regarding the captioned public engagement exercise held on 11 June 2016.

The Institute appreciates the government's proposal to improve the Wanchai North and North Point harbourfront areas. Subsequent to giving preliminary views at the above meeting, the Institute is pleased to deliver our written submission to give some more thoughts that we have for the government to consider enhancing this precious sessions of the Victoria Harbourfront into vibrant public spaces for the enjoyment of the citizens of Hong Kong.

Enclosed please find our written submission for your consideration.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Vincent Ng'.

Vincent Ng *JP FHKIA RA*  
 President

Encl



## Written Submission to Respond to Stage 2 Public Engagement on Urban Design Study for Wanchai North and North Point Harbourfront Areas

HKIA appreciates the government's proposal to improve the Wanchai to North Point Harbourfront.

However, we are in the opinion that the proposal has not gone far enough to truly turn these precious sessions of the Victoria Harbourfront into vibrant public spaces with variety of uses and activities for the enjoyment of the people of Hong Kong.

Hereunder are some of the thoughts that HKIA have for consideration to enhance the proposal:-

### 1.0 General

- 1.1 Create a True Civic Spaces –  
Our Harbourfront shall be full of activities in a wide range of variety for days and nights and all year round including festive seasons. It shall not be the public space that “you cannot bike/dine/sun bath/etc. A place where people can enjoy life, whether activities are recreational, art related, civic in nature or for connoisseurs.
- 1.2 Connectivity and Accessibility –  
The whole strip of areas are currently very “remote” and cutoff from the city proper. Narrow connecting bridges or tunnels are not the solutions. Wide connecting bridges or strips of lands with activities (streets) should be strategically planned. Convenient public transportation, coach loading and unloading areas and carparking facilities should also be included. Underground carparking and transport interchange can be considered under the Victoria Park.
- 1.3 Bicycle Trail –  
The proposal calls for a bicycle trail that stops and goes. The length of trail requiring bicycle pushing is as long as the length that one can bike. This is less than ideal and can hardly call a bicycle trail. We offer to counter propose an exciting idea for continuous bike path that would really engage the bikers with the Harbour.

## 2.0 The “Civic” Precinct

The Celebration Precinct has been used for celebration rituals for many years. To return this space to the citizens of Hong Kong, we propose to consider renaming this precinct to the “Civic Precinct” instead. This precinct shall start at the government complex’s big green lawn in Tamar, where civic functions, political or apolitical, can be performed. We agree that the triangular park next to the new wing of the Convention and Exhibition Centre shall be connected with the park next to the old wing and, thus, the Arts Centre, however, should be in form of a large green deck (similar to the one at the government complex), making a continuous and sizeable “Art” and “Community” Park that truly links Wanchai proper with this section of the harbourfront. This “Park” should start at the future redevelopment site of the Wanchai Tower.

We suggest a community hall for art classes and art exhibitions to go alongside with this Art and Community Park. A wedding chapel/venue at this location of the Harbourfront is worth to consider, with the twin towers (IFC & ICC) of Hong Kong and Kowloon as its backdrop, can be very popular.

In the current plan, there is a conflict between the bike path with the flag raising Golden Bauhinia Square. We suggest to look into a raised bicycle track structure which could triple itself functionally as a viewing deck/park, similar to the Highline Park in New York, and a shelter for guests during flag raising or other formal functions.

## 3.0 Pierside “Fun” Precinct

The current proposal offers only 3 discrete buildings for gourmet dining / food & beverage (F&B). It seems to us that the overall layout and setting of the 3 buildings together with the multi-purpose festive event space looks arbitrary and the proposal do not yet fully utilize the potential induced by the future new Exhibition MTR station.

Pierside Fun Precinct is located at an advantageous position. It is the first access point of the public of the new Exhibition MTR station. In order to create a more vibrant promenade, we suggest to consider a development of three different hierarchies. Firstly, we propose a connection in form of floating green deck to allow the public to easily cross over the Convention Avenue directly from the new station, along the axis of the existing public pier. Secondly, we recommend to further utilize the development potential by introducing a row of low-rise (2-3 stories) gourmet dining / F&B buildings running on both sides of the



floating green deck. This can help to create the vibrancy with commercial elements which can be accessed in days & nights, and happy hours for the enjoyment of both locals and tourists (similar to the Clarke Quay at Singapore). Thirdly, the green deck leading towards the new Wanchai Ferry Pier would eventually merge (in the form of amphitheatre) into the green landscape of the multi-purpose event space along the seaside. This rearranged open green event space serves as a public buffer zone between the row of vibrant activities and the seaside. The abovementioned sequence aims to form a new iconic axis leading from the Wanchai inland towards the Victoria Harbour.

The bike path would be remained along the street connecting the West & the East.

#### **4.0 The Water Sports and Recreation Precinct**

We appreciate the intention to introduce water-related activities at the harbourfront for the enjoyment of the Public. In addition to the proposed Recreation and Education Annex, we recommend to encourage the Public to engage with the water with the introduction of an artificial beach where the public can swim in the Victoria Harbour. The water area might be separated from the harbour with a dam and provided with a filtration system, so that the water quality would be good enough for swimming and water activities.

The shade structure opposite the floating pool along Hung Hing Road shall be properly designed as a roofed spectator's stand for viewing of possible water games held within the area. Similar to the suggestion made for the 'Civic Precinct', to minimize the extent of bike walking along the designated Bicycle Trail, a raised bicycle track integrated with the roof of the spectator's stand may be considered.

#### **5.0 The Revitalized Typhoon Shelter Precinct**

We opine that the proposed floating restaurant, being a disconnected stand-alone node of attraction, fails to exemplify the historical elements within the Causeway Bay Typhoon Shelter. Instead, we suggest rejuvenating CWBTS and its narrow deserted footpath with a row of sizable floating restaurants along the water edge. The proposed cantilevered boardwalk shall be connected to floating docks serving the restaurants.

We believe that the entire design study shall place its emphasis on the connection from the city to the harbourfront. Rather than simply providing an Elevated connection at the Victoria Park. The objective to enhance connectivity may be better achieved by directing people to the



Precinct from the Causeway Bay shopping and dining areas along Paterson Street and Cleveland Street. A designated passage shall be provided connecting pedestrian from Gloucester Road through the Tung Lo Wan Garden into Victoria Park. The position of the Elevated connection shall be reconsidered to provide a more inviting connection from the city to the water edge.

For the Northern Breakwater Deck, we agree in principle that it shall be accessible for the Public to enjoy the view of the Victoria Harbour. Instead of proposal to approach the deck by sampan only, a swing bridge is proposed at the western end of the Breakwater Deck while an overpass connecting to the 'Youth Precinct' is suggested at the eastern end. This linkage also improves the cycling experience by allowing a continuous and proper Bicycle Trail from West to East.

## 6.0 The "Youth" Precinct

Adjacent to this precinct is a few government lots. HKIA propose the Project Proponent to consider including these lots, especially the FEHD transport depot into this precinct in order to give this precinct more usage options. We believe that out of the five precincts, there should be one dedicated to youth development. Functions like those being offered in the Youth Square in Chai Wan and innovation hub similar to the Innocentre in Kowloon Tong are ideal for this site. Outdoor activities, such as X-games or the proposed urban farms on top of the roof Central-Wanchai Bypass, and youth hubs are synergic to each other.

HKIA summarized the above in the appended plans. Please note that these are some very preliminary ideas that come up by some members of our Planning and Urban Design Committee. There are many other possibilities for our Victoria Harbourfront. We understand that some of the ideas tabled in this round of exercise were direct results of previous public engagement workshops and design idea competitions. We believe they, especially design competitions with public judging process, are effectively means to gauge for innovative ideas and public opinions/support. HKIA also welcome any direct dialogue with the government's project team to further provide our professional opinions in making a better Victoria Harbourfront from Wanchai to North Point.

**THE CIVIC PRECINCT**  
公民主題區

- 1 Celebration Plaza 慶典廣場
- 1a Celebration Event Space 慶典活動空間
- 2 City View Plaza 市景廣場
- 2a Seating Steps 可坐式梯級
- 2b Viewing Platform 觀景台
- 3 Sunset Plaza 日落廣場
- 3a Sunset Promenade 日落大道
- 3b Multi-Purpose Arts Event Space 多用建築藝術活動空間
- 3c HKCEC West Elevated Landscaped Deck (Art Walk/Corridor) 寶鏡西高架觀景平台 (藝術走廊)
- 13 FLOATING GARDEN 空中花園
- 14 THE CHAPEL & COMMUNITY HUB 小教堂/社區會堂
- 15 VIEWING DECK 觀景台
- 27 ARTS AND COMMUNITY PARK 社區藝術公園

**FUN PRECINCT**  
歡樂主題區

- 16 FLOATING GARDEN 空中花園
- 17 GOURMET/DINING/F&B 特色餐飲區
- 18 THE CRESCENT 公眾草地/活動空間

**WATER SPORTS AND RECREATION PRECINCT**  
水上運動及康樂主題區

- 6 Water Sports and Recreation Centre 水上運動及康樂中心
- 6a Floating Pool (Moveable Barge) 浮動泳池 (移動駁船)
- 6b Sun Bathing Area 日光浴區
- 6c Harbour Recreation Annex 海港康樂中心
- 6d Harbour Education Annex 海港教育中心
- 6e Floating Pontoon 浮橋
- 6f Harbour Steps 海港樓梯
- 6g Berthing Facilities 碼頭設施
- 6h Feature Bridge 特色天橋
- 19 "THE VICTORIA BEACH" 維港泳灘
- 20 SPECTATOR STAND 觀眾席

**REVITALIZED TYPHOON SHELTER PRECINCT**  
活力碼頭避風區

- 7 Revitalized Causeway Bay Typhoon Shelter 活力碼頭避風區
- 7a Floating Restaurant 水上餐廳
- 7b Sampans Services 龍蝦服務
- 8 Northern Breakwater Deck 北防波堤平台
- 9 Causeway Bay Boardwalk 德輔道行人板道
- 9a Victoria Park Elevated Landscaped Deck 維多利亞公園高架觀景平台
- 10 Hung Hing Road Streetscape Enhancement 橫濱道街道景觀
- 21 BOAT RESTAURANT 水上特色餐廳
- 22 PEDESTRIAN FOOTBRIDGE LINKING TO CAUSEWAY BAY SOHO DISTRICT 連接銅鑼灣康樂區的行人天橋
- 23 ROTATING BRIDGE 旋轉橋

**YOUTH PRECINCT**  
青年主題區

- 11 Park Zone 公園區
- 11a Extreme Park 極限公園
- 11b Multi-Purpose Lawn Space 多用草坪
- 11c Flat Playground 寬闊遊戲場
- 11d Eastern Breakwater Deck 東方防波堤平台
- 12 Community Garden Zone 社區園圃區
- 24 CENTRAL CULTURAL PLAZA 中央文化廣場
- 25 YOUTH HUB & INNOCENTRE 青年創意中心
- 26 YOUTH INTERNATIONAL HOTEL 國際青年酒店



**THE CIVIC PRECINCT**  
公民主題區

- 1 Celebration Plaza 慶典廣場
- 1a Celebration Event Space 慶典活動空間
- 2 City View Plaza 市景廣場
- 2a Seating Steps 可坐式梯級
- 2b Viewing Platform 觀景台
- 3 Sunset Plaza 日落廣場
- 3a Sunset Promenade 日落大道
- 3b Multi-Purpose Arts Event Space 多用建築藝術活動空間
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- 15 VIEWING DECK 觀景台
- 27 ARTS AND COMMUNITY PARK 社區藝術公園

- 13 FLOATING GARDEN 空中花園
- 14 THE CHAPEL 小教堂/社區會堂
- 15 VIEWING DECK 觀景台
- 27 ARTS AND COMMUNITY PARK 社區藝術公園



**FUN PRECINCT**  
歡樂主題區

- 16 FLOATING GARDEN 空中花園
- 17 GOURMET/DINING/F&B 特色餐飲區
- 18 LAWN PLAZA 公眾草地/活動空間



Clarke Quay, Singapore

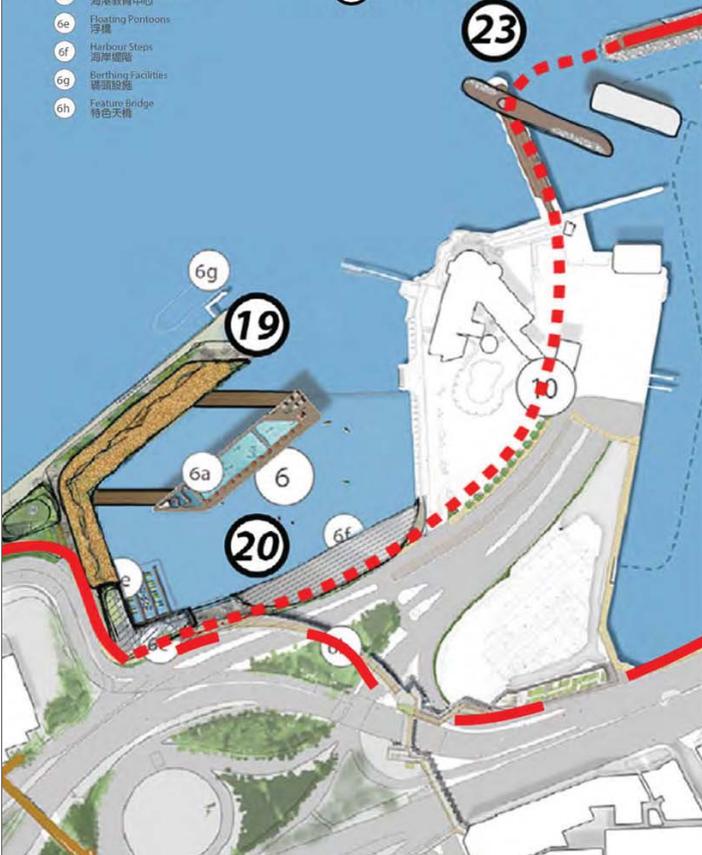


Queens Quay Promenade, Toronto, Canada



**WATER SPORTS AND RECREATION PRECINCT**  
水上運動及康樂主題區

- 6 Water Sports and Recreation Centre 水上運動及康樂中心
  - 6a Floating Pool (Movable Barge) 浮動泳池 (移動駁船)
  - 6b Sun Bathing Area 日光浴區
  - 6c Harbour Recreation Annex 海港康樂中心
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- 19 "THE VICTORIA BEACH" 維港泳灘
- 20 SPECTATOR STAND 觀眾席
- 23 ROTATING BRIDGE 旋轉橋



Sfera, Beach Promenade Benidorm



Kalvebod Waves, Copenhagen



Newcastle Swing Bridge, UK



Gateshead Millennium Bridge





Clarke Quay, Singapore



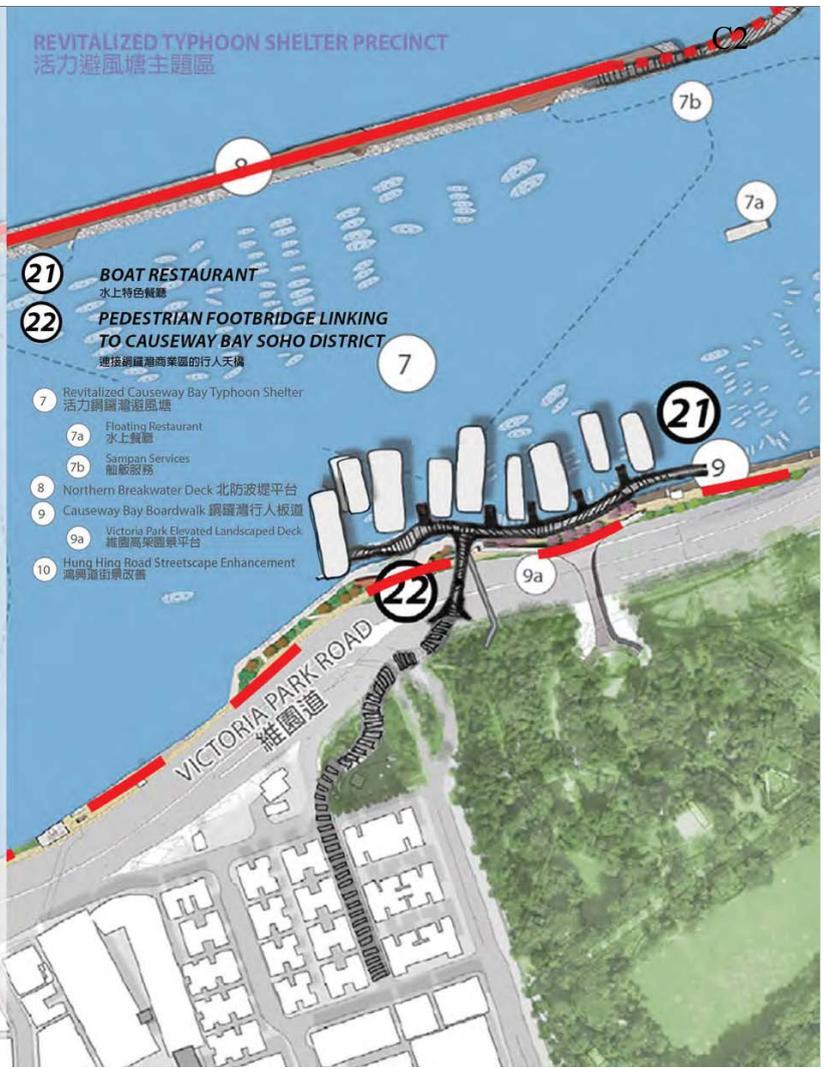
Golden Pearl Floating Restaurant, Bangalore



East Coast Floating Restaurant, Phuket, Thailand

## REVITALIZED TYPHOON SHELTER PRECINCT 活力避風塘主題區

- 21 BOAT RESTAURANT  
水上特色餐廳
- 22 PEDESTRIAN FOOTBRIDGE LINKING TO CAUSEWAY BAY SOHO DISTRICT  
連接銅鑼灣海濱區的行人天橋
- 7 Revitalized Causeway Bay Typhoon Shelter  
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- 7a Floating Restaurant  
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- 7b Sampan Services  
腳艇服務
- 8 Northern Breakwater Deck  
北防波堤平台
- 9 Causeway Bay Boardwalk  
銅鑼灣行人板道
- 9a Victoria Park Elevated Landscaped Deck  
維園高架園藝平台
- 10 Hung Hing Road Streetscape Enhancement  
鴻興道街景改善



## YOUTH PRECINCT 青年主題區

- 11 Park Zone 公園區
  - 11a Extreme Park  
極限公園
  - 11b Multi-Purpose Lawn Space  
多用途草坪
  - 11c Pet Playground  
寵物公園
  - 11d Eastern Breakwater Deck  
東防波堤平台
- 12 Community Garden Zone  
社區園圃區
- 24 CENTRAL CULTURAL PLAZA  
中央文化廣場
- 25 YOUTH HUB & INNOCENTRE  
青年創意中心
- 26 YOUTH INTERNATIONAL HOSTEL  
國際青年旅店



Chal Wan Youth Square, Hong Kong



Euroville Youth Centre, Lille, France



Youth Hostel Bremen, Germany



Louisville Extreme Park, Kentucky, USA

**C3 – Comment**

On behalf of the Hong Kong Institute of Urban Design, we would like to provide comments on the "Wan Chai North and North Point Harbourfront Areas" - Stage 2 Public Engagement.

Attached please find our Response Report for your reference. If it would be helpful, we are pleased to meet to explain the content of our Report.

**The HKIUD Public Affairs Committee's views on the "Urban Design Study for the Wan Chai North and North Point Harbourfront Areas" - Stage 2 Public Engagement**

1. HKIUD has already submitted its comments on the Stage I Public Engagement in September 2015. Our comments then, which are still relevant, can be found at the following link :- <http://www.hkiud.org/en/whats-new/announcement/237-the-hkiud-public-affairs-committees-views-on-the-urban-design-study-for-the-wan-chai-north-and-north-point-harbourfront-areasq-public-engagement> .  
A number of our members have also attended the Focus Group Meeting in the present Stage 2 PE, held on 11 June 2016. Having heard the Consultants' presentation members have given their professional views and have participated actively in the group discussions as well. We hope that the comments will be taken into consideration in the Study team's subsequent work accordingly.
2. We would only briefly highlight a number of the more significant observations below instead of being highly repetitive, as a lot of the exchanges made in the FG meeting, though relevant, concerned with detailed or technical matters, and were more instant responses to what were given then. We would therefore wish to take this opportunity to re-emphasise in this submission the more notable points of principle stated in the last Stage as well as points pertaining to the context, value and societal meaning of the designs, plus possible opportunities which might have not yet been fully explored. Although comments made at the FG meeting are summarized in the notes of meeting, comments from different parties may be in conflict with one another. We cannot see how the comments and our previous comments are taken on board and amendments are made to the design. We are interested to see the outcome of the design in the next stage.
3. The more salient points are : - Whilst the harbourfront in the Study area extends for more than 3 km in length, the area is part of the whole Victoria Harbour. Its design has to be taken in the **context** of the whole harbour. **Connections** with other areas in the Harbour should be an imperative consideration, e.g. connections to the West Kowloon Cultural District, the Tsim Sha Tsui Avenue of Stars promenade, and the Cruise Terminal, etc. Provision for such connections as piers or landing steps for water taxis, the Study should cover the feasibility of such, including business models and marine traffic impact, and locations of the piers.
4. The shape and size of the land of the Study area came about through historical reasons, engineering requirements, conservation considerations, and balancing of opposing views in the community. The area is a limited and valuable resource. It is understandable that the community wishes to put in as much development and activities into the area as possible. This should however not be done at the expense of quality of the spaces or become an anonymous "universal" style totally unconnected to the context of the rich history of this city. Whereas the Study would provide certain design guidelines and basic framework for the various development packages, it could result in a collection of components in disharmony if they are to be implemented by various agents with different priorities. It would thus be appropriate that the whole would be coordinated by an overall organization such as a Harbourfront Authority with further professional input as appropriate.

5. The North-South connections need certainly to be reiterated again since many of the present proposals still appear to be inadequate or subject to yet unresolved constraints, as correctly mentioned by participants at the Focus Group meeting. No less important would be the ground level pedestrian environment, both in these connection corridors as well as Wan Chai North reclaimed area as well – since there would be a lot more new activities brought about by the opening of the new MTR lines, as already mentioned in our submission in the 1<sup>st</sup> Stage. The East-West connection between different Precincts still appears to be rather weak – in particular the connection between the Celebration Precinct and the Pierside Precinct – via a very narrow strip along the waterfront Expo Drive East.
6. Apart from the above critical comments, we have a few observations and suggestions :-
- ◆ It may be useful to suggest that better design could be considered with change in levels rather than a very flat profile. Change in levels would allow more people to have better views of the harbour if suitably designed and managed.
  - ◆ The “Water Sports and Recreation Basin” is interesting and is believed to have good vibrancy given the many recreation and sports elements suggested in the Study. The outstanding issue yet to be addressed is the software and coordination.
  - ◆ Connections with MTR stations such as the future CWB Station under Victoria Park have rightly been made, but it seems that connections with Tin Hau station have not been given due attention.
  - ◆ Whilst it is given to note that some of the major facilities in the waterfront are at the fringe of the Study Area, they are very large land users occupying valuable waterfront sites. We have already commented on this last time. These include the Sewage Screening facility near Hung Hing Road and the SPCA Building. If it is outside the Consultant’s brief at all, at least Government should take a critical look at this matter to resolve the conflicts with the good intention to design a vibrant and quality harborfront.

**Public Affairs Committee of  
The Hong Kong Institute of Urban Design  
19 August, 2016**

**C4 – Comment**

本會支持政府優化灣仔北至北角海濱的面貌，增設海濱之公共空間，並促進海濱對外對內的通達性，讓市民及遊客可以近距離觀賞維港景色。本會早前曾就「灣仔北及北角海濱城市設計研究第一階段公眾參與」提供意見，現就第二階段公眾參與文件深入討論後，提出一些意見。

現謹附上有關意見書，以供閣下參閱。該意見書亦已提交規劃署參閱。



HONG KONG PROFESSIONALS AND SENIOR EXECUTIVES ASSOCIATION

香港專業及資深行政人員協會

# 「灣仔北及北角海濱城市設計研究 第二階段公眾參與」意見書

2016 年 8 月

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HONG KONG PROFESSIONALS AND SENIOR EXECUTIVES ASSOCIATION

香港專業及資深行政人員協會

2016/2017 年度  
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註：依職位資歷及筆劃排序



# 香港專業及資深行政人員協會

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主席：梁廣灝工程師, SBS, OBE, JP

## 房屋規劃及地政專責小組

討論：「灣仔北及北角海濱城市設計研究  
第二階段公眾參與」

聯席召集人：

黃偉雄先生, MH      鄔滿海測量師, GBS      鄒廣榮教授

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註：依本會職位資歷、姓氏筆劃排列



香港專業及資深行政人員協會

「灣仔北及北角海濱城市設計研究第二階段公眾參與」之意見書

**香港專業及資深行政人員協會**  
**「灣仔北及北角海濱城市設計研究**  
**第二階段公眾參與」之意見書**  
**2016年8月**

**前言：**

維多利亞港是香港寶貴的天然資源，亦是本港旅遊業的重要資產，對香港意義重大。本會支持政府優化灣仔北至北角海濱的面貌，增設海濱之公共空間，並促進海濱對外對內的通達性，讓市民及遊客可以近距離觀賞維港壯麗的景色。本會早前曾就「灣仔北及北角海濱城市設計研究第一階段公眾參與」提供意見，現就第二階段公眾參與文件深入討論後，提出一些意見。

**香港專業及資深行政人員協會的意見：**

**1 支持優化海濱建議**

維多利亞港是香港具標誌性的重要資產，本會原則上認同優化灣仔北及北角海濱之五個主題區設計建議，以建立一個活力多元、內涵豐富、熱鬧歡樂的海濱形象，重新拉近海港與港人的距離，吸引更多市民和遊客到訪海濱。本會亦建議政府應確保海濱設有足夠配套設施，包括符合男女比例之公共洗手間、育嬰間等，讓訪客享用海濱公共空間時更無後顧之憂。

本會現就五個主題區設計建議提供以下意見：

**1.1 進一步優化慶典主題區的規劃**

**1.1.1 文化藝術地帶應鄰近藝術場館**

本會贊成慶典主題區設有文化藝術空間，由政府負責管理，並建議該文化藝術地帶應設於香港演藝學院及香港藝術中心旁邊的休憩公共空間，讓學生及文化藝術工作者有機會展示藝術作品及表演，增加文化藝術地帶與香港演藝學院及香港藝術中心的連繫與協同效應，加強該地域的藝術元素，以促進香港文化藝術的推廣及發展。



文化藝術地帶設於香港演藝學院及香港藝術中心旁邊，另一好處是灣仔北海濱日後連接中西區海濱長廊中環段後，更突顯灣仔北海濱的文化藝術特色及活力，規劃上更為配合。

本會建議上述文化藝術地帶應包括藝術創作展示區，展示本地學生及藝術家的藝術作品；表演藝術空間提供多元、輕鬆、活潑的藝術表演活動，增加文化藝術工作者與公眾的互動，普及與推廣本地之表演藝術及文化藝術，營造藝術氣氛濃厚、充滿活力歡樂的環境。

本會亦建議在文化藝術地帶的適當位置設小食亭、咖啡屋或美食車與休憩設施，配合訪客的需要。

香港演藝學院及香港藝術中心鄰近商業區，就近建設文化藝術地帶能吸引區內上班人士在工餘時間步行到達享用簡單午餐，兼享受該地帶的休閒氣氛，放鬆心情。這樣將有助文化藝術地帶在平日、周末、假日均能吸引人流，到訪欣賞本地藝術創作及表演藝術，亦為上述小食亭、咖啡屋或美食車帶來更多生意。

### **1.1.2 建議增設流動小食亭及休憩設施**

慶典主題區之慶典廣場、市景廣場及日落廣場景觀開揚，範圍廣闊，經常吸引大量本地人及遊客到訪，本會建議在該範圍適當位置增設流動小食亭及休憩設施，方便訪客逗留欣賞維港景色。

### **1.1.3 建議於博覽道提供其他的單車路線**

本會支持慶典主題區設單車徑，對於在慶典廣場、市景廣場及日落廣場之擬議單車連接須下車行走之安排，雖然騎單



車人士可以欣賞到維港景色，惟該段須手推單車行走的路線亦頗長，本會建議於博覽道設其他單車路線，為騎單車人士提供另一選擇，照顧不同騎單車人士的需要。

## 2 渡輪碼頭畔主題區應注入本土特色

為突顯香港中西文化匯聚的特點，本會建議渡輪碼頭畔主題區之設計在現有基礎上注入香港地道文化特色，例如「大笪地」式大排檔及市集、「廟街」式攤檔等，建議以主題區內部份「美食佳餚/餐飲」空間用作提供具香港地道特色的美食佳餚，配合相應的餐飲設施。本會亦建議在「美食佳餚/餐飲」旁設具本地特色的攤檔及文化藝術表演空間，提供一個感受香港本地文化特色的吃喝玩樂空間，相信能夠吸引更多本地人及遊客來訪，有利主題區商戶的持續發展。

## 3 水上運動及康樂主題區應擱置引進浮動泳池之建議

本會贊成在水上運動及康樂主題區引入水上運動和康樂活動，讓更多人能夠親近維港，然而本會對增設移動駁船作浮動泳池之建議有保留。本會認為浮動泳池與現有灣仔海旁公眾游泳池設施重疊，而且以移動駁船作浮動泳池並不實用，維持其正常運作更涉及昂貴的管理及維修保養成本，不符合經濟效益，故本會建議擱置引進移動駁船作浮動泳池之建議。

## 4 活力避風塘主題區

### 4.1 支持建設行人板道 建議在午炮一帶增設行人板道

本會贊成沿維園道設銅鑼灣行人板道，惟午炮一帶亦是連接灣仔北至北角海濱之瓶頸位置，行人路非常狹窄。為解決該瓶頸問題，本會建議政府由鴻興道現有收費錶停車位至午炮一帶沿海濱的行人路段，亦應增設行人板道、行人浮橋或建設具設計特色的懸臂式觀景走廊，從海旁地面如露台般延伸向維港，擴闊該行人路段，以配合未來增加之人流，讓行人更貼近維港。若觀景走廊之建築設計獨特，更可望成為新的旅遊景點。



本會認為在活力避風塘主題區沿海濱建設行人板道有其必要性及實際公共用途，該行人板道讓整個灣仔北至北角海濱更為完整及暢順，有助改善多年來港島海濱與行人被長期分隔的問題，讓更多市民和遊客可透過海濱行人板道更近地接觸維港，享受維港日與夜的美麗景色。本會期望政府以公共利益為前提，盡量爭取讓上述的行人板道獲得《保護海港條例》豁免。

#### 4.2 收回海濱附近之政府土地 騰出更多公共空間

灣仔北至北角海濱因行車線阻隔、行人路狹窄或因私人用途土地等原因長期分隔行人與維港。本會建議政府以公眾利益為考慮，與香港遊艇會、警官會所等坐落海濱之機構商討開放通道予公眾使用之安排，政府亦應研究收回部份有關政府土地的可行性，在其他地方重置有關會所及設施，以便騰出更多海濱公共空間，加強海濱的連接性。

#### 4.3 適度增加水上餐廳的體積

本會支持重新引入水上餐廳及舢板服務，保存銅鑼灣避風塘的歷史文化元素，並建議上述水上餐廳在現有設計上應適度增加體積，在日後的營運上則應儘量重現以往避風塘美食的特色及昔日海鮮艇的特質，讓訪客一邊欣賞維港醉人美景，一邊享受特色美食，同時懷緬香港避風塘獨有的歷史文化。

### 5 東岸公園主題區

本會支持東岸公園主題區的設計概念，尤其是寵物公園、社區園圃區等，本會建議適度增加寵物公園的面積，讓飼養寵物的市民與其寵物有更大的活動空間，休閒自在地享受主題區的環境。



## 6 進一步提升海濱的暢達性及與內區之連接

為提升海濱的吸引力，本會期望未來接通後的中環至北角海濱均有行人通道連接到有關區域的中心，而該些行人路段更應有足夠的承載力，容納未來增加的人流，讓更多人可以親近維港，確保其可持續發展。

優化海濱與內區之連接有利拉近人與水，本會促請政府加強海濱與內區的行人連接，在現時經常人多擠塞的高架連接，尤其灣仔地鐵站往灣仔海濱之高架連接，應加以擴闊或在有需要時在適當位置增設行人天橋。

由於現有多條連接海濱與內區之行人天橋也欠缺升降機或扶手電梯，不便體弱長者、殘疾人士到訪海濱。本會建議政府優化各連接海濱與內區之行人天橋，增設升降機或扶手電梯，並確保新建及現有的相關行人天橋、隧道或連接等均暢通無阻，便利體弱長者、殘疾人士等有身體障礙之人士使用。

## 7 建議設立海濱管理局統籌管理、營運及發展維港海濱地帶

為了維港兩岸海濱之可持續發展，包括九龍東、九龍西與港島正在規劃發展之海濱，本會促請政府儘快成立海濱管理局(Harbourfront Authority)，專責管理維多利亞港兩岸之海濱，統籌優化海濱之規劃、發展及推廣等工作，讓維港海濱地帶成為香港市民和遊客不可或缺的休憩地方。

### 結語：

灣仔北及北角新海濱是屬於大家之公共空間，本會原則上支持五個主題區設計建議，期望政府在規劃維港海濱時能夠盡善盡美，讓行人從各區域中心均能暢達灣仔北至北角海濱，甚至中環海濱，享有愉快難忘的經歷外，亦能感受香港的歷史與地道文化，提升海濱的吸引力。本會亦建議政府設立海濱管理局，專責管理維港兩岸海濱、統籌海濱可持續發展的工作。

## **C5 – Comment**

the Wan Chai and North Point Harbourfront Areas.

### Introduction and executive summary

HONG KONG CYCLING ALLIANCE welcomes the MASTER LAYOUT PLAN FOR THE STAGE 2 PUBLIC ENGAGEMENT under the Urban Design Study for the Wan Chai North and North Point Harbourfront Areas, which we believe offers the basis to meet the widely shared objectives of a vibrant, continuous and connected waterfront.

In particular, we welcome the recognition, based on opinions collected in the Stage 1 Public Engagement, that “The public have reflected their desire to develop a continuous cycle track along the northern shore of Hong Kong Island” and the announcement that “A cycle track network .. and ancillary facilities including a bike hiring system are proposed to facilitate cycling activities along the waterfront.”

The planned cycling provision along the entire three-kilometre length of this section of the Harbourfront, from west of the Hong Kong Convention and Exhibition Centre to the eastern edge of Causeway Bay Typhoon Shelter, should connect with respectively the Central Harbourfront, where a cycle track is intended, and the Island Eastern Corridor Boardwalk, where an integrated cycleway is the primary suggested option for public consideration.

We urge that explicit recognition be given to the vital and necessary role that cycling will have in enabling Harbourfront visitors to conveniently and flexibly move along the waterfront, contributing greatly to the emergence of the Harbourfront as a ‘place’ with its own character and footprint.

We suggest that the indicated “walking sections” are incompatible with this valuable connectivity role of cycling along the Harbourfront or with the reasonable expectations of people renting and using bicycles in this space, and that an alignment is needed that allows for continuous or near-continuous riding of bikes.

We propose a possible alignment that would meet the above shared objectives and concerns, to provide a popular, viable and useful cycling connector for Hong Kong's oldest, newest and greatest attraction: Victoria Harbour.

### Popular demand for cycling along the Harbourfront

Public support for cycling along the Harbourfront has been consistent throughout more than ten years of debate and consultation. Stage 1 of the present study highlights calls for a “continuous cycle track along the northern shore of Hong Kong Island”, echoing multiple submissions and opinions expressed under The Urban Design Study for the New Central Harbourfront, from the public, District Councillors, Town Planning Board members and urban design professionals. The Hong Kong Island East Harbour-front Study noted “strong request for a continuous cycle track along the harbourfront”. Moreover, the public recognises that enjoyment of cycling and the utility of movement it offers along this long narrow space are synchronous and should be embraced and planned for on that basis.

### A connected Harbourfront as a place

Based on the widely agreed vision of a connected and continuous Harbourfront and in recognition that the goals for its development will be best served if attention is paid to the nurturing of a sense of the Harbourfront as a distinct place.

We urge explicit recognition of the cycleway as a vital connector for Harbourfront visitors, combined with a multipoint public bike rental / dropoff service, facilitating movement for many, easing overcrowding at more

accessible locations, benefitting all users, and offering enhanced utility and pleasure as well as more effective use of this entire section of the Harbourfront.

This ‘connectivity dividend’ facilitating access and movement along all of the Wan Chai North and North Point Harbourfront Areas will be even further magnified by coordination and connection with planned and proposed cycling across the Central Harbourfront and along the IEC Boardwalk. In particular, the proposed public bike rental system should be integrated across all three sections, providing a convenient cyclable route six kilometres long.

Current access to Harbourfront typically involves either a walk from the main inland transport spine of MTR and main bus routes, or direct access in a motor vehicle. Both modes present problems.

Increased accessibility to more locations along the Harbourfront will reduce the need for motor vehicle arrivals and parking and the space that requires, such as coach arrivals and parking at Golden Bauhinia Square, and will cut tiresome walking from inland transport spines and increase time spent next to the Harbour.

Moreover, linkage of cycle movements with ferries – Wanchai Ferry Pier in this section, and Central and North Point piers adjacent – would help boost bike-boat multi-modal journeys, further relieving stress on the road/rail network, all while enhancing the experience of Harbourfront visitors.

The whole length of the interface with our harbour, and Kowloon side, could then become truly vibrant as reachability allows people use this new space to create their own activities, whether commercial or non-commercial, for those living nearby, all Hongkongers and international visitors.

We draw attention to the proposal for a Harbourfront Cycleway – continuous harbourfront cycle-and-pedestrian access from Kennedy Town to Shau Kei Wan, a total of 13.5 km, as outlined at [www.harbourfrontcycleway.hk](http://www.harbourfrontcycleway.hk).

#### Continuous cycling connectivity – ‘bike walking’ is not acceptable

The Stage 2 Master Layout Plan suggests two “bike walking only” sections of the cycleway: around the headland of the HKCEC, and from the western edge of the Water Sports Precinct to the connection with the Island Eastern Corridor boardwalk-cycleway, of approximately 300 metres and 1.6 km in length respectively. Hong Kong Cycling Alliance strongly considers that to expect visitors, including young families, to push their bikes for any significant distance creates a critical impediment to active use of the cycling route, as an enabling connector for the Harbourfront and for leisure use. We urge recognition of the need to provide for continuous or near-continuous cycling.

International practice does not include such lengthy “walking” sections of a cycle route. Instead, dedicated and shared infrastructure and layout is designed to maximise ease of movement of all users.

On the basis of overseas practice, a continuous 'cycleway' does not have to mean 'fully segregated track'. We urge the adoption of a flexible approach, with consideration given to not only dedicated standard design tracks, but the use of existing roads where appropriate, non-standard tracks and lanes as well as the sharing of open space, promenades, pavements, crossings and other facilities. At some sections cyclists may have to cede priority to other users, or even dismount to connect with a next section. Experience overseas, such as in the United Kingdom, has shown that this approach can enable successful implementation of a continuous viable cycle route.

To be clear, cycling is appropriately treated not only as a discretionary ‘activity’ but especially as an enabler for the vibrant and optimal enjoyment of the Harbourfront by all visitors.

#### Noonday Gun and Police Officers’ Club

Along the section from the Yacht Club to Causeway Bay Fire Station, there is a clear need to creatively address spatial planning, in order to meet the ‘continuous and connected’ objective.

We believe that that a number of solutions are possible to ensure that Harbourfront visitors on foot and by bike can move freely and comfortably here, including but not limited to: the use of a cantilevered walkway-cycleway overhanging the water, double-decked access for cycling and walking, and the widening of the feature bridge to take the cycleway to the inland side of Victoria Park Road (see below). If necessary, and in the light of recent developments, it seems reasonable to assume that modest adjustments here would easily pass the "overriding public need" test of the Harbour Protection Ordinance.

We support the proposal to relocate the Noonday Gun, such as a few metres further out, or opposite to adjacent to the Police Officers' Club, or laterally to a nearby location, as necessary to increase available width here.

The demolition of the Police Officers' Club presents an opportunity to at least ensure that sufficient additional waterfront land is made available for public use such that this section of the Harbourfront does not remain a bottleneck, and indeed maintains spacious continuity and connectivity, including cycling, if this cycling route is selected. Further, we urge that rather than rebuild the Club in situ, further consideration be given to its complete relocation to a site with less public value, such as Caroline Hill, adjacent to Leighton Road in the vicinity of the current PCCW Recreation Club.

#### Overseas and China examples

Around the world, urban harbourfront and waterside cycling, as well as cycling-specific infrastructure, offer models and inspiration for Hong Kong's Harbourfront rejuvenation, in Guangdong, Montreal, Toronto, Auckland, Taipei, Trondheim, Manhattan, and many more.

Such exemplars should be studied and referred to in our own development.

#### Proposed revised cycleway alignment

Please see attached plan of proposed cycleway alignment options. Notable aspects, west to east:

1. At HKCEC, we propose a split in the cycling provision, with one route to and through Golden Bauhinia Square, likely involving space shared to some extent with visitors on foot, and one more direct, either alongside Expo Drive through the HKCEC, making use of redundant shadowed spaces between the roads to be built, or aligned with the current Convention Avenue, which would ensure cycling continuity, even when Celebration Plaza is closed for a function.
2. The current (Stage 2) proposed alignment diverts the cycleway around the back of the Pierside Precinct and its buildings, alongside Hung Hing Road. This routing is undesirable as a) it is less enjoyable to ride, and b) it removes the primary function of providing access to the waterfront, including the ferry pier. We strongly urge that the alignment be close to the waterfront, while noting that in general, areas directly adjacent to the water should prioritise pedestrian use.
3. From the Police Officers' Club (POC) to start of the Island Eastern Corridor, we propose that either:
  - a) the cycleway runs alongside Typhoon Shelter at grade, in segregated or shared space with pedestrians, through use of cantilevered boardwalk where necessary, or
  - b) the cycleway rises via an up-ramp beside POC, to run above the pedestrian at-grade route on an upper level, adjacent to Typhoon Shelter; or
  - c) the "Feature Bridge" be extended with a cycling track, through the unused space beside Victoria Park Road, to the existing artificial hill in Victoria Park, and connect via Landscaped Elevated Deck to the waterfront, with a bridge from the artificial hill, along the northern edge of Victoria Park (currently under road construction), to the site of Tin Hau Temple.
4. Assuming that the cycling track with pedestrian walkway can be less than 8m in total width and the live loading is lower than a typical carriageway for vehicles, the visual impact of the bridge would be light and the design opportunity huge. The elevated track (at around 12-15 mPD) would offer enhanced harbour views, with good accessibility to the promenade, Victoria Park, and future MTR stations.
5. At the eastern edge of Causeway Bay Typhoon Shelter, in front of the former shipbuilders and Tin Hau Temple, the most desirable route for pedestrian/cycling continuity, close to the harbour, is clearly underneath the Island Eastern Corridor, making use of existing foundation caissons, to a similar design as the proposed boardwalk-cycleway along the main section of the IEC from Oil Street (Fortress Hill) to Hoi

Yu Street (Quarry Bay). This offers maximum access to sea views, diverts foot and cycle traffic away from land constraint adjacent to the Temple, and enhances the continuity of the waterfront access. Concerns regarding access for fire service vessels can be addressed either by raising the level of the walkway-cycleway to allow the necessary height clearance, or, since this would cause some inconvenience over such a short distance, the relocation of the fire service vessels to other existing sites, such as Sai Wan Ho, or a new location.

Alternatively, the route could track along the water's edge, past the temple.

In either case the cycleway would link up with that along the Island Eastern Corridor Boardwalk

# WAN CHAI NORTH AND NORTH POINT HARBOURFRONT - COMPLETELY JOIN THE CYCLEWAY

## 灣仔北及北角海濱 - 完整接連單車走道

更新 Update: Version 4; 18 AUGUST 2016

### LEGEND 圖例

- Planned Elevated Landscaped Decks  
已規劃的高架園藝平台
- Planned/Proposed Elevated Pedestrian Connections  
已規劃/建議的高架行人連接
- Potential Continuous Waterfront Linkage  
可能的連貫海濱連接
- Primary N-S Pedestrian Connections  
主要南北向行人連接
- Secondary Pedestrian Connections  
次要行人連接
- Tertiary Pedestrian Connections  
輔助行人連接
- Major E-W Vehicular Connections  
主要東西向車道連接
- Proposed Bicycle Trail  
建議的單車徑
- Proposed Connection to Bicycle Trail (Bike Walking Only)  
建議的單車徑連接 (須下車行走)
- Major Landmark Buildings  
現有地標建築
- Existing Major Open Space/ Recreation Facilities  
現有主要休憩用地/ 康樂設施
- New Open Space  
新的休憩用地
- New Water-related Area and Typhoon Shelter  
新「親水互動」區及避風塘
- Promenade Area  
海濱長廊
- Proposed Waterfront Commercial Sites  
建議海濱商業設施
- Landscaped Road over Tunnel Portal  
隧道口上的景觀平台

- Proposed Water Taxi  
建議的水上士多
- Major View Corridors Towards Waterfront  
通往海濱的主要景觀廊
- Existing/Committed Major Landmark Elements  
現有/已規劃的主要地標元素
- Existing/Potential Points of Interest  
現有/可能的特色景點
- Existing/Proposed Landing Steps  
現有/建議的登岸台階

**GENERAL PROPOSAL 總體建議**

- 建議地面單車走道
- 建議高架單車走道
- 建議地面過路處
- 建議道路上之單車走道
- 建議板道

**ROUTE OPTIONS OF CYCLEWAY NEAR TYPHOON SHELTER 單車走道近避風塘路線選項**

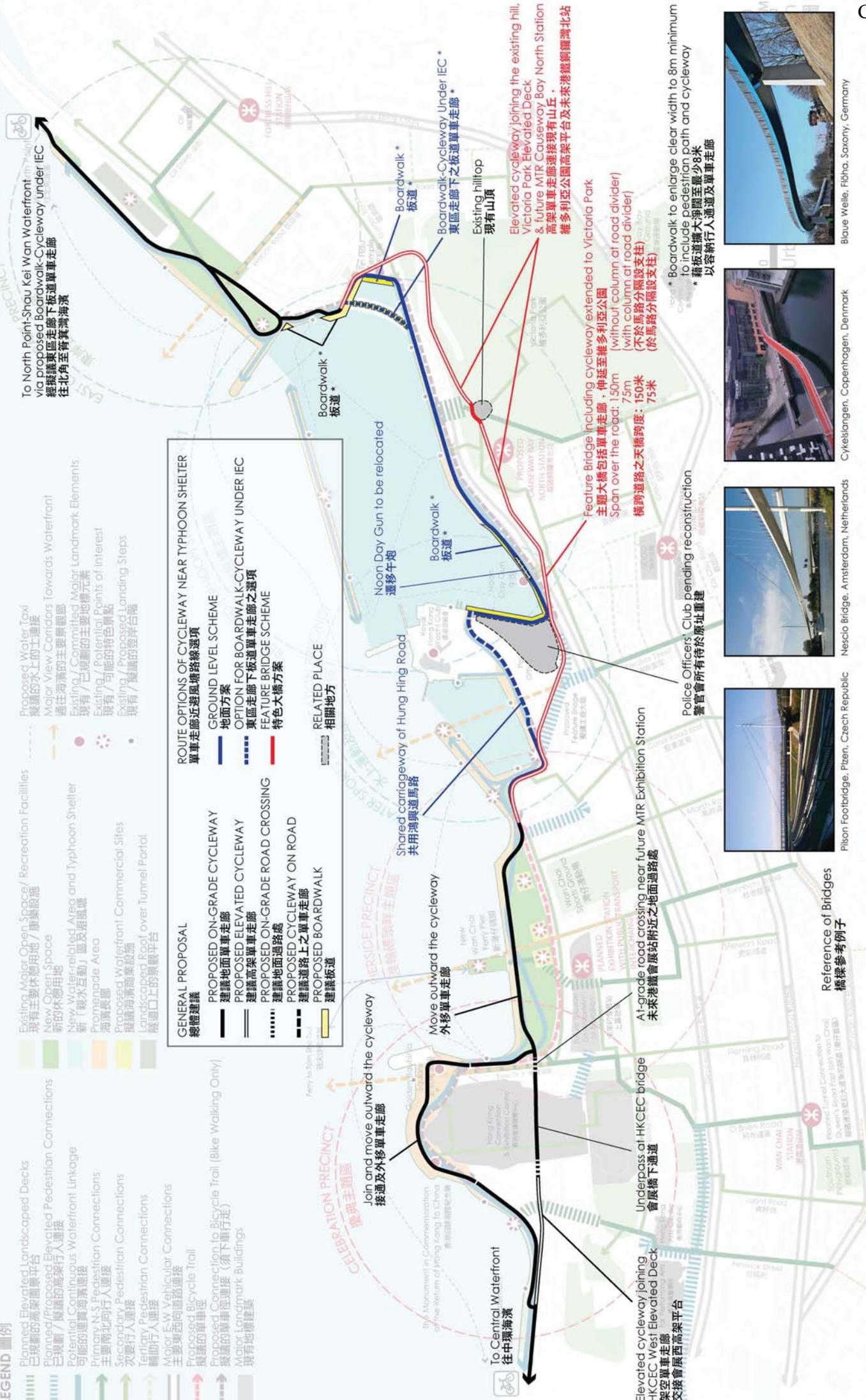
**GROUND LEVEL SCHEME 地面方案**

- 東區走道下板道單車走道之選項
- 特色大橋方案

**OPTION FOR BOARDWALK-CYCLEWAY UNDER IEC 東區走道下板道單車走道之選項**

**FEATURE BRIDGE SCHEME 特色大橋方案**

**RELATED PLACE 相關地方**



Bloue Welle, Flöha, Saxony, Germany



Cykelslangen, Copenhagen, Denmark



Nesjø Bridge, Amsterdam, Netherlands



Pilon Footbridge, Pízen, Czech Republic

Boardwalk to enlarge clear width to 8m minimum to include pedestrian path and cycleway  
\* 橋板道擴大淨闊至最少8米以容納行人通道及單車走道

Feature Bridge including cycleway extended to Victoria Park  
主題大橋包括單車走道，伸延至維多利亞公園 (without column at road divider) (不於馬路分隔設支柱)  
Span over the road: 150m  
橋跨道路之天橋跨度: 150米

Elevated cycleway joining the existing hill, Victoria Park Elevated Deck & future MTR Causeway Bay North Station  
高架單車走道連接現有山丘，維多利亞公園高架平台及未來港鐵銅鑼灣北站

Police Officers' Club pending reconstruction  
警官會所有待於原址重建

Underpass at HKCEC bridge  
會展橋下通道

Elevated cycleway joining HKCEC West Elevated Deck  
交搭會展西高架平台

AI-grade road crossing near future MTR Exhibition Station  
未來港鐵會展站附近之地面道路

Move outward the cycleway  
外移單車走道

Join and move outward the cycleway  
接連及外移單車走道

Shared carriageway of Hung Hing Road  
共用滙興道馬路

Noon Day Gun to be relocated  
遷移午炮

Boardwalk-Cycleway Under IEC  
東區走道下之板道單車走道

Boardwalk  
板道

### Reference of Bridges 橋樑參考例子

## C6 – Comment

PLEASE PLEASE help make HK a world class city by doing what Singapore, Vancouver, Sydney and other cities have done to allow cycling along the waterfront which will keep locals happy (no where to ride in HK unless you want to get hit by a mini-bus which I have 2x and terrible driving taxis/buses) and bring in more tourism to Hong Kong as many will want to ride along the waterfront to see our beautiful waterfront. A great opportunity for other types of business to grow in the long run like waterfront restaurants/bars like Clarke Quay/Robinson Quay in Singapore.

Should have done this a long time ago. Why is it taking so long for you to realize what people want?



## C7 – Comment

規劃署「灣仔北及北角海濱設計」第二階段公眾諮詢-意見書

1. 水質潔淨，是建立親水文化的先決條件。政府拍板是項計劃前，必先評估和向公眾交代維港水質。公民黨重申，政府須盡快進行淨化海港計劃第二期(乙)工程，提升維港水質。
2. 現時規劃的單車徑不連貫，本人促請政府考慮其他可能性，包括曾於第一階段公眾諮詢時提出的方案：擴闊北防波堤，並於其兩端加設吊橋連接兩岸，使得該段單車徑得以連貫。無論吊橋或加闊板道均須附合《保護海港條例》，政府須謹慎處理。
3. 同時，政府應善用香港遊艇會騰出的小部空間，讓單車人士於該處轉彎進入原有的規劃單車徑。此建議工程雖牽涉到香港遊艇會的地皮，然而單車徑的連貫性以及港島的海濱發展，均對港島區整體的交通及康樂需求有著十分重要的影響，政府應認真研究上述建議的可行性。

另外，是次單車徑規劃將貫穿大半個港島地段，市民將可以單車代步，減少乘搭公共交通工具，減少空氣污染及塞車，繼而促使政府重新評估單車作為交通工具用途的可行性。

4. 無論是東區行人板道、尖東海濱，以及是次的灣仔北及北角海濱計劃，其管理權問題一直為公眾關注。本人曾於東區行人板道工程中提出相關問題：若然一個公共發展項目對其管理權欠缺清晰界定，有可能被私人財團壟斷，淪為財團的生財工具。是次的發展項目極具規模，政府更應釐清管理權誰屬，本人不接受私有化公共空間。新世界發展壟斷尖東海濱管理權的教訓，政府應引以為戒。
5. 本人以及敝黨陳家洛議員早於是次項目的第一階段公眾諮詢已就慶典區的使用提出意見。我們質疑慶典區是否專為官方慶典之用，如國慶回歸升旗禮等節目。我們要求慶典區必須容許更多的社區參與，使用權必不限於政府，官民平等共享資源。
6. 無論是從環保角度還是實際需要上，現時規劃的浮動泳池都存在頗大爭議，因此本人要求把浮動泳池從整體海濱發展項目中剔除。

## **C8 – Comment**

### General

1. The design of the Celebration Precinct should commensurate with the prestigious and iconic image of the Hong Kong Convention and Exhibition Centre (HKCEC).
2. The east and west promenades are suggested to be connected directly to the north promenade to form a continuous pedestrian route along the waterfront instead of passing through the Golden Bauhinia Square (GBS). More landscape features may be added to the promenades.
3. Removing the existing steps and structures between the promenade and the plaza would be conducive to creating a better open space for enjoyment of the public.
4. A convenient access from the proposed west landscaped deck to HKCEC ground floor main entrance at Expo Drive is desirable.
5. The function rooms (Bauhinia Room) and Golden Bauhinia Cantonese Restaurant at the northern tip of HKCEC are operated as an integral part of HKCEC to support the local and international events held at HKCEC. Due to space and operational constraints, it might not be desirable to turn this area into alfresco dining facilities.

### Bike Trail

6. Bike trail passing through GBS would create many safety and management issues. An alternative route would be more desirable.

### Traffic

7. There should be adequate vehicular drop-off facilities to cater for the additional traffic. Measures should be taken to eradicate illegal parking by coaches.

### Other Facilities

8. The existing public toilet facility should be expanded to meet the demand from larger number of tourists in the future.
9. More visible directional signage should be provided.

## **C9 – Comment**

現時新灣仔渡輪碼頭坐落的位置是彷如孤島，除欠缺過往連接碼頭及海港中心的行人天橋外，在碼頭附近一帶地方亦沒有提供停車及上落客貨設施。即使碼頭鄰近設有一臨時巴士總站，卻沒有方便行人通道直接駁碼頭。此種種不利因素除有違促進行人連接碼頭的基本規劃原則外，亦事實令渡輪乘客量大幅度流失；扼殺了公共渡輪的生存空間。此外，由於碼頭附近一帶地方沒有提供任何上落客貨設施，對碼頭內食肆及商舖營運亦造成了極大之不便。

因此我方建議有關當局在考慮到維持本地特色和文化；提升海濱活力的同時，切記要興建有蓋行人天橋連接碼頭及海港中心及提供充足配套設施(例如停車及上落客貨設施、巴士總站和供電站等) 來促進行人連接及有利在碼頭內商舖及食肆的營商環境。

**C10 – Comment**

NA on the general themes but in terms of wellbeing physical activity should be encourage in all zones (see below comments about dog walking).

Besides the proposed uses it is important that the whole Harbourfront Enhancement Project is treated holistically in terms of principles of maximum usage.

The whole harbourfront project should follow the principles set by the WKCD being animal friendly in terms of allowing people who own dogs to access this important public recreation facility. Walking dogs may be the main way that some dog owners physically exercise and it is important for residents of the districts to be able to directly access and use the facility close to where they live.

People who own dogs should also be able to benefit from being able to walk for the full 45 minutes and be able to take their dogs with them should they wish too - taking in the scenic view in the Wan Chai / Causeway Bay area. In fact it should be possible for people who are walking with their dogs on leash to access most areas of the harbourfront covered by the enhancement project including those in Central and Eastern District.

Dog walkers as per cyclists should be able to traverse the whole length of the area should they wish too.

There should be consideration as to how to include this group's food and beverage requirements (eg refreshments areas where people can eat and drink whilst accompanied by their dogs).

Off leash area may be included too but may need to be more even

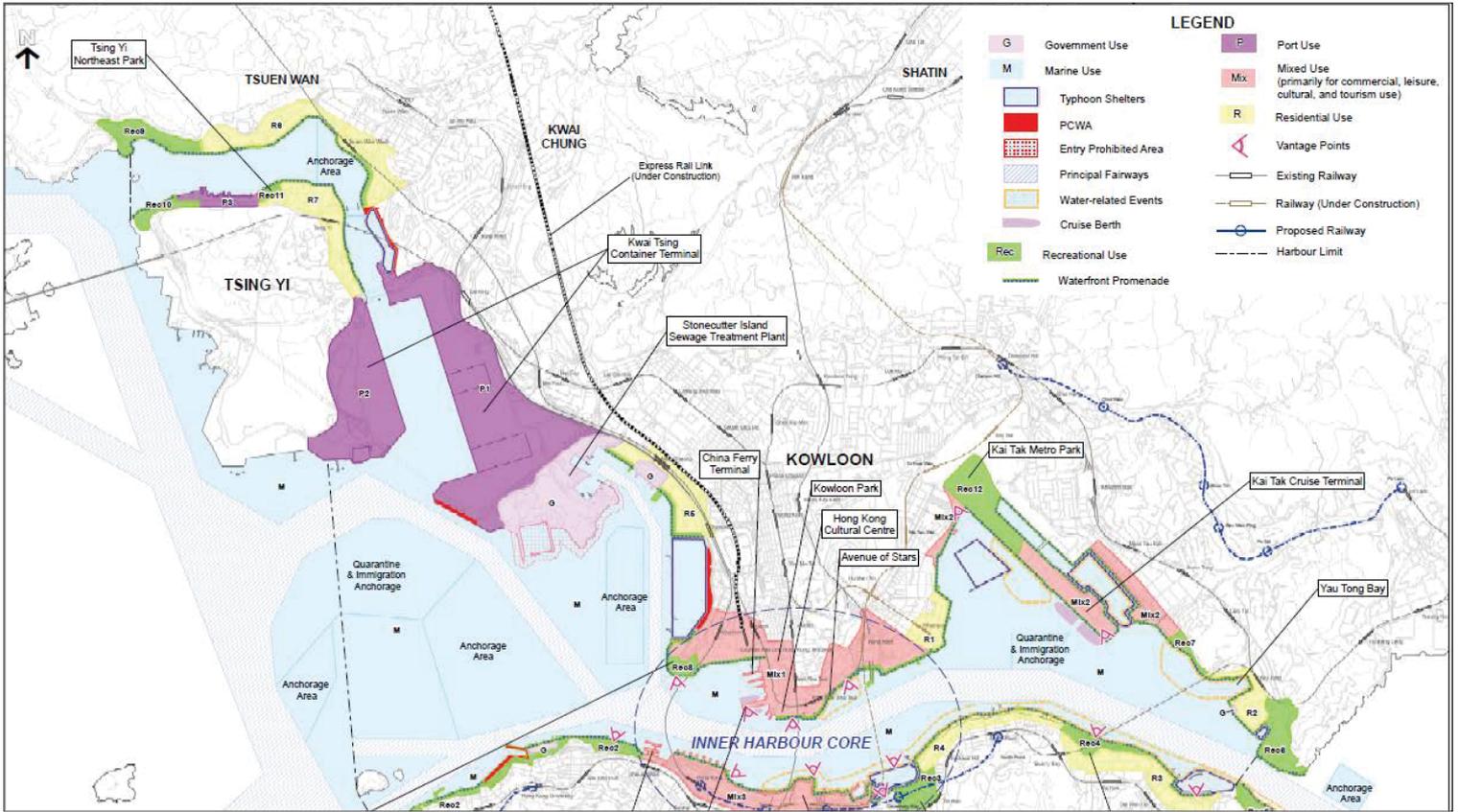
In addition to enhanced connectivity there must be adequate signage both throughout the whole harbourfront and also included in the pedestrian network signage not just to facilities in the harbourfront but also to areas / facilities of public interest close to the harbourfront.

In considering the supporting infrastructure (traffic flow and parking in particular) the surrounding facilities needs should considered and there should be minimal negative impact for these.

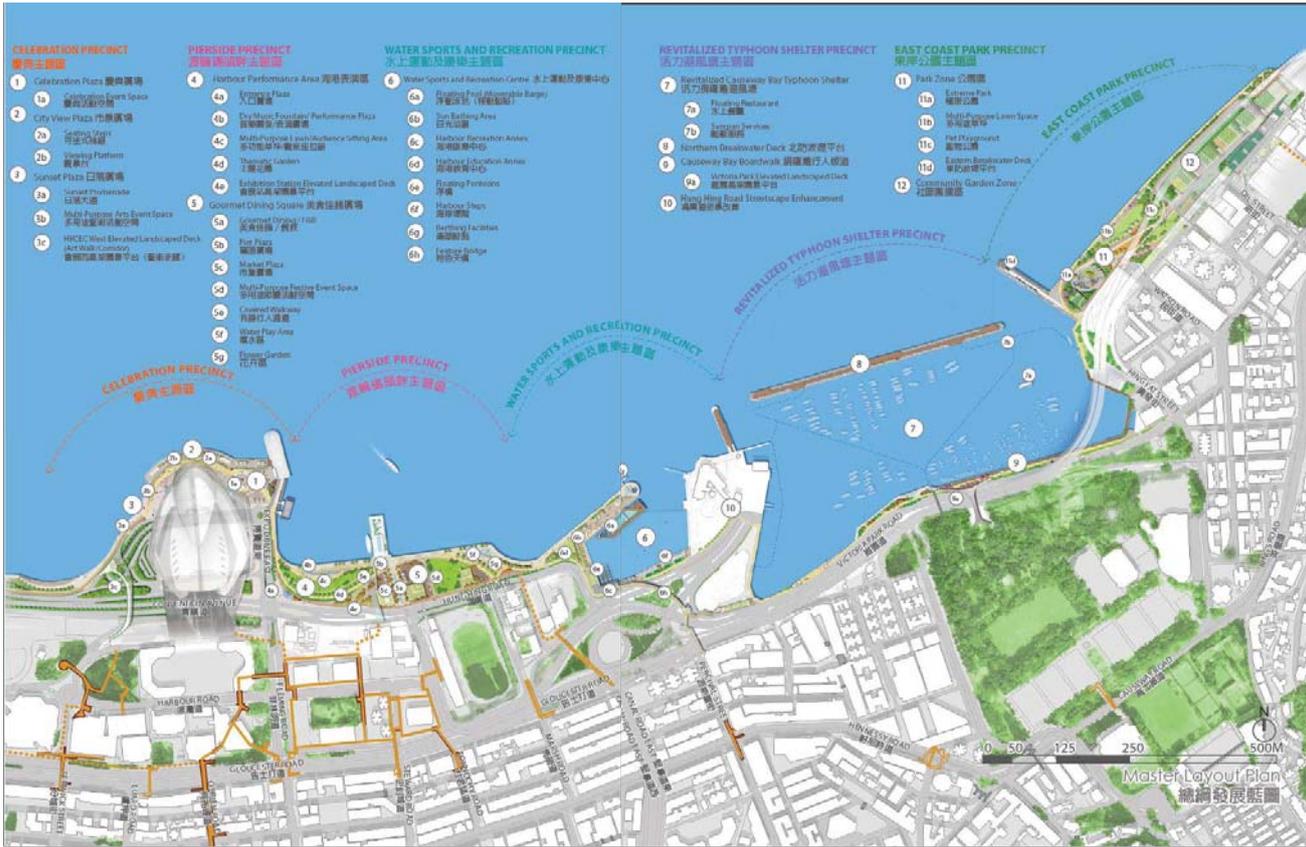
### **C11 – Comment**

Designing Hong Kong Limited and the CEO of Designing Hong Kong in their various capacities have studied and commented on the captioned project, and we would like to comment as the following:

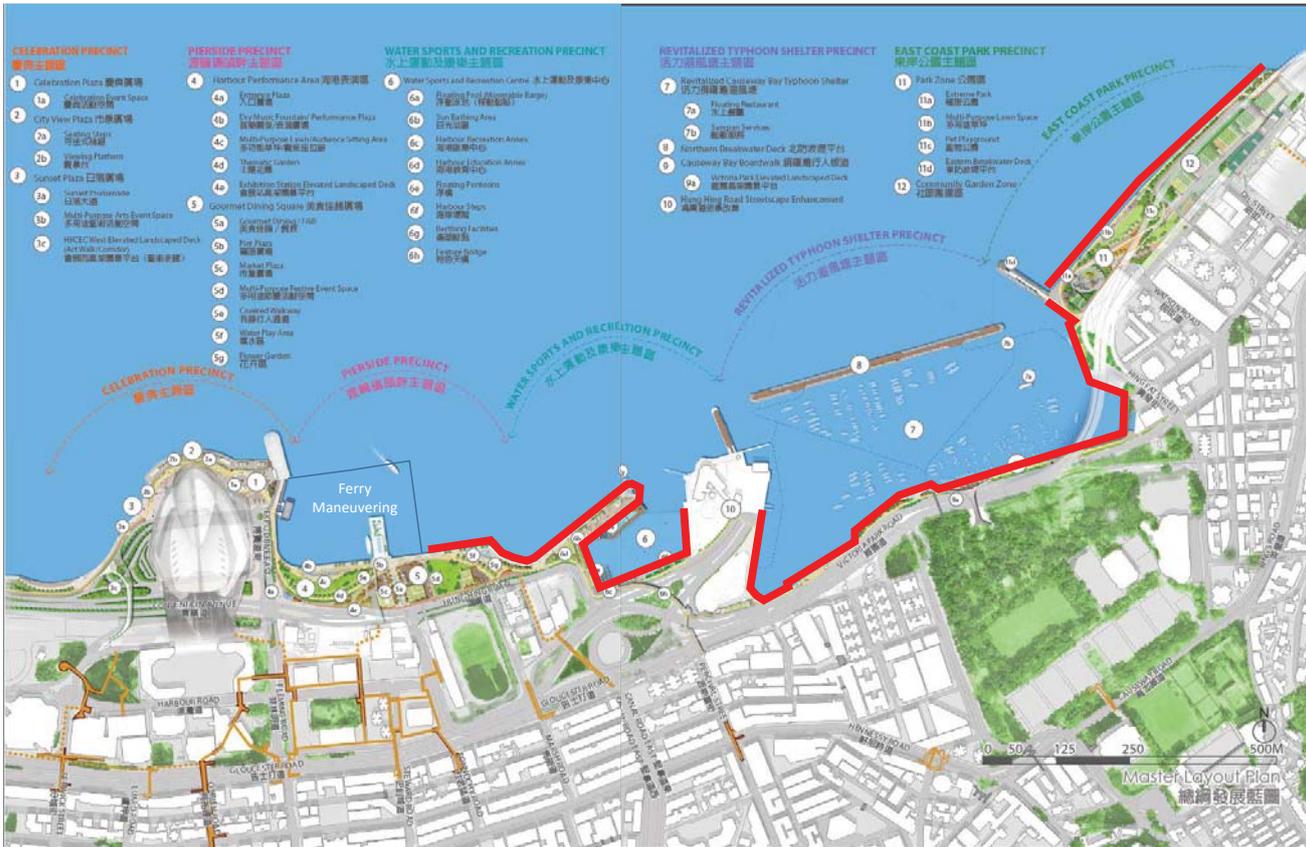
- There is absence of marine supporting facilities from the shoreline. Our suggestions on the related facilities submitted in the stage 1 public engagement have not been addressed. (Attached)
- The connectivity of the cycling trail should be improved. There are five bottle necks and 1.9 km of bike walking trail along the whole trail. Cycling bridges should be considered in order to improve the connectivity.
- The EVA at the Convention and Exhibition Centre could be set back to provide space for restaurants and quality food for tourist.
- The parking at Hung Hing Road should be all removed between the Yacht club and Police club should be removed and access of that road section should be restricted.
- Demand for parking, holding, drop off/pick up, and (un)loading need to be reviewed and provisions and locations need to be clearly identified.
- The elevated walkway between the exhibition the Convention and Exhibition Centre and Wan Chai pier should be widened (to the width of the pier) and become a strong feature of the waterfront, providing shelter below and grand vistas on top.
- The site boundary for the Police Officers' Club should be set back further to release space for pedestrians.
- The end point of Hung Hing Road at the typhoon shelter should be a well-designed point with various amenities for looking out over the shelter.
- Wave attenuation at the Wanchai Basin must be included.
- Typhoon shelter water quality needs to be improved and requires redirecting storm water drains to outside the shelter.
- The water's edge from just outside the wanchai pier up and including the north point water front in the study area should include bollards for tying up vessels, and the railings, if any should allow connectivity between shore and vessels/pontoons.
- Victoria Park Road and the tunnel approach road create noise and air pollution, and the public along the waterfront should be protected through the use of sound barriers. In the meantime, all advertising billboards ought to be removed.



# Master Layout Plan



# Interactive water edge





Ocean Terminal

Interactive water edge



Yau Ma Tei Typhoon Shelter

Interactive water edge



Interactive water edge



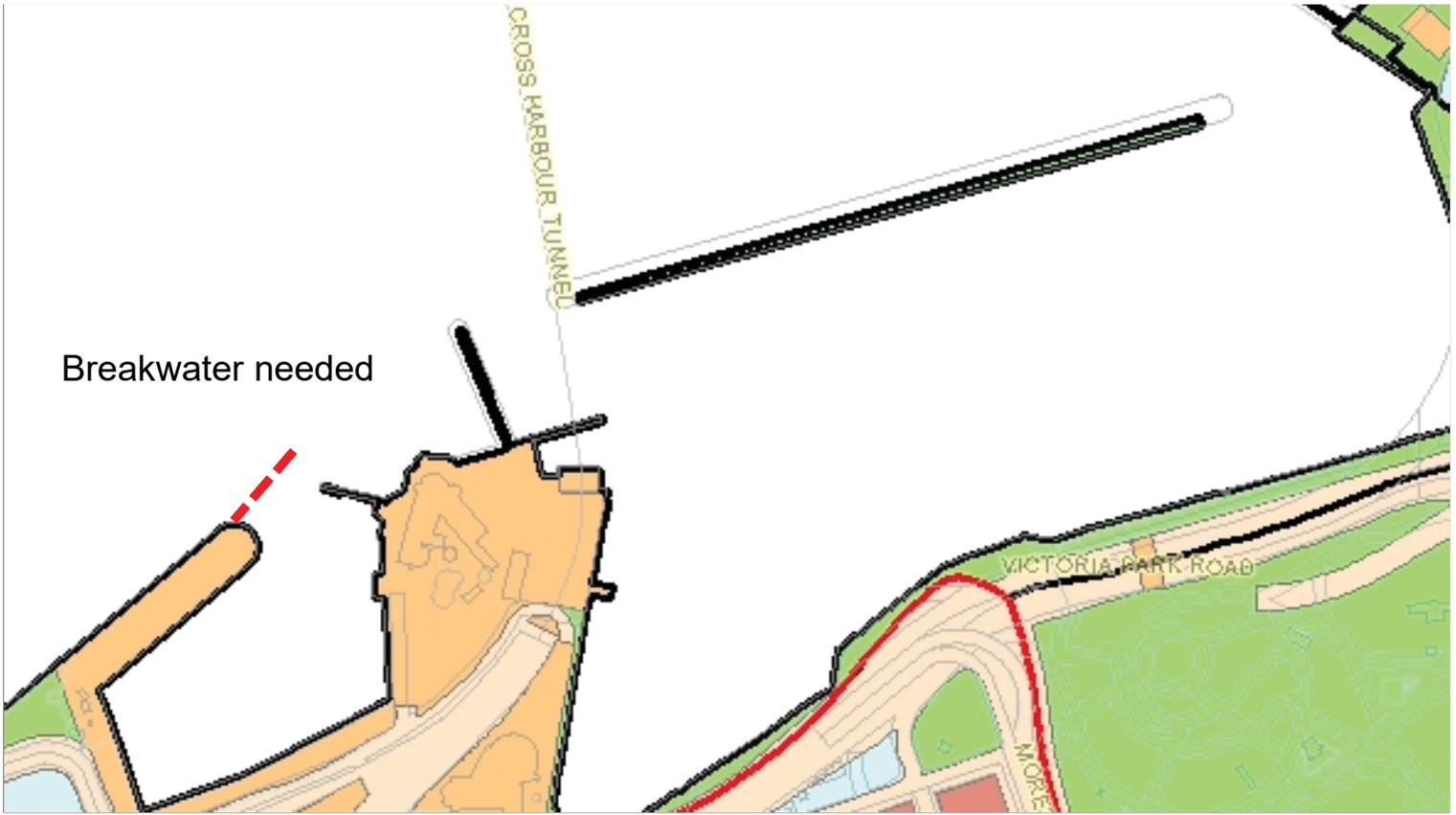
Interactive water edge



Interactive water edge



Interactive water edge



## C12 – Comment

我們是民間社區平台「灣仔好日誌」的研究小組，就「灣仔北至北角海濱地區城市設計研究」，我們與街坊及專業人士經過討論交流，整理出以下意見：

1. 重新檢視行人及單車徑的設計，尤其是設計的連貫度和可達性，不適宜出現割斷情況，否則喪失其設計功能和意義。只有連貫的單車徑才是真正的單車徑，對於港島區市民以單車作為代步或康樂用途，對真正的單車徑需求甚大，更是期待已久。
2. 建議把整個海濱區的管理和營運交由獨立而具備民意授權的機構全權負責，避免管理者隨意破壞設計的原有意義和功能，避免過度管理，保證把海濱真正歸還市民。
3. 建議重新檢視規劃區內的社區公共空間設計，需要考慮地區人士，假日本地外來人士，和遊客的共融，避免只成為遊客廣場，失卻社區特色。
  - a. 以「慶典主題區」所在的金紫荊廣場為例，仿若孤島，或另一個平衡空間，與市民生活距離甚遠，其功能主要是滿足內地遊客到此拍照，設計上需要減去俗氣與土氣，否則只會與將來的整個海濱空間設計格格不入。
  - b. 渡輪碼頭畔主題區」（或任何一區）不需要音樂噴泉，市民到海濱已可以親近與感受維港海邊的氣圍，若額外再花公帑建音樂噴泉是多餘，亦會佔用空間。因應近年市集生活的興起，灣仔區內一直欠缺相關場地，市集廣場面積比例應該增加。
  - c. 「水上運動及康樂主題區」水上運動的需求度，請先作相關調查，找出民間真正熱門的項目，及評估國際水上運動賽事所佔時期，才進行後續規劃，以免日後使用率過低。浮動泳池與維園泳池位置甚近，設施應有更大分別才不致於資源重疊。如果更能惠及市民健康，復康性的水療項目亦值得研究。
  - d. 任何一個區域都絕對不要設立「地標式／富標誌性大型雕塑」，整個維多利亞港寬闊的海濱已是地標，大型雕塑與地區通常格格不入，過往 18 區都有不少地標式雕塑一個比一個醜，只會淪為笑柄和浪費公帑，完全不是市民所需。如果能收起現有的金紫荊像及回歸紀念碑就更好！
4. 若興建沿銅鑼灣避風塘海濱的擬議行人板道，其位置將會很接近銅鑼灣消防局，該局旁邊的近岸濕地與大榕樹是小白鷺及許多雀鳥的棲息地，無論有任何工程進行，必須確保不會影響或騷擾到這些動植物與生態。在保育的前提下，必須保持原有生態，才有條件考慮不反對建設輕巧的行人板道，應先諮詢本地的雀鳥保育組織作進一步研究。
5. 我們期望新設的海濱空間，會向市民提供及營造一個環保便利、使用可持續能源的環境，以美食廣場為例，其設計配套要盡量減少製造即棄垃圾的可能，各場區都應提供充足飲水機、更多清洗器具的設施，設計上應避免浪費水電，善用雨水，加入風力或太陽能發電裝置，康樂設施（例如划艇或單車訓練）可加入動能發電。「東岸公園主題區」可加入魚菜共生系統。做到真正節能減廢，會比設立地標更有國際城市水準。

我們期望一個綠色自然、讓市民更多自由使用的海濱公共空間。

## C13 - Comment

Regarding the "Urban Design Study for the Wan Chai North and North Point Harbourfront Area", our Federation would like to provide some feedback which affects the Ani-Com Park established by us.

Attached please find details of our feedback for your interest.

Information of Ani-Com Park: <http://www.anicompark.hk/>



Hong Kong Comics &  
Animation Federation  
香港動漫畫聯會

規劃署

規劃研究組

香港北角渣華道 333 號北角政府合署 16 樓

### 「灣仔北及北角海濱城市設計研究」第二階段公眾參與之回應

敬啟者:

本會得悉貴署正進行「灣仔北及北角海濱城市設計研究」第二階段公眾諮詢，因該項目所牽涉的區域，涵蓋範圍包括本會設立的「香港動漫海濱樂園」，故特致函貴署反映本會的意見。敬希貴署對樂園作出關注。以下為樂園的背景及本會對貴項目的回應重點。

#### 背景

為進一步推動灣仔區內創意文化發展和串連整個灣仔區的多元動漫文化氛圍，由香港動漫畫聯會主辦，香港特別行政區政府「創意香港」贊助及旅遊事務署支持—全港首個「自拍 Selfie」為主題的「香港動漫海濱樂園」於 2016 年 4 月 29 日正式開幕。樂園設立的目的旨在為香港增添一個具文化創意的旅遊地標，聯同灣仔不同的文創熱點，加上對岸的香港漫畫星光大道，建立維港兩岸獨特的動漫景點，藉此向大眾推廣本土漫畫，帶動本土藝術氣氛。

「香港動漫海濱樂園」內展出三十個 1:1 真人比例的本地原創動漫角色雕塑，包括老夫子、步驚雲、王小虎、龔貓及丁丁企鵝等。各個角色雕塑附設角色簡介，以加深市民與旅客對本港原創漫畫的認識。為進一步宣傳本港創意產業文化，部份動漫角色將放置於富香港特色的場景中，並反映新舊香港的生活模式，例如參觀者可以與動漫角色一起打麻將、坐上香港獨有的叮叮電車和動漫角色自拍互動、體驗「港式擦鞋」的景象、於逐漸失傳的香港街邊理髮檔「飛髮」、在大型點心蒸籠上飲茶食包或跟動漫角色大玩昔日港式遊戲「跳飛機」。

樂園除了獲香港特別行政區政府支持外，其他支持機構包括香港旅遊發展局，香港生產力促進局，及多個相關文化創意協會及團體。樂園座落灣仔金紫荊廣場邊的海濱長廊及休憩用地，跟據「灣仔北及北角海濱城市設計研究」所展示的圖片及資料，目前樂園的位置將會被重新規劃，並影響到樂園的未來發展。有見及此，香港動漫畫聯會就相關的影響向規劃署提出以下的回應及意見，希望灣仔北及北角海濱城市的發展更切合市民之需要。

#### 回應重點

- 「灣仔北及北角海濱城市設計研究」的規劃理念，與設立「香港動漫海濱樂園」的理念不謀而合，都是著重維持本地特色和文化；提升海濱活力；採納人性化設計等，因此樂園的存在對灣仔北及北角海濱城市設計，起著相輔相成，互補的作用。



Hong Kong Comics &  
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香港動漫畫聯會

- 「香港動漫海濱樂園」於 2016 年 4 月 29 日開幕，參觀者眾多，顯示樂園獲本港市民及外國遊客歡迎，並成為灣仔的文化及旅遊新地標
- 因樂園座落灣仔金紫荊廣場邊的海濱長廊及休憩用地，跟據「灣仔北及北角海濱城市設計研究」所展示的圖片及資料，目前樂園的位置將被規劃為慶典主題區，本會建議規劃署把樂園納入被規劃的項目當中
- 本會建議規劃署在來近的規劃中，考慮樂園的需要及預留空間長期放置樂園，並考慮市民及遊客的方便性
- 本會建議規劃署與本會保持聯繫，讓本會在建築設計及規劃上提供相關意見

以上建議如蒙貴署接納，本會不勝感激。如有任何問題，歡迎與本會局問楊守能先生聯絡，電話：27885714

此致敬禮

香港動漫畫聯會理事及項目負責人

溫紹倫

二零一六年八月十一日

**C14 – Comment**

有關「灣仔北及北角海濱城市設計研究第二階段公眾參與」意見書，本會現隨函附上意見書一份，請查閱。

## 香港菁英會

### 「灣仔北及北角海濱城市設計研究第二階段公眾參與」意見書

#### 摘要：

香港菁英會十分贊同政府優化灣仔北至北角之間的整個海濱，並在這個舉世聞名的地方增設公共空間。在促進海濱對外對內的通達性之餘，更可讓市民及遊客能夠近距離欣賞維港兩岸的壯麗景緻。維港是香港的重要天然資產，是旅遊業的命脈，有效促進香港經濟發展，經深入討論後，本會提出以下一些意見。

#### 意見：

##### **1 五個主題區設計建議**

為推廣全面的『親水』文化，本會十分贊同建議中的五個主題區，拉近海港與人的距離，從而吸引更多市民和遊客到訪。建立一個活力多元、內涵豐富、熱鬧歡樂、輕鬆、活潑的海濱形象，政府需要確保設有足夠配套設施，包括：男女比例均衡的公共洗手間、育嬰間、售賣小食及飲料地點（例如：咖啡屋或美食車）與休憩設施等，讓訪客方便無憂地享用海濱。

##### **1.1 慶典主題區的規劃**

本會十分贊成慶典主題區設有文化藝術空間，地點可考慮設於鄰近香港演藝學院及香港藝術中心的公共空間，從而產生協同效應，讓學生及相關工作者更容易找到展示作品及表演場地，營造濃厚的藝術氣氛，強化了灣仔北海濱地域的文化藝術元素。在貫通中西區海濱長廊中環段後，可望增進文化藝術工作者與市民，以及鄰近商業區內上班人士的互動，享受該地域的休閒氣氛並協助上班族忙裡偷閒，這樣更對普及香港文化藝術的發展有莫大幫助。

另外，因為擁有開揚景觀、廣闊範圍及設有單車徑，相信慶典主題區內的慶典廣場、市景廣場及日落廣場應可持續吸引大量市民及遊客到訪欣賞維港景緻。至於慶典廣場、市景廣場及日落廣場內騎單車者需要下車

行走，由於路線頗長，本會因此建議於提供單車徑替代路線。並且，本會更希望在廣場內設有特別緩跑徑，讓跑步者無需穿插於人群中。

## 1.2 渡輪碼頭畔主題區的規劃

本會建議渡輪碼頭畔主題區之重設已成為歷史的香港中西文化匯聚的景點，例如：「大笪地」式的大牌檔，在這公共空間用內重新提供具香港地道特色的街邊美食佳餚，配合相應的餐飲設施配套。另外，本會亦建議在區內設立具本地特色的攤檔，例如：舊文具舖，士多辦館，報紙檔等，從而提供一個感受香港特色地道文化的空間，相信非常有吸引力。

## 1.3 水上運動及康樂主題區的規劃

本會贊成在水上運動及康樂主題區引入水上運動和康樂活動，推廣『親水』文化，讓人能夠觸摸維港。嶄新的嬉水及水上康樂共享概念，的確能方便舉辦國際水上運動賽事，例如：國際龍舟邀請賽、國際花式滑水賽事。

## 1.4 活力避風塘主題區的規劃

本會十分贊同沿維園道設立銅鑼灣行人板道，讓整個灣仔北至北角海濱變得通達暢順。為解決該處行人路狹窄問題，建議考慮將鴻興道現有收費錶停車位至海濱午炮地點亦改為行人板道及觀景走廊，若利用浮橋概念更可如樓宇陽台般向維港延伸，讓市民走向維港的日與夜，成為旅遊新景點。若估計人流超出負荷，建議政府研究收回部份有關政府土地的可行性，以便騰出更多海濱公共空間應付需求。為懷緬保存香港避風塘獨有的歷史文化，本會並支持重新引入水上餐廳及舢板服務，重現昔日避風塘海鮮艇美食的特色。

## 1.5 東岸公園主題區的規劃

尤其是寵物公園、社區園圃區等，本會支持東岸公園主題區這些設計概念。另外，供滑板及 BMX 單車使用的極限公園、戶外健身區、寬闊的給太極拳和瑜伽使用的空間也是相當不俗的建議。

## 2 其他配套設施

為確保維港海濱是全民共享，為方便長者、殘疾人士到訪海濱，本會亦建議政府優化各以上區域的行人配套設施，包括：增設升降機或扶手電梯，提供暢通無阻的通道給任何人士使用。

## 3 盡快落實設立海濱管理局

為了統籌管理、營運及發展珍貴的維港海濱地帶，包括：維港海濱、九龍東、西的海濱，本會建議政府盡快落實設立海濱管理局，確保香港海濱之可持續發展。

--- 完 ---

## C15 – Comment

In response to the Stage 2 Public Engagement Programme for the Urban Design Study for the Wan Chai North and North Point Harbourfront Consultation, we would like to express our views over the consultation paper and state our suggestions towards the harbourfront development.

We share the same view with the Government regarding the vision of “reconnecting people to the water”. We also support the Government’s point of view to have different design themes along the harbourfront. For the “Pierside Precinct”, we do believe that it will be an applicable and right choice. But for the remaining precincts, we would like to raise our concern and suggestions towards the current setting

### Celebration Precinct

We do agree that the present setting of the celebration precinct will be able to meet the requirements for ceremonial events. But with reference to the current situation of the area, the traffic congestion problem will no doubt be a major concern. The inadequate parking facility supply may greatly affect the development of the area. Not only the traffic congestion problem, the accessibility of the area via public transport means is far below the public requirements during the period of famous exhibition events taking place at the Hong Kong Convention and Exhibition Centre. The Government should find a way to strengthen the accessibility and parking facility supply in the area before putting further transport burden to the area.

### Water Sports and Recreation Precinct

It is a creative idea to provide water sports in the urban area. But due to the fact that the place is far from the major residential area located in Hong Kong Island, and there are not enough public transport connection provided. Therefore, it has come to our concern whether the water sports area will be able to attract the public, and the utilization of the water sport area will be able to remain at an acceptable level.

We would also like to urge the Government to provide further information regarding the operation of the water sports area which will greatly affect the sustainability of the water sport area as well as which kind of operation method will be adopted. We would like to suggest the Government to make further consultation for the water sports area project, in order to get a clear picture for the financial viability and sustainability of the proposal.

### Revitalized Typhoon Shelter Precinct

Beside the “Water Sports and Recreation Precinct”, we would also like to raise our concern over the feasibility and sustainability of the “Revitalized Typhoon Shelter Precinct”. We doubt whether the development of the Northern Breakwater Harbour Viewing Deck will be an attractive and applicable choice, and also the economic viability of the floating restaurants. The Government should take different factors, including hygiene issue, economic benefit, attractiveness, accessibility, etc, into consideration before introducing the proposal.

### East Coast Park Precinct

We would like to suggest the Government launching a joint-study for the East Coast Park project with the Boardwalk underneath the Island Eastern Corridor in order to create a better synergy effect for the projects.

### Cycling Networks

We concern that over half of the bike trails are restricted for bike walking only which may greatly affect the attractiveness of the bike trail. The Government should try to solve or find another alternative to tackle the constraints instead of just leaving over half of the bike trails for bike walking only. We would suggest the Government launching another study to raise the opinions and suggestions from the related parties in order to find a better way to enhance the service of the bike trail along the waterfront.

## Conclusion

To conclude, we welcome most of the proposal raised in the Urban Design Study for the Wan Chai North and North Point Harbourfront Areas. We believe that it is important to employ and implement the vision of “reconnecting people to the water” through-out the entire urban design. But we would like to urge the Government to tackle the problem of accessibility of the areas before introducing any proposals which may further increase the traffic burden to the areas. The Government should also re-examine the financial viability and sustainability for the suggestions of “Water Sports and Recreation Precinct” and “Revitalized Typhoon Shelter Precinct” in order to employ the public resources, for example land and capital, in the best position. The Government should also re-consider the decision for reserving half of the bike trail for bike walking use, in order to provide a real bike trail along the waterfront instead of a jogging trail with bike by the waterfront.

## C16 – Comment

This is generally a good plan but I would like to see the eastern sector could be extended further as a walking/fishing/cycling deck below the Island Eastern Corridor, spanning from road support to support.

There are too many open areas and not enough trees to give shade. The existing waterfront park is the same - in the summer the areas are unusable as not enough established shade trees. No-one is going to picnic or relax in the sun when it is 35deg. Everyone wants to be able to access shaded areas of grass and be next to the trees. Lets not make the same mistake here. There can also be trees in the hard landscape areas, let us increase the number of trees by a large percentage and also allow for more birds as well.

The community garden also needs some areas of shade as a variation on growing conditions. Use trees at the perimeters of areas!

I would like to see this working as part/extension to the current waterfront park and review the activities etc as a whole. There are many double up areas, which may be relevant or may be not but we should review together.

Not enough water features, fun fountains and shallow pools for kids to play in, should be more than one location along the route.

There is not enough pedestrian connectivity to Victoria Park and all perimeter in general. This is the same problem we see at the current waterfront park where access is far too limited.

This is important and needs to be developed further all along the route, for pedestrians and cyclists.

Yes as long as further study is done to minimise the reclamation or the deck is suspended above the water rather than being fully reclaimed land.

Do we really need so many multi purpose areas and will they be un-useable, like the current ones, when no events? Approx 50% of the current waterfront park is not generally accessible by the public unless there is an event on. This is not acceptable.

I think the current arrangements of areas is not community friendly and there are far too many hard landscape areas that are baking like ovens in the summer heat and not used - I can see it from my office every day at the current park.

Let us see a detailed review of how the existing reclaimed area is used by the general public, what works and what doesn't.

Why not have small food kiosks along the route instead of a large food plaza? Not enough trees or shaded area in the alfresco dining which will make it boring and hot.

Can we have a forest area that is left wild with paths through? This is so structured and we should leave some areas more wild.

Use indigenous and shade trees.

Allow bicycles to access the ferry? Have bikes for hire.

Do we need a harbour cruise pier so far from the other piers? Make star ferry and harbour cruise piers closer together?

What is the Thematic Garden intending to achieve? There seems to be more hard path than planting.

Harbour Education Annex is badly located and severs connections at a very narrow point. This should be relocated.

In general: more trees and more rain/shade - especially over performance spaces. Buildings should be as transparent as possible enhancing views across the water.

**C17 – Comment**

On behalf of Glory United Development Limited, we would like to submit our views on the Urban Design Study for the Wan Chai North and North Point Harbourfront Areas. Please find enclosed our submission for your handling.

Should you have any queries, please contact the undersigned.

## GLORY UNITED DEVELOPMENT LIMITED

71-76/F, Two International Finance Centre, 8 Finance Street, Central, Hong Kong

Planning Department  
Studies and Research Section  
16/F, North Point Government Offices  
333 Java Road,  
Hong Kong

19 August 2016  
By Email ([info@wcnpuds.hk](mailto:info@wcnpuds.hk))

Urban Design Study - for the Wan Chai North and North Point Harbourfront Areas  
*Public views on the East Coast Park Precinct*

The focus of this submission is on the 5<sup>th</sup> precinct - 'East Coast Park Precinct' (ECP).

The **designated pedestrian access** in the consultation document is supported as it is the only pedestrian friendly access approach from the East. However, appropriate street elements should be provided to enhance its roles. The visibility of this key connection should be highlighted as '**Gateway**' with relevant associated activities. This is the main Eastern entrance to the whole Theme Park (1 to 5 precincts) so attractions such as Gourmet Dining/F&B and market plaza are the basic elements to be included. These activities could keep staying around the parks and activity nodes.

Currently, pedestrian access to the harbourfront from Fortress Hill Station is indirect (**Figure 1**). There is no activity attracting pedestrian along Oil Street. The proposed Community Garden may obstruct a legit visual corridor and access to the harbourfront along Oil Street. On the contrary, the Electric Road and Fook Yum Road are more vibrant with activities and shops along. As pedestrian, the experience is better because it is more direct to harbourfront, and the visual and activity corridor draw our attention.

To ensure that the **gateway (Figure 2 – (a))** is to be attractive and vibrant enough, Fook Yum Road has to be beautified. The current situation is not inviting as there is little street activity. It is because one side of Fook Yum Road is 'quiet' as built up with a community centre side door/footpath, boundary wall of the Harbour Heights estate and a Petrol Filling Station. More pedestrian friendly street design should be considered. More street vibrancy is to be injected such as some kind of small booths to **signify** the entrance.

The **community farming** should be revisited to be a **Leisure Activity Zone (Figure 2 – (b))** to make it

more accessible by all local residents rather than for holiday farmers only. There are a lot of theme parks which are simple but inviting such as some interesting elements of the Singapore's 'Gardens by the Bay' can be considered to apply in our situation. As compared to the current condition, the underpass of the bridge is highly underutilized. Beautification and additional 'things to do' or commercial elements can definitely adding colours, uses and vibrancy to the area. The Leisure Activity Zone is considered as a more welcoming local leisure activity node with a portion reserved for a community farm.

Moreover, the circuit road on the southwest side of the proposed Community Garden Zone should be shifted and shortened to ensure the passage of the **gateway** direct to the waterfront unobstructed (**Figure 2 – (c)**).

Finally, the proposed activities in the ECPP mainly for **passive and active** games (pet playground and BMX) spread around the waterfront. However, there is a gap in between the gateway and the proposed activities which are isolated by the highways and proposed extension of Oil Street. There is definitely strong need for a '**Welcoming Plaza**' (**Figure 2 – (d)**) to support the 5<sup>th</sup> precinct right at the entrance. If placing some kiosks of Gourmet Dining/F&B and market plaza here, it helps to increase vibrancy and endue a life to the precinct so as to attract local community to use the area.

Yours faithfully,

*For and on behalf of*  
GLORY UNITED DEVELOPMENT LIMITED  
遠高發展有限公司

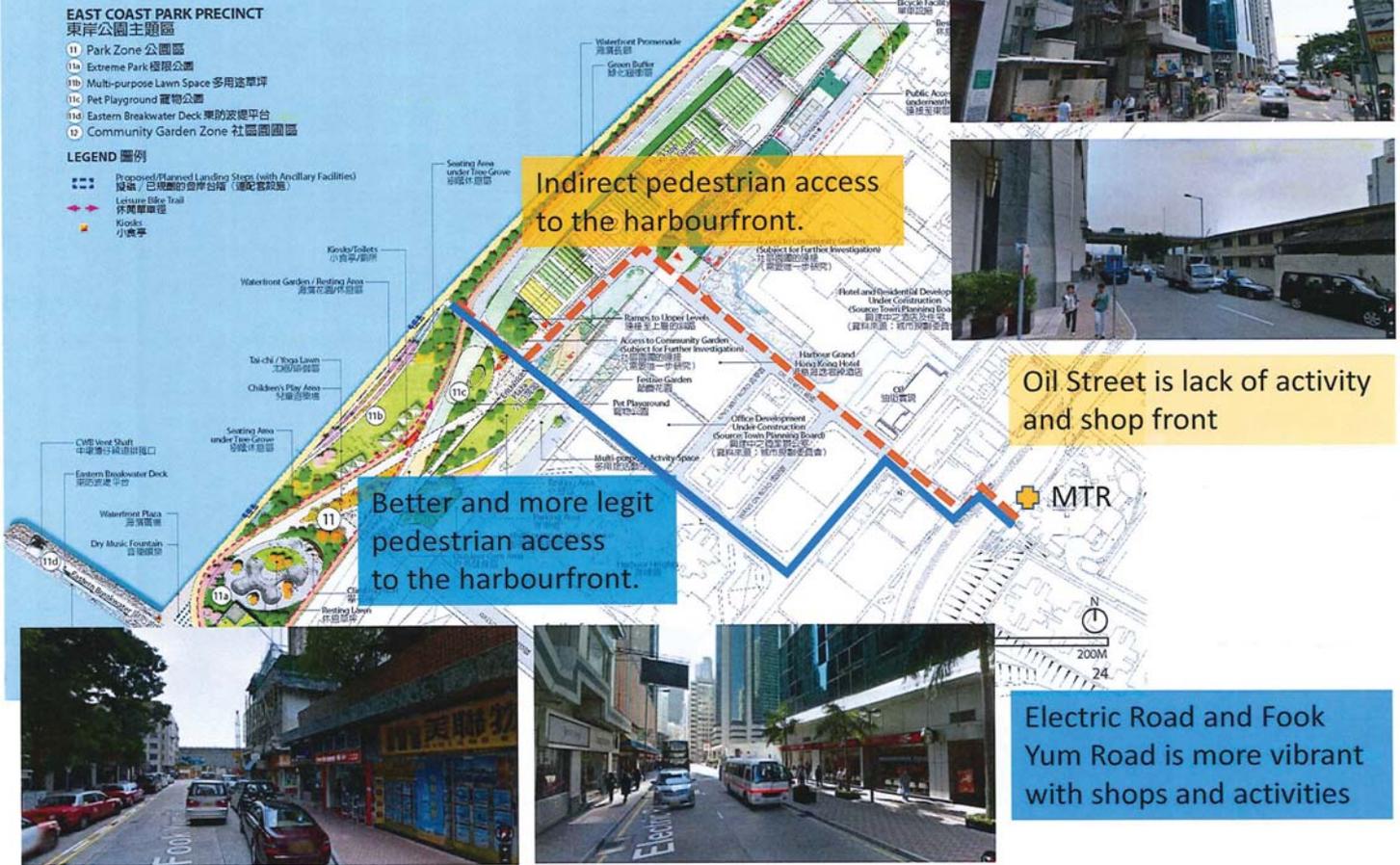


.....  
*Authorized Signature(s)*

Chan Chi Cheong

Encl. (2 pages)

**Figure 1**  
Harbourfront Enhancement Proposals  
優化海濱建議



**Figure 2**



「灣仔北及北角海濱城市設計研究」- 第二階段公眾參與 意見收集表  
“Urban Design Study for the Wan Chai North and North Point Harbourfront Areas” -  
Stage 2 Public Engagement Views Collection Form

1. 您對優化海濱建議下的五個主題區設計有何意見?

What are your views on the design of the five character precincts under the Harbourfront Enhancement Proposals?

Very good design

2. 您對優化海濱建議的擬議用途、活動、設施及景點有何意見?

What are your views on the proposed uses, activities, facilities and attractions under the Harbourfront Enhancement Proposals?

Very good

3. 您對優化連接建議有何意見?

What are your views on the connectivity enhancement proposals?

Very good.  
Need to connect to Central, Sherry Wan, Western, Kennedy Town.  
Also need to connect to North Point until Chai Wan.

4. 在顧及《保護海港條例》的情況下，您是否支持沿銅鑼灣避風塘海濱的擬議行人板道?

Do you support the proposed boardwalk along the Causeway Bay Typhoon Shelter promenade in light of the potential implications under the Protection of the Harbour Ordinance?

Extremely support

5. 其他意見

Other comments

Need to connect to Central until Kennedy.  
Need to connect to North Point until Chai Wan.

郵寄 Post

香港北角渣華道 333 號北角政府合署 16 樓規劃署規劃研究組

Planning Department

Studies and Research Section, 16/F., North Point Government Offices, 333 Java Road, Hong Kong

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What are your views on the design of the five character precincts under the **Harbourfront Enhancement Proposals**?

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2. 您對優化海濱建議的**擬議用途、活動、設施及景點**有何意見?

What are your views on the **proposed uses, activities, facilities and attractions** under the Harbourfront Enhancement Proposals?

The community farm in precinct 5 is to be used by a small of people and the large area should be open to all. on the other hand, it is agreed that a portion reserved for community farm and 2/3 can be used for other leisure activities such as some children garden etc.

Precinct 5 appears to be deserted at the end of the eastern portion.

In fact, this is the most accessible and enjoyable part from the local residents perspective.

3. 您對**優化連接建議**有何意見?

What are your views on the **connectivity enhancement proposals**?

Since there is very little about the details of the connection from

inland to waterfront (precinct 5), I presume more detailed street

design will be formulated during the next stage. In order to ensure

the designated pedestrian access is vibrant enough, streetscape and

activities should be clarified and enhanced. This is the gateway for

the local residents from the East.

4. 在顧及《**保護海港條例**》的情況下，您是否支持沿銅鑼灣避風塘海濱的擬議行人板道?

Do you support the proposed boardwalk along the Causeway Bay Typhoon Shelter promenade in light of the potential implications under the **Protection of the Harbour Ordinance**?

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5. **其他意見**

Other comments

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請在 2016 年 8 月 20 日或之前遞交您的意見。

Please send us your views on or before 20 August 2016.

**郵寄 Post**

香港北角渣華道 333 號北角政府合署 16 樓規劃署規劃研究組

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1. 您對**優化海濱建議**下的五個主題區設計有何意見?

What are your views on the design of the five character precincts under the **Harbourfront Enhancement Proposals**?

The overall planning sucks, no vision and copied foreign design idea, haven't consider about the size may not be capable in the whole enhancement area. The most ridiculous part is the bicycle trail, is kinda like a trap to bikers (Seem like there will be police force at each trail end to summonsed people for not get off the bike). One of the slogan at the front page is 'Connect' but the team brought out a design with broken links. Is that the main purpose on fulfilling public aspirations?

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2. 您對**優化海濱建議**的**擬議用途、活動、設施及景點**有何意見?

What are your views on the **proposed uses, activities, facilities and attractions** under the Harbourfront Enhancement Proposals?

I don't think water sport is suitable for this area.

Bicycle trail may consider high-rise route above the harbourfront area,

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if the plan focus on reconnecting people to the water

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3. 您對**優化連接建議**有何意見?

What are your views on the **connectivity enhancement proposals**?

Never bring imperfect plan to public if you are not ready.

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4. 在顧及《**保護海港條例**》的情況下，您是否支持沿銅鑼灣避風塘海濱的擬議行人板道?

Do you support the proposed boardwalk along the Causeway Bay Typhoon Shelter promenade in light of the potential implications under the **Protection of the Harbour Ordinance**?

I do support the proposed boardwalk along the causeway bay typhoon shelter promenade but I would never support the northern breakwater viewing deck

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5. 其他意見

Other comments

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請在 2016 年 8 月 20 日或之前遞交您的意見。

Please send us your views on or before 20 August 2016.

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## C21 – Comment

我希望不要重演「不是假期就無人行」的中環海濱覆轍。

對於所謂親水活動我不希望淪為堅尼地城遊泳地，銅鑼灣是著名旅遊景點，政府可參考外國的海水浴場、酒店的泳池（新加坡 Marina Bay Sand 那個泳池簡直無敵）建造新海濱。

另外銅鑼灣避風塘最著名的是避風塘美食，政府必須多加保留，協助經營者接觸更多食客。

我想知道中環海濱長廊的單車徑去了哪裡？究竟哪一個部門有心拖延？或是已經食言？

港島海濱建單車徑或夢碎（星島日報）

<https://hk.news.yahoo.com/%E6%B8%AF%E5%B3%B6%E6%B5%B7%E6%BF%B1%E5%BB%BA%E5%96%AE%E8%BB%8A%E5%BE%91%E6%88%96%E5%A4%A2%E7%A2%8E-220926507.html>

要求於中西區海濱長廊設立單車徑（中西區文康會文件第 20/2013 號）（中西區議會）

[http://www.districtcouncils.gov.hk/central/doc/2012\\_2015/common/clsac/830/20130627-CLSAC-Paper-20-2013-Follow-Up-Action.pdf](http://www.districtcouncils.gov.hk/central/doc/2012_2015/common/clsac/830/20130627-CLSAC-Paper-20-2013-Follow-Up-Action.pdf)

另外在灣仔的單車徑，我看到在會展金紫荊廣場那邊要下車行.....同斷了有何分別，反正金紫荊廣場是旅遊景點，倒不如在這裡建一個內含洗手間、單車停放處的單車休息站給遊人休息，另加設美食車和持牌熟食檔吸引遊人。

題外話：《保護海港條例》阻礙了很多必需填的海域，當然維港是香港的天然特色，沒有必要廢除，但未來可能需要減少「海港範圍」以便在維港內一些不重要的地方例如觀塘避風塘、堅尼地城外海進行填海\_\_大幅增加土地供應。

**C22 – Comment**

Can incorporate Dai Pai Dong in the pier-side precinct. The a will bring local characteristic to the area.

Can also consider building zip lines over the typhoon shelter and the "water sports and recreation precinct.

Can consider moving the noon gun from the current location to pier-side precinct. The current location is too small. Moving it to a larger space will enable better New Year's Eve celebration activities around the noon gun.

**C23 – Comment**

I am very supportive of the 5 precincts under the proposal - we need to use and access the water more than we do.

Yes to the water sports area and floating pool. I like the idea of floating restaurants and the food and beverage outlets in the public parks

Yes -anything that gets people closer to the harbor is a good thing - I like the water taxi idea especially - this will provide another way of getting around HK. Water taxi's work very well in other cities such as Sydney as a RHKYC member I support the design

**C24 – Comment**

The attempt to separate these precincts is nothing but gimmick, it is utterly meaningless. This is not a theme park, the distinctions between them do not serve any actual purposes.

Except the East Coast Park Precinct, the remaining precincts do not seem to be public space that serve ordinary citizens' interests. Performance area, gourmet dining space, floating restaurant - they are targeting tourists rather than local residents. How often does a Hong Kong citizen need these kind of facilities? Moreover, the water sports and recreational precinct is simply ridiculous, especially for the idea of a floating pool. It is Victoria Harbour, there is water, we don't need an extra tank of water placed on water. Lastly, will the area be useful when it is not Summertime? Generally I don't see locals going to swim and sunbathe outdoor in other seasons.

The bike trail is not helpful at all. Why would you create a bike trail that requires people to walk instead of biking? Is it even a proper biking trail? The most hideous point is that these bike/ bike-walking areas are not even connected. It means that one has to bike, then walk, bike again, stop and walk again. The shape of the biking trail is curvy and that could be off-putting for many beginners. At the end, the bike trail will become a pointless facility that no one uses, since it is primarily highly problematic.

Please do not create any coach parking lot, these areas are already very crowded and busy, having coaches parked along the harbour will only worsen the problem.

No. I absolutely oppose it. Obviously the general public of Hong Kong is not prioritised in this proposal at all, most of these design are meant for boosting tourism rather than enabling local residents to enjoy public space that actually solely belongs to them. There is no way that reclamation should be allowed. I don't see a need.

I don't see how this harbour could benefit us, the ordinary citizens.

**C25 – Comment**

十分讚成五個主題區設計, 能帶給港島區陸化, 活力, 文化, 藝術於一身, 有助增加市民的生活空間及閑閒地帶, 間接促進社會和諧, 經濟發展!

1. 希望能夠有條真單車徑, 可以讓市民又北角踏到灣仔, 而不是中途推車. 這有助市民可以用單車代步, 減輕區內交通, 加強空氣清新, 假日時遊客可以多個體驗, 能幫助旅遊發展.
2. 希望有多些可讓公眾野餐的綠化帶, 讓平日急速繁忙的港島區帶給一點綠色空間, 給市民靜靜感受海濱美景, 特別月份會有不同的植物花卉, 讓市民一邊欣賞, 一邊郊遊野餐, 共容和諧!

北角油街/電氣道, 行人道路十分窄, 繁忙時經常人車爭路, 十分危險! 但油街是通往北角海濱的主要通道, 加上附近有大型屋苑正在興建, 所以到時道路會更大負荷, 遲早會有意外發生! 希望當局關注這點. 我建議增加炮台山地鐵站出口, 直接通往長廊附近地方, 減輕地面負荷. 或興建天橋又炮台山地鐵站接駁到長廊附近的地方, 都有助優化連接, 行動不便的市民都能輕鬆到達, 又能減少意外發生!

十分支持行人板道, 有助優化連接, 更強整體的連貫性. 但工程時要小心處理, 用環保的方法及物料, 盡量減輕污染.

香港的發展項目工程太慢. 希望能盡快落實興建, 加強監督, 減少不必要的公帑開支, 為市民得益為大前題是現今政府必須做到的! 謝謝!

**C26 – Comment**

I have been living in North Point for nearly 30 years and I love this place. The North Point Harbourfront Is going to be an important infrastructure to be appreciated by the public and especially people living in the East SIDE of HK and I sincerely hope it's going to be good. I am not sure if the design of the Harbourfront area has all been set, yet if it's not too late, I would like to suggest setting space for a biking trail. There are too little space for people in the HK Island to do biking at all. All the biking trails or tracks are in the kowloon/new territories side and that means one who wants to bike very much needs to cross the sea, i.e., causing more air pollution instead of less! Biking is a good exercise that fits for families...and exercises do make people healthy as well as happy. Please kindly consider.

**C27 – Comment**

你們好! 建議在東岸公園主題區, 添加供市民可以安靜閱讀的地方, 若有可能再設置流動圖書館(只要 1-2 個櫃子的書即可), 與中央圖書館聯網, 可以方便市民用身份證借書還書。因為我覺得這個項目設計整體看上去, 都偏熱鬧, 希望有安靜的地方相配套, 若有可能幾個主題區都可以設置流動圖書館, 而東岸公園主題區更偏重休閒, 是最適合設置的地方。一點建議, 僅供參考。謝謝!

**C28 – Comment**

Double Click to open the PDF for comments.



okay this time i'm going to markup the file. i've deleted pages i have no particular comments on, and inserted additional pages for further discussions.

now the first thing i'm going to say is, slogans are easy. 口號總是很漂亮的. but how do you reconnect people with water? by what means? as we go through the package, there are quite a lot of problems...

“New Wan Chai North Point Harbourfront : an urban harbourfront reconnecting people to the water...”

“灣仔北角新海濱 : 重新拉近人、水之間距離的一片都市海濱...”

# 4 MASTER LAYOUT PLAN AND HARBOURFRONT ENHANCEMENT PROPOSALS

## 總綱發展藍圖及優化海濱建議

### Urban Design Emphases 城市設計重點

Based on the engagement with the public on the design principles, the urban design of the new harbourfront should put emphasis on:

因應公眾參與期間就設計原則收集到的意見，新海濱的城市設計將著重以下各方面：

**Diversity & Vibrancy**  
多樣性和活力

Revamping, reconnecting and activating the waterfront. Enhancing the character of the existing waterfront areas. Introducing new and meaningful programmes. 改造、連接及活化海濱。加強現時海濱的特色。引入新穎及有趣的活動。

for example, placemaking. how to you make an urban 'place', spatially? is it about loosely curves drawn on plan, or is it about formation of enclosed, positive voids?

multi-purpose and shared bus types of events, for the public.

可以共享的空間，以容納多類活動及用途。

**Flexibility & Shared Uses**  
靈活性和共享海濱

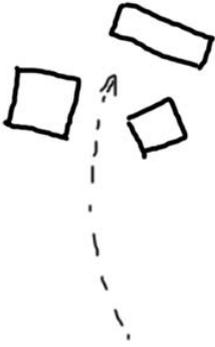
**Sense of Place**  
地區感

Recreating a new collective identity and creating "spaces and places" for both locals and tourists. 為海濱創造一個嶄新的及集體認同的個性，並為本地市民和遊客創造「空間與地方」。

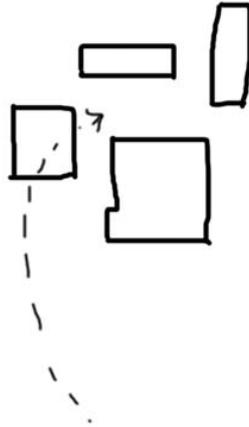
even in chinese. 空間感. i understand this report is prepared by aecom the engineers for pd the urban planners, and in the most narrow definition of roles, what i'm going to say has nothing to do with engineers and planners. but i always insist on the fact that if you want to do a good waterfront design like what we've seen in foreign countries you have to go multi-discipline. it's inevitable. you can't say i'm a planner so i only draw zones. or i'm an engineer so i only do calculations for flooding and rate of stormwater discharge and lateral shore water pressure or whatever. so may i give you a 3min lecture on what is placemaking on the next pages...

- CELEBRATION 慶典主題區**
- 1 Celebration 慶典
  - 1a City View Plaza 城市觀景廣場
  - 2a Sun Plaza 太陽廣場
  - 2b Sun Plaza 太陽廣場
  - 3a Sun Plaza 太陽廣場
  - 3b Sun Plaza 太陽廣場
  - 3c Sun Plaza 太陽廣場
- WATER SPORTS AND RECREATION PRECINCT 水上運動及康樂主題區**
- 6 Water Sports and Recreation Centre 水上運動及康樂中心
  - 6a Floating Pool (Movable Barge) 浮動泳池 (移動駁船)
  - 6b Sun Bathing Area 日光浴區
  - 6c Harbour Recreation Annex 海港康樂中心
  - 6d Harbour Education Annex 海港教育中心
  - 6e Floating Pontoon 浮橋
  - 6f Harbour Steps 海岸堤階
  - 6g Berthing Facilities 碼頭設施
  - 6h Feature Bridge 特色天橋





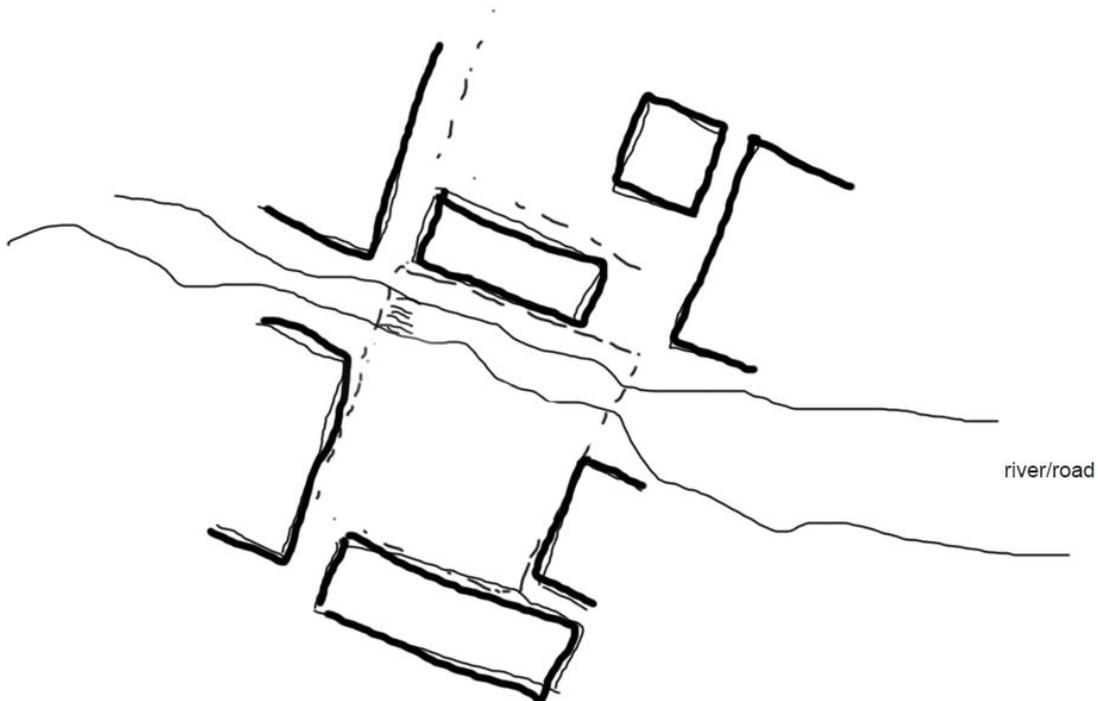
this, is what we call a negative void. it's a loose, unenclosed, undefined open space. it invites movements, it promotes instability.



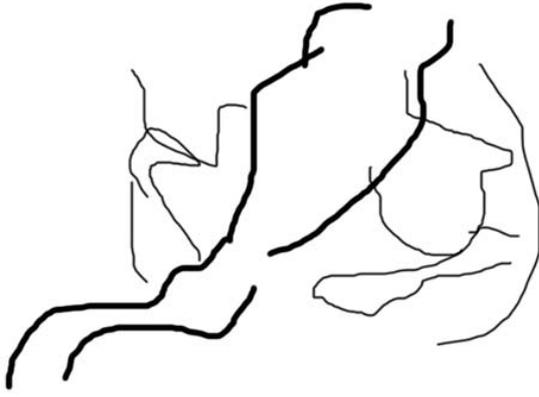
this, is what we call a positive void. the four building blocks enclose a tranquil square, forming a place that invites people to stay, to sit. tranquility is achieved by visually and acoustically screening the surroundings off, while the asymmetrical entrances at four corners allow public access and give dynamics to spatial experience.



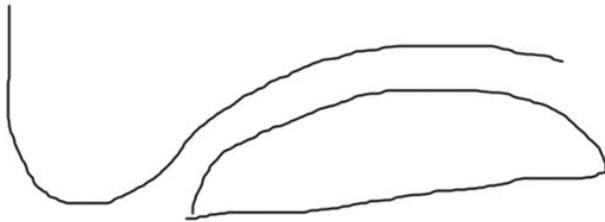
a sequence of enclosed, positive voids serving as public space. spatial sequence, movement and views are intensified, creating a 柳暗花明又一村 effect.



i mean, a classical, almost nostalgic example of placemaking: formation of a square across a river or a road. the effect is tremendously tranquil. some of you might say hey this is a bit too roman/british isn't it. but what about northern chinese courtyard houses? southern row houses? markets in vernacular clusters? even 'back gardens' among tonglou typologies?



they don't have to be straight lines. they can be curves. look at rodin's curves, see how powerful they are as curves. 曲線的力度和走勢.

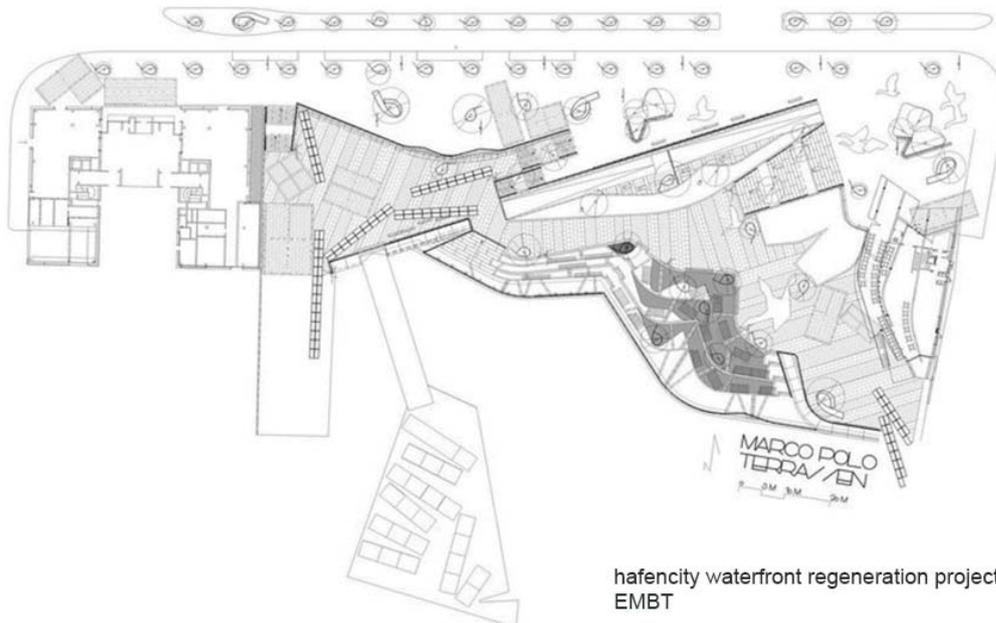


and now look at yours. not only do they not form any positive voids with the surroundings, the curves themselves are weak even when free-standing...

you may say what i've just told you has nothing to do with the role of planners or engineers.

but good waterfront design requires integration from planning to engineering to landscape design. they just can't be separated.

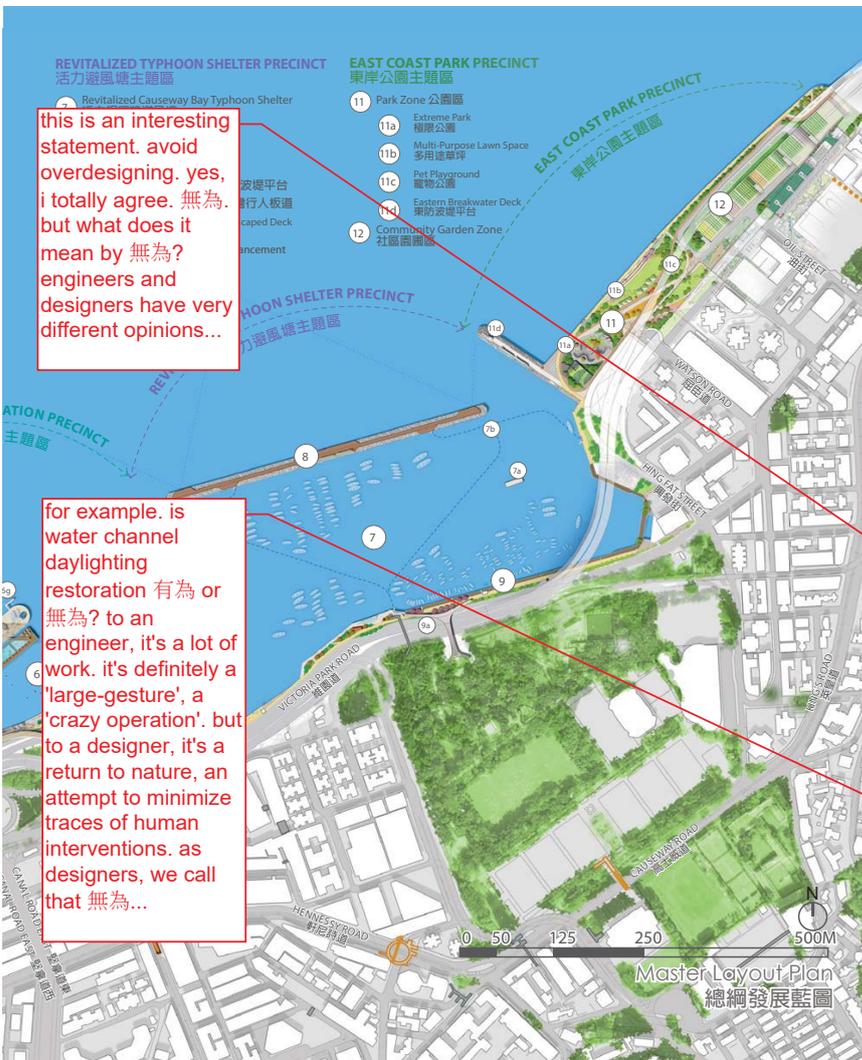
look at EMBT's landscape design for hafencity, hamburg, for example. can you tell which part of the drawing is drawn by the planner, which part is drawn by an engineer, and which part is drawn by the architect himself (herself)? you just can't...



hafencity waterfront regeneration project, hamburg (partial plan) EMBT



now look at yours again...



this is an interesting statement. avoid overdesigning. yes, i totally agree. 無為. but what does it mean by 無為? engineers and designers have very different opinions...

for example. is water channel daylighting restoration 有為 or 無為? to an engineer, it's a lot of work. it's definitely a 'large-gesture', a 'crazy operation'. but to a designer, it's a return to nature, an attempt to minimize traces of human interventions. as designers, we call that 無為...

**Green & Sustainability**  
綠色和可持續發展

Adopting green and sustainable design and measures. Promoting energy efficient, low-carbon, and SMART uses.  
採用綠色和可持續的設計與措施。推廣高效節能、低碳及智能用途。

**Natural, Historical and Cultural Heritage Elements**  
自然環境和本地歷史文化元素

Respecting the existing urban context, major visual corridors, water bodies, heritage and landscape elements, etc.  
尊重現有的城市環境、主要景觀廊、水體、歷史文物和園景元素等。

**Harmony with the Harbourfront**  
和諧的海濱

Avoiding over-designed spaces to form a harmonious environment.  
避免過度設計，創造一個和諧的環境。

Harbourfront Improvement Proposals  
 優化海港  
 慶祝主題  
 for example, you might think a simple deck facing the west is 無為.

- 1 Celebration Plaza 慶典廣場
- 1a Celebration Event Space 慶典活動空間
- 2 City View Plaza 市景廣場
- 2a Seating Steps 可坐式梯級
- 2b Viewing Platform 觀景台
- 3 Sunset Plaza 日落廣場
- 3a Sunset Promenade 日落大道
- 3b Multi-purpose Arts Event Space 多用途藝術活動空間
- 3c HKCEC West Elevated Landscaped Deck (Art Walk/Corridor) 會展西高架園景平台 (藝術走廊)

LEGEND 圖例

Proposed/Planned Landing Steps (with Ancillary Facilities) 擬議/已規劃的登岸台階 (連配套設施)

but if you ask me, how dare you say it's 無為? it's so artificial...and, more importantly, a deck means i'm not in touch of water. i'm not engaging with nature at all. i'm not embracing the sunset...

Elevated Landscaped Deck (Art Walk / Corridor) (Indicative Only) 高架園景平台 (藝術走廊) (只供參考之用)



City View Plaza 市景廣場

2. City View Plaza 市景廣場

Capturing the panoramic view of the Kowloon shoreline, the City View Plaza abutting the waterfront to the north of the HKCEC is designed to enhance the experience of locals and visitors. The viewing platform and seating steps are important design features in this plaza. The stairs will be setback so that the lower level of the promenade would be widened to about 13m to 17m.

and these railings are not 無為 at all...

座落於香港會議展覽中心北面的市景廣場毗鄰海濱，擁有環抱九龍海岸線一帶怡人景致的優勢。因此，廣場將設計為一個供本地市民及遊客飽覽維港景致的地方。該廣場將繼續成為公眾欣賞煙花表演的熱門地點。設計方面，廣場將提供觀景台及可供休閒乘坐的梯級，梯級並會向後遷移，使下層的海濱長廊擴闊至13至17米闊。



Sunset Plaza 日落廣場

see, even your rendering shows it...i'm not engaging with the water. i won't embrace the setting sun...

3. Sunset Plaza 日落廣場

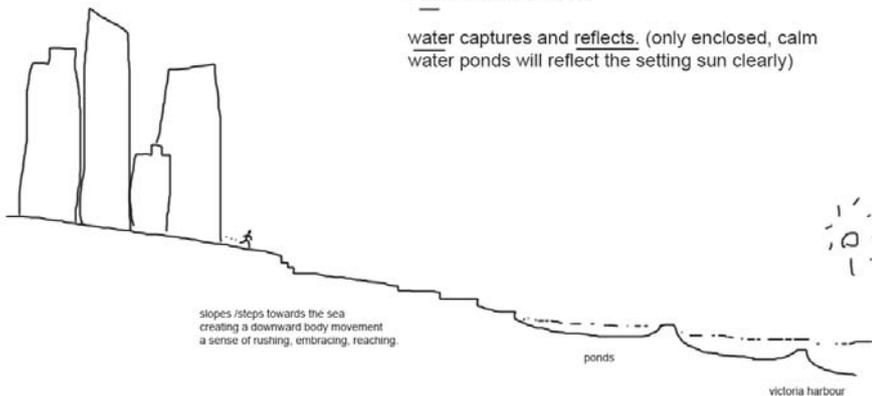
The Sunset Plaza will command the beautiful view of the sunset at the western harbour waters. This plaza could be installed with unique public art, designers' benches and art spaces to enable the function of this plaza as an outdoor exhibition venue for arts and culture in close proximity to the art venues at the Hong Kong Academy for Performing Arts and the Hong Kong Arts Centre. With kiosks, light refreshment facilities and specially designed seating, the plaza is also a suitable venue for festive events. The experience of the Sunset Plaza will extend to the Central District at the west through the Sunset Promenade, which would link up with the planned elevated landscaped deck (to be designated as an art walk/corridor) to the Hong Kong Academy for Performing Arts and Hong Kong Arts Centre.

日落廣場將可飽覽維港西面水域的日落美景。此外，考慮到日落廣場毗鄰香港演藝學院及香港藝術中心等藝術場館，我們建議於廣場引入獨特的公共藝術、藝術家臺階以及藝術空間等，以強化該廣場用作室外展覽場地的功能。廣場內設有涼亭、小食亭及精心設計的座椅等，使廣場亦可用作節慶活動的合適場所。日落廣場的體驗可經由日落大道向西伸延至中區，或經由已規劃的高架園景平台（同時用作藝術走廊）連接至香港演藝學院和香港藝術中心。



think in this way.

on a long day in summer i'm off from work. i'm tired. i walk in the city, street by street, aimlessly. wind blows. i see a golden light pouring in. i follow the light, i walk faster and faster, going down a slope which is curved so that i can't see the end, until i make the final turn there it is. the sun floating on the sea. i walk down the shore, i open my arms, i embrace the sun. i sit in front of the sea. the water captures and reflects the setting sun. i feel the tranquility.



can you see the spatial experience?

i go down a slope. (maybe even some steps)

i walk down to the shore.

i sit in front of the sea.

water captures and reflects. (only enclosed, calm water ponds will reflect the setting sun clearly)

Harbourfront Enhancement Proposals  
優化海濱建議

these curves just appear to be very artificial...

- LEGEND 圖例
- Leisure Bike Trail 休閒單車徑
  - Proposed Connection to Bike 擬議的單車徑連接 (須下車)
  - Pavilions 涼亭
  - Food Trucks (Indicative Location) 美食車 (位置只供參考之用)

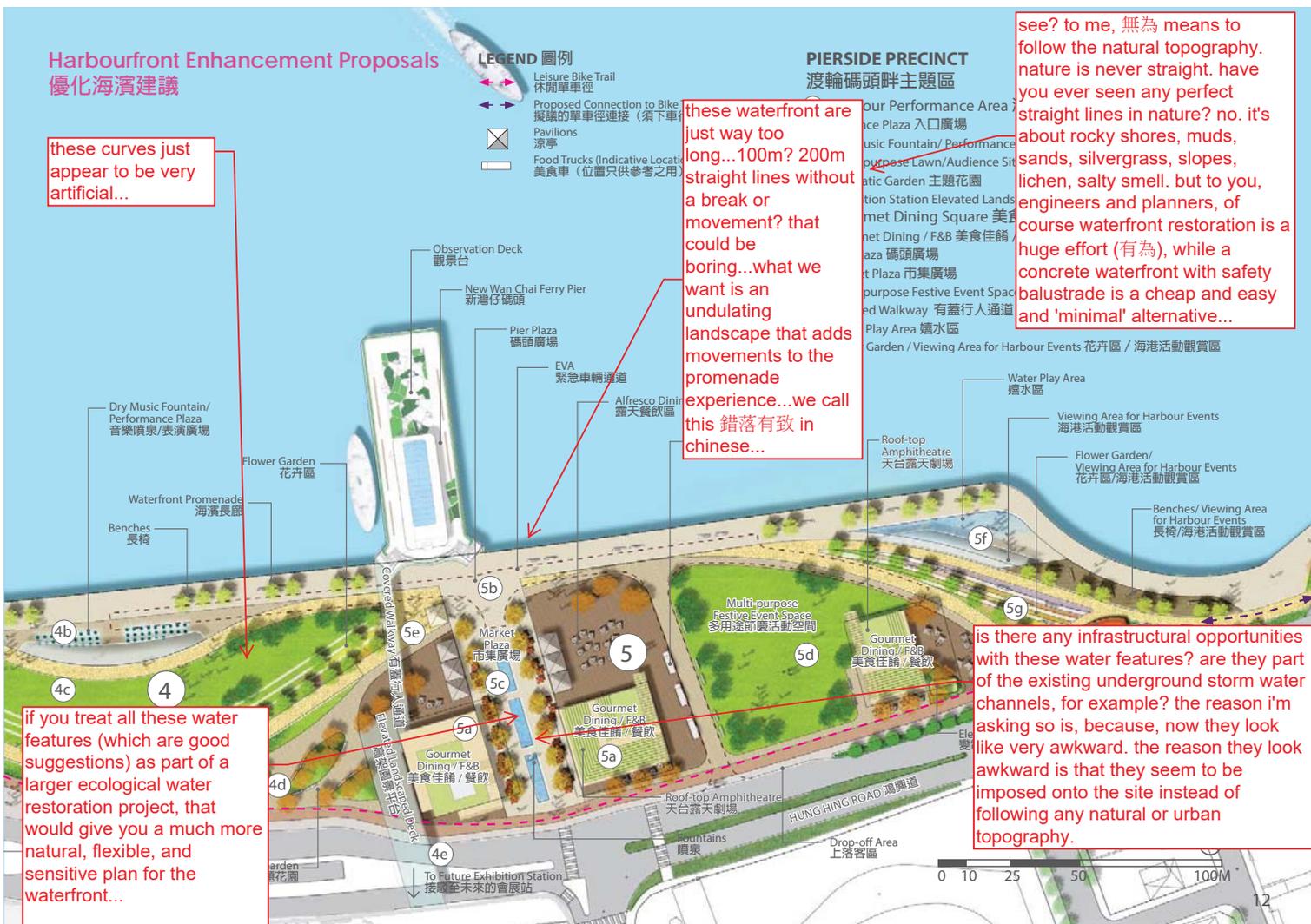
PIERSIDE PRECINCT  
渡輪碼頭畔主題區

these waterfront are just way too long...100m? 200m straight lines without a break or movement? that could be boring...what we want is an undulating landscape that adds movements to the promenade experience...we call this 錯落有致 in chinese...

see? to me, 無為 means to follow the natural topography. nature is never straight. have you ever seen any perfect straight lines in nature? no. it's about rocky shores, muds, sands, silvergrass, slopes, lichen, salty smell. but to you, engineers and planners, of course waterfront restoration is a huge effort (有為), while a concrete waterfront with safety balustrade is a cheap and easy and 'minimal' alternative...

if you treat all these water features (which are good suggestions) as part of a larger ecological water restoration project, that would give you a much more natural, flexible, and sensitive plan for the waterfront...

is there any infrastructural opportunities with these water features? are they part of the existing underground storm water channels, for example? the reason i'm asking so is, because, now they look like very awkward. the reason they look awkward is that they seem to be imposed onto the site instead of following any natural or urban topography.



# Water Sports and Recreation Precinct 水上運動及康樂主題區

yes, water quality, and i believe you need a holistic, long-term strategy. just a waterfront design won't work.....

## Aspirations 回應公眾的期望

Water-related recreational and sports could be enjoyed by the general public. ...count wave and tidal impacts, water safety and water quality in designing the activities

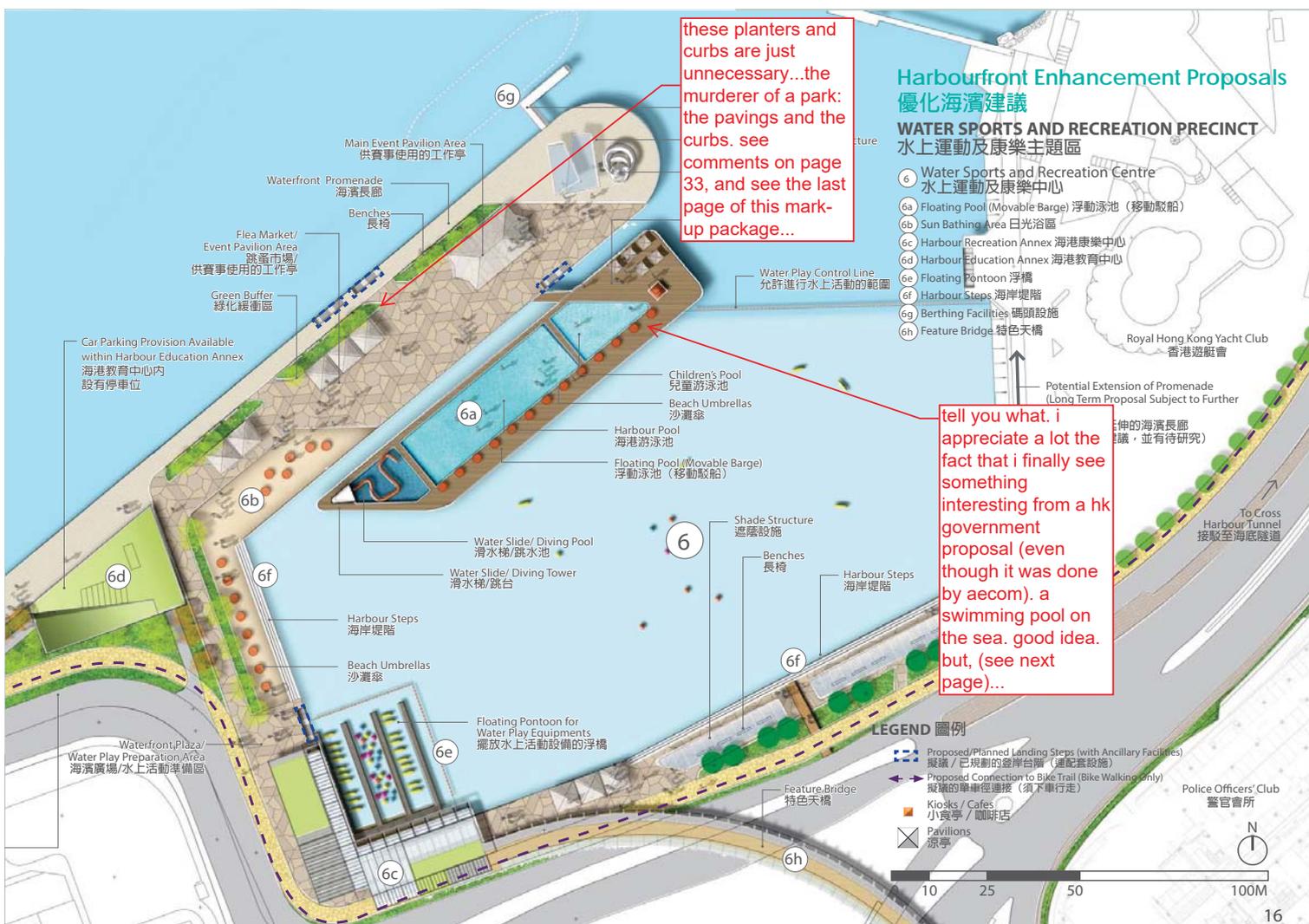
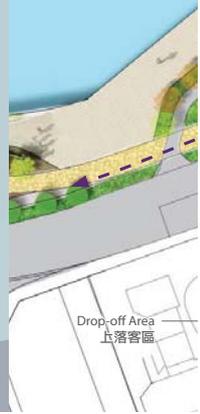
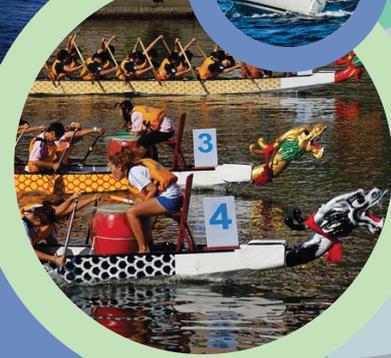
- 引進讓公眾享用的水上康樂和體育活動
- 在計劃活動的同時，考慮到海浪及潮汐情況、水上安全和水質等因素

## Design Intention 設計意向

The design intention is to make full use of the water basin offered by the ex-Public Cargo Working Area (ex-PCWA) (with a water surface area of about 2 ha) to introduce water sports and recreational activities for public enjoyment near the harbour. The precinct is to showcase new water play concepts and shared use of various water-related activities. The whole precinct will adopt a flexible design to facilitate the hosting of international water sports events.

這主題區的設計意向是要充分利用前公眾貨物裝卸區提供的水體(約2公頃)，引進水上運動和康樂活動予公眾享用。這主題區亦希望展示嶄新的嬉水及水上康樂共享概念。主題區亦會採納靈活設計，以方便及促進舉辦國際水上運動賽事。

this is a good design.



these planters and curbs are just unnecessary...the murderer of a park: the pavings and the curbs. see comments on page 33, and see the last page of this mark-up package...

## Harbourfront Enhancement Proposals 優化海濱建議

### WATER SPORTS AND RECREATION PRECINCT 水上運動及康樂主題區

- 6 Water Sports and Recreation Centre 水上運動及康樂中心
- 6a Floating Pool (Movable Barge) 浮動泳池 (移動駁船)
- 6b Sun Bathing Area 日光浴區
- 6c Harbour Recreation Annex 海港康樂中心
- 6d Harbour Education Annex 海港教育中心
- 6e Floating Pontoon 浮橋
- 6f Harbour Steps 海岸堤階
- 6g Berthing Facilities 碼頭設施
- 6h Feature Bridge 特色天橋

tell you what, i appreciate a lot the fact that i finally see something interesting from a hk government proposal (even though it was done by aecom). a swimming pool on the sea. good idea. but, (see next page)...

this is an outrage...i'll give you an example. alvaro siza's swimming pool in leca...see next page...



Harbour Recreation and Education Annexes 海港康樂及教育中心



Floating Pool (Movable Barge) 浮動泳池 (移動駁船)

The facilities within the precinct could also support large scale water sports events such as dragon boat races, triathlon races, etc, that may extend outside the water basin into the core of the Victoria Harbour. The northern waterfront promenade will be designed to facilitate land-water access with berthing facilities and landing steps. This wide promenade will be the venue for spectators of the water sports events. An event pavilion area is proposed at the eastern tip of the promenade to serve as the focal point of mega sporting events. An icon could be introduced to signify the water sports and recreation theme of this precinct.

以上水上運動及康樂主題區的設施可促進大型水上運動項目或盛事的舉行，例如龍舟比賽、三項鐵人賽等。視乎節目的規模或需要，活動亦可以延伸至維港的中心。海濱長廊的北部則建議提供碼頭設施及登岸梯級。同時，該寬闊的海濱長廊將成為水上運動賽事的觀眾看台。海濱長廊的東端則建議設置供賽事使用的工作亭，同時作為大型體育賽事的集合點。除此之外，我們亦可考慮引入一個標誌，以突顯水上運動及康樂主題區的主題。









now look at this again...

i mean, yes, i know a 移動駁船 is technically a lot cheaper than what siza did in leca, portugal. it's that kind of 'least intervention' that an engineer would come up with.

but once and again, what i would say is, think about restoration. ecology. biodiversity. it's real engineering, it's expensive. but we're doing good to the city.

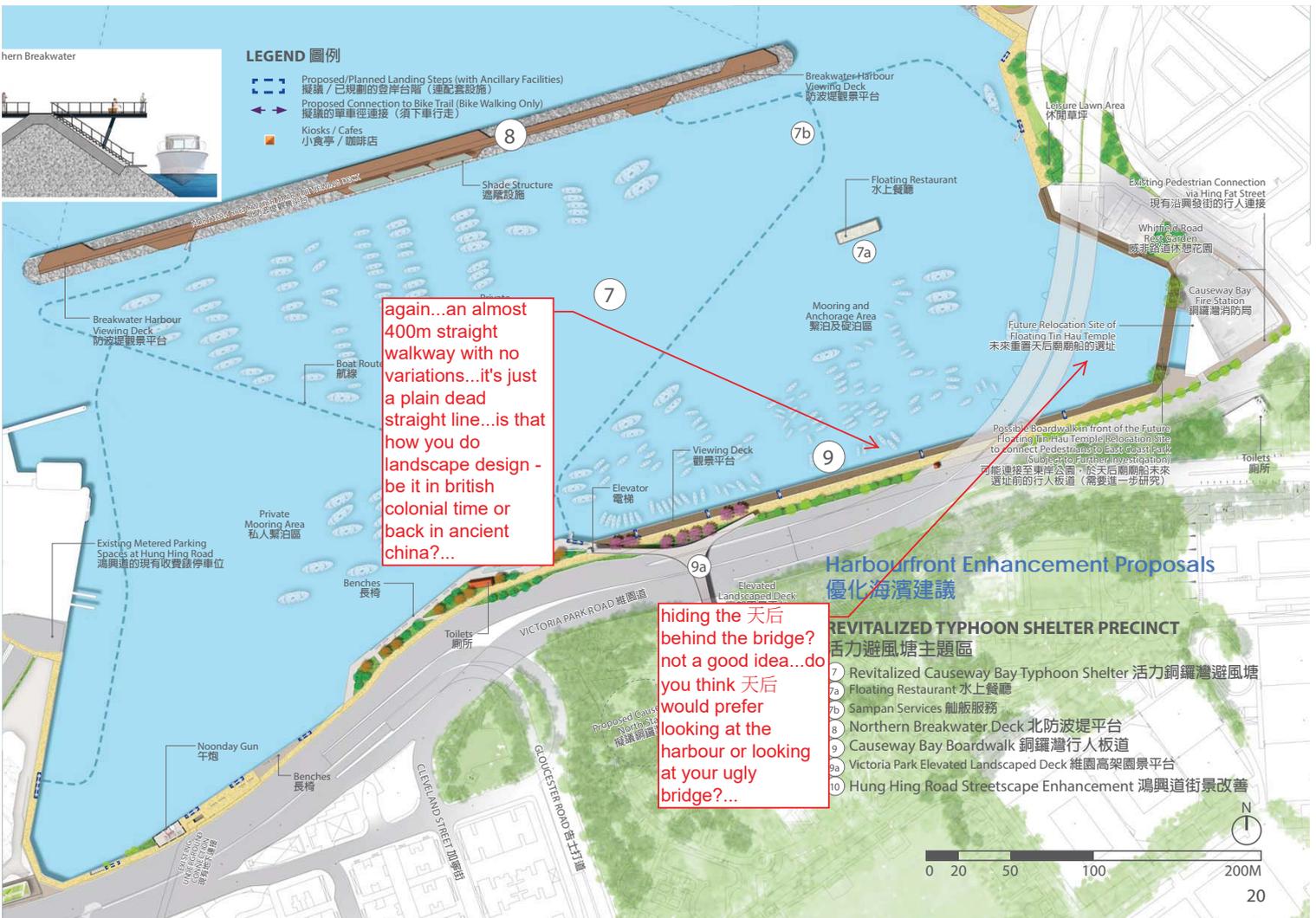
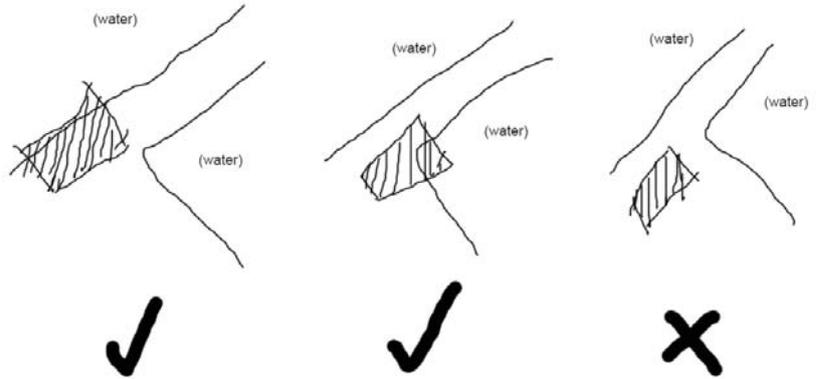
and then upon that restored ecology, you select a small part of it, alter it slightly to accomodate human activities (e.g. a swimming pool). that's what i'd refer as 'less' intervention...

or try to think in this way: what would happen to the harbour if hong kong is abandoned for 100 years? wild flowers will grow, concrete platforms will decay, mud will accumulate, stone walls weathered away, silvergrass grow. a post-urban landscape, like a swamp, a wetland. imagine if this happens in part of the waterfront of an asian metropolis - even just a landscape feature...again you come off from office towers where you work, then encounter this natural, undisturbed landscape...well, others may not agree with me, though...



may i also have a small request: when PD is doing the planning zones for this harbour education annex, make the site boundary touching the water. it gives a lot more design opportunities to the architect. to design a building that engages with water.

it's a public building anyway. no usage /waterfront ownership/ accessibility controversy anyway.



again...an almost 400m straight walkway with no variations...it's just a plain dead straight line...is that how you do landscape design - be it in british colonial time or back in ancient china?...

hiding the 天后 behind the bridge? not a good idea...do you think 天后 would prefer looking at the harbour or looking at your ugly bridge?...

### Key Proposals for Revitalized Typhoon Shelter Precinct 活力避風塘主題區的主要建議

#### 7. Revitalized Causeway Bay Typhoon Shelter 活力銅鑼灣避風塘

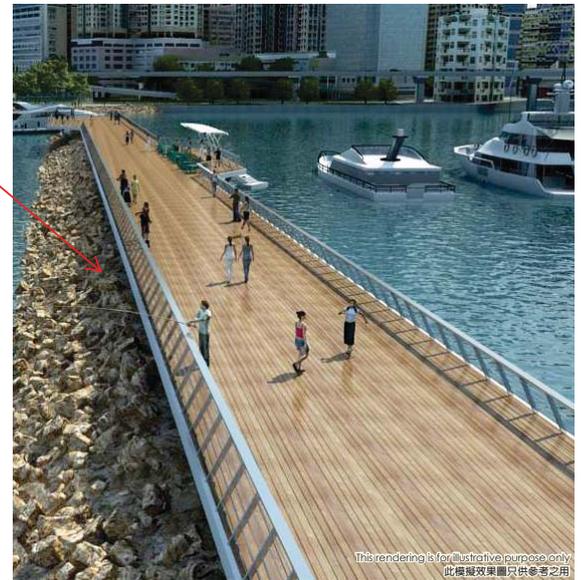
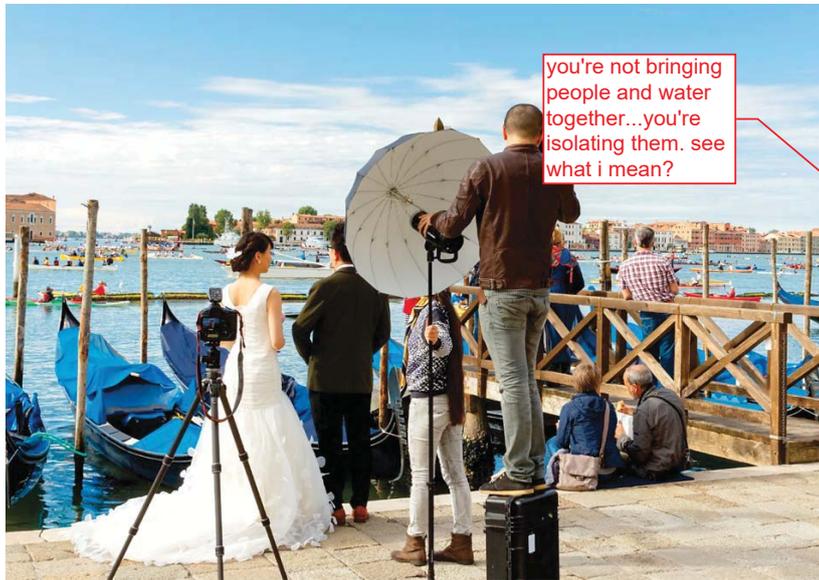
Floating restaurant and sampan services are suggested to be reintroduced as a continuation of the historical elements within the CWBTS. Taking into account the access channels and water depth, passengers loading and unloading for the floating restaurant will be within the mooring and anchorage area in the eastern part of the CWBTS. The sampan services will bring visitors to the floating restaurant and other attraction points. They could enjoy exclusive dining and floating experience in this traditional typhoon shelter.

為傳承銅鑼灣避風塘的歷史文化元素，我們建議重新引入水上餐廳以及舢舨服務。考慮到航道和水深等因素，建議水上餐廳於銅鑼灣避風塘東部的繫泊及碇泊區之內上落客。而舢舨服務則把市民及遊客帶到水上餐廳以及其他景點，他們可以在這個傳統避風塘內享受獨特的菜色及另類的船上體驗。

#### 8. Northern Breakwater Deck 北防波堤平台

The Northern Breakwater could be enhanced by adding cantilevered viewing decks supported with proper landing steps for public access. Visitors could access the breakwater with the sampan services to enjoy an extensive panoramic view of the Victoria Harbour.

為優化北防波堤讓公眾使用，防波堤上將增設行人板道、觀景平台以及更多的登岸台階。遊客可以使用舢舨來往北防波堤，飽覽維港全景。

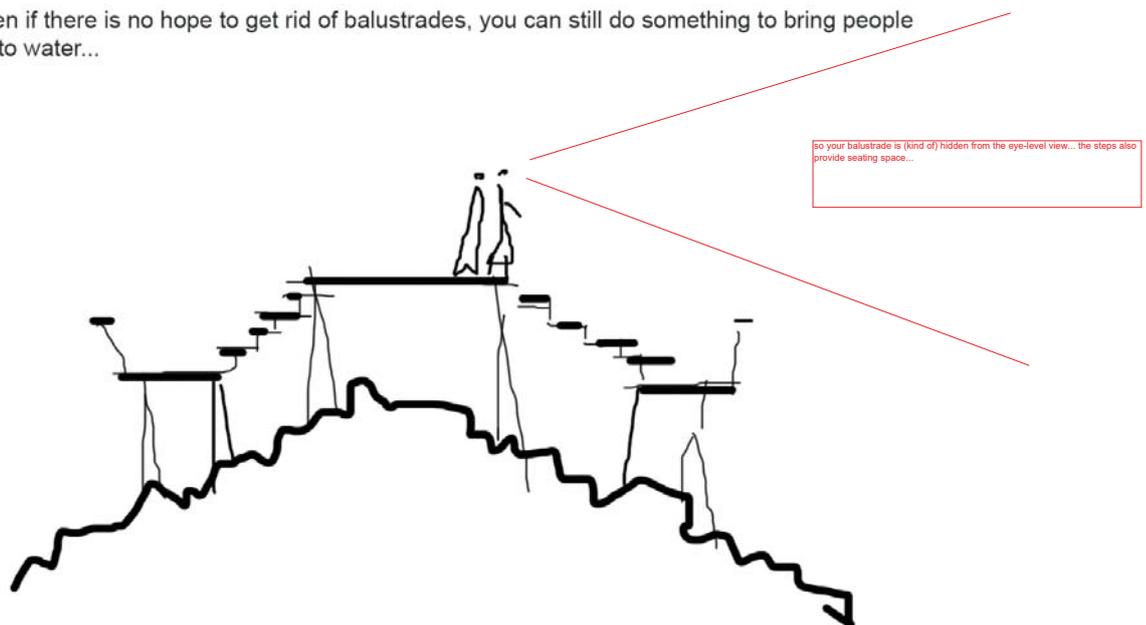


Northern Breakwater 北防波堤

21

i know district councillors love waterfront balustrades - it just seems they are inevitable in this place called hong kong.

but even if there is no hope to get rid of balustrades, you can still do something to bring people closer to water...





### 9. Causeway Bay Boardwalk 銅鑼灣行人板道

The existing narrow footpath along Victoria Park Road is proposed to be reconstructed into a cantilevered boardwalk along the water edge to provide a pleasant walking experience for visitors. This boardwalk will extend from the existing end point of the proposed Victoria Park Boardwalk in the west to the East Coast Park in the east. The planned elevated landscaped deck across the busy Victoria Park Road will land in front of the boardwalk to provide a direct and easy access for visitors from the hinterland.

沿維園道現有的狹窄行人路將建議以行人板道形式加以擴闊，為市民及遊客提供更舒適愉快的散步體驗。該行人板道將由橫跨繁忙的維園道的維園高架園景平台西面的著陸點一直向東面延伸至東岸公園。著陸點亦設計與行人板道互相連接，使市民及遊客能更方便及直接由內區前往海濱。



Hung Hing Road - Before Streetscape Enhancement  
鴻興道 - 街景改善前



Hung Hing Road - After Streetscape Enhancement  
鴻興道 - 街景改善後

### 10. Hung Hing Road Streetscape Enhancement 鴻興道街景改善

It is proposed to enhance the existing passageway along Hung Hing Road to facilitate a friendly and well-designed pedestrian link connecting to the Causeway Bay Boardwalk. In association with landscape and streetscape enhancements, some metered car parking spaces along Hung Hing Road may have to be eliminated.

我們建議於鴻興道進行街景改善措施，提供一條方便及設計得宜的行人通道，將行人引導至銅鑼灣行人板道。街景改善措施將包括可能取消部分現有的鴻興道收費錶停車位以配合為道路進行園景及街景優化。

## Harbourfront Enhancement Proposals 優化海濱建議

### EAST COAST PARK PRECINCT 東岸公園主題區

- 11 Park Zone 公園區
- 11a Extreme Park 極限公園
- 11b Multi-purpose Lawn Space 多用途草坪
- 11c Pet Playground 寵物公園
- 11d Eastern Breakwater Deck 東防波堤平台
- 12 Community Garden Zone 社區園圃區

### LEGEND 圖例

- Proposed/Planned Landing Steps (with Ancillary Facilities)  
擬議/已規劃的登岸台階 (連配套設施)
- Leisure Bike Trail  
休閒單車徑
- Kiosks  
小食亭



this is bad. (500m straight line with no turn, no movement, no features, no variation...gosh...)

this could potentially be very, very interesting. do pay some effort designing it...

is it elevated or not? better to have a community farm/allotments on the ground, not elevated please, if possible...

this is good

this is bad



### 12. Community Garden Zone 社區園圃區

The roof-top of the CWB Eastern Tunnel Portal will be converted into a community garden, which would allow the public to make use of this precious urban space to engage in gardening activities (such as urban farming).

中環灣仔繞道東面隧道出口的頂部將轉化為社區園圃，讓市民於這片寶貴的城市空間參與都市耕作等園藝活動。



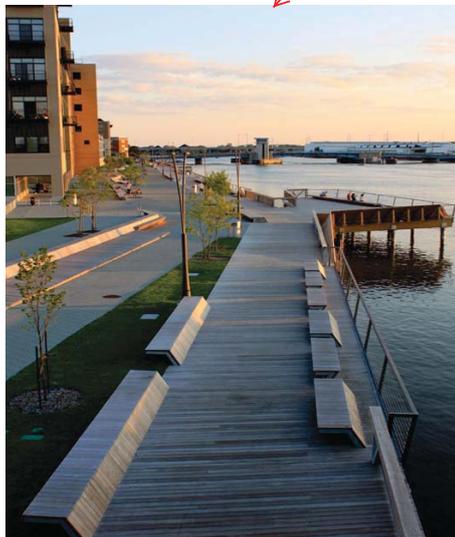
This rendering is for illustrative purpose only  
此模型效果圖只供參考之用  
Waterfront Promenade 海濱長廊

## 5 POSSIBLE IMPLICATIONS ON PROTECTION OF THE HARBOUR ORDINANCE 《保護海港條例》的考慮

While every effort has been made to protect the Victoria Harbour under "Protection of the Harbour Ordinance". Given the presumption against reclamation could only be rebutted by establishing an overriding public need in the future.

you have absolutely no idea how touched i'm when i see this image. gosh, finally something worth discussing in a public engagement summary prepared by hk government...let's analyze this on the following page, now that you've put this in....

what if it's not reclamation, but restoration?



Harbourfront Enhancement Proposals with Possible Implications on Protection of the Harbourfront Ordinance  
可能涉及《保護海港條例》的優化海濱建議



can you see? it's not a flat ground. this portion of the promenade is 450-600mm sunken, to create extra proximity to the water, a sense of isolation, calm and tranquility, separating the seats from the roads and residential blocks behind. sectional body movement.

even the railings are not the same as what you drew in this proposal. these railings are inclined outward, yours inclined inward. these railings are very lightweight, yours are heavy.

see, no curbs between grassland and decking/pavement.

seats inbetween deck and grassland, inviting people to step on / use the grass

oblique planes instead of perpendicular planes. your feet lies on them.

variation on plan. it's not a straight line, but with variations, sometimes subtle, sometime bolded, some with different balustrade conditions...





盧森堡公園的椅子, Marc Nolin, 2006 Les chaises du Jardin du Luxembourg, Marc Nolin, 2006

就一張相，你能看出巴黎的公園，和我們平日看見的，有甚麼不同？

其一，是活動椅子，可以自由搬動。據說源於十九世紀中葉。椅子有兩款，一坐一躺。你喜歡面對面坐、平排坐、圍圈坐、自閉躲在一旁坐、在陽光下坐、在樹蔭下坐、對著湖水坐、對著小孩坐、還是對著花花草草坐？隨你喜歡。

你問，不怕有人偷椅子嗎！？傻啦。椅子都是鐵造的，很重。法國人向來懶，花吃奶的氣力把椅子抬回家這種事，他們才不幹呢。

其二，是甚少有行人路。我們平日看見的公園，總有柏油鋪好的小徑引領著。儘管沒有人說，不可以踏上草地，事實上也很多人在草地野餐曬太陽踢球，但那綠色草地和灰色小徑之間突出來的小石壘，仍然是個明顯的視覺分隔，好像是無聲地告訴路人沒事就別踏上草地了。

巴黎的公園，多是甫進門便是被踏實的沙石地，也就無路徑之分。人踏在沙地上，樹也長在沙地上，於是你可以毫無顧忌走到樹的旁邊，倚著樹幹，過一個下午。

**C29 – Comment**

Have a look through enclosed report. You may find it very interesting.

Being from Greece we are connected to the sea.

A city like Hong Kong should grab every opportunity to create a pleasure craft community with interesting events like Singapore is doing it .



*WING SAILS and FOILS* : Increasing the attractiveness and economic impact to coastal destinations from cruise tourism and operators >>>

## CHALLENGE:

- ▶ Increased revenue per visitor for coastal economies
- ▶ Local acceptance of cruises by businesses and SME's
- ▶ Cruise season extension
- ▶ Synergies – Increased frequency of cruises and new cruise destinations

## Reality

- ▶ Non prime destinations (middle points) accept small amount of cruise tourism with minimal economic benefits to local businesses due to short visitation schedules and cruise tourist fatigue

## Effect

- ▶ Local societies and businesses view cruise tourism as a burden who use public infrastructure (ports, roads etc.) with no real ROI and therefore new infrastructure that would enhance visitor experience is not planned/funded by municipal and regional governments
- ▶ Cruise operators not returning and increasing their planning costs yearly due to discontinuation of destinations
- ▶ One lost destination by one cruise operator will likely become a “no sail zone” for others

# Opportunities and Impact – Global Audience

- ▶ Technology driven sailing regattas such as the America's Cup, Volvo Ocean Race etc. is followed by almost 149 million viewers globally and 5 % of all tourists would visit coastal and island destinations for sailing races of such level.
- ▶ Cruise operators should use the attention by creating new packages and cruise on the “tides” of sailing routes

## Global TV Footprint from AC 32

### AC 32 campaign

#### USA

Total Coverage | 107 hrs  
Total Audience | 6.29 m  
Live Race | 88 hrs

#### EUROPE

Total Coverage | 1,155 hrs  
Total Audience | 2,155 m  
Live Race | 800 hrs

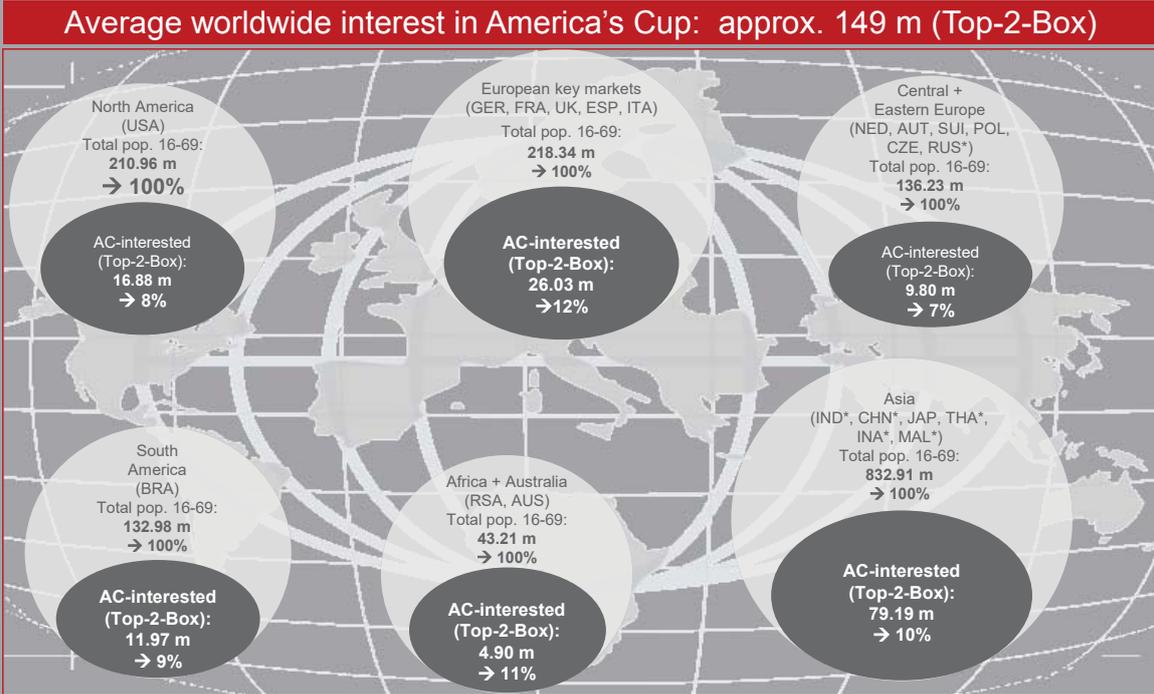
#### China

Total Coverage | 7.5 hrs  
Total Audience | 276.5 m  
Live Race | 4.8 hrs

#### Global Main Markets

Total Coverage | 1,269.5 hrs  
Total Audience | 2,437.79 m  
Live Race | 892.8 hrs

# America's Cup Public Interest



Urban sample: RUS, IND, CHN, THA, INA, MAL.

Sponsoring 21+ 2008 Base: Representative citizens between the ages of 16-69

C04





TO GILLES MARTIN-RAGET



# Synergies

- ▶ Municipalities and cruise operators plan and host existing and new sailing regattas on a yearly basis
- ▶ Small islands and coastal regions without adequate hotel infrastructure use cruise ships as “hotels” and attract cruise tourism during off season periods
- ▶ SME’ and local business achieve year round and balanced operating expenses thus increasing profits by offering “sailing packages – products” with cruise operators
- ▶ Chambers of Commerce and municipalities use cruising ships as “global ambassadors” by branding their area as high level sailing and cruise destination

## Opportunities and Impact to small islands and coastal destinations – Economic

- ▶ up to 39 million Euros per pre - regatta and up to 120 million Euros per stop-over for local economies from visiting tourists and teams
- ▶ Hosting of sailing bases with economic impact of 60 million euros per winter season
- ▶ New cruise destinations
- ▶ Extended cruise season
- ▶ Yearly occurrence hence continuous economic activity and job creation / retention.

## \*KEY ECONOMIC IMPACT VALUES

- ▶ The direct impact is estimated to be almost €39m per event and providing a significant and tangible boost to the host economy. The key driver of expenditure is forecast to be spectators attending the event.
- ▶ Indirect impacts increase the total impact to €55m per event. A host port may also receive up to 140 hours of cumulative broadcast coverage around the globe to a potential TV audience of 320m over the course of the event.
- ▶ Competing teams are estimated to deliver spending of €3.4m to the host port.
- ▶ ACEA anticipate spending €5.7m locally in support of the event, with key expenditure areas related to operational expenditure and the 200 staff onsite. In addition, 2,000 corporate visitors are anticipated, on high end programs.
- ▶ ACWS events are anticipated to draw a significant number of media, with +1,000 media accreditations per event, of which 600 are non-local visitors, and an associated spend of €0.4m.
- ▶ Projected to be extremely popular with spectators, with total attendance of 720,000 per event.
  - Attract 20,000 non-local domestic visitors
  - 6,000 international visitors
- ▶ Spectators are expected to be the largest source of direct economic impact at an estimated €24.8m.
- ▶ The innovative super yacht program is estimated to attract around 40 super yachts per event with associated spending of €4.5m. This does not include the estimated spend and net worth of the super yacht owners.
- ▶ \* From draft ACWS Economic Impact Study by Deloitte LLP

## Multipurpose sailing bases used for:





- hosting professional sailing teams



- hosting sailing regattas and attracting high income tourists and cruise tourism thus increasing the economic impact to local societies.



- terminals for high capacity amphibian aircraft, helicopters, WIG crafts, hovercrafts etc. thus supporting transportation and interconnecting region and island, becoming a hub for cruise operators.



## Synergies

- ▶ Municipalities and cruise operators plan and host existing and new sailing regattas on a yearly basis
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## INDIRECT BENEFITS: THE MONACO EFFECT

- ▶ Cluster creation of highly skilled composite materials (carbon fibre) professionals, a prerequisite for Mega / Super Yacht maintenance
- ▶ Development of Mega Yacht / Super Yacht Marina's servicing yachts between 40 and 130 meters. EI – 60 million Euros in local economies yearly per 50 yachts that berth in such marinas. (H2O Riders study)
- ▶ Sailing and maritime academies in synergy with universities, connecting competitive sailing (leadership, teambuilding and discipline among others) with future careers in yachting and shipping, attracting international exchange students and enhancing skills of professionals from fishing trawlers to Mega yachts
- ▶ Global branding and international outreach by promoting with teams participating in technologically driven regattas, est. value: 80 million Euros value





## **GREEK CHALLENGE**

*...sail with your heart....*

*win with your mind*

**C30 – Comment**

在顧及《保護海港條例》的情況下，本人是會支持沿銅鑼灣避風塘海濱的擬議行人板道。

**C31 – Comment**

I would like to submit the following comments on the subject study:

I am one of the commuters of the Tsim Sha Tsui / Wanchai ferry service. The current access environment to the new ferry pier at Wanchai is awful. A footbridge should be built to connect the pier to Harbour Centre to improve the accessibility of the ferry pier. The relocated public transport interchange and bus terminus adjacent to the ferry pier should be kept but a covered an at-grade passage should be provided to connect the PTI directly with the ferry pier.

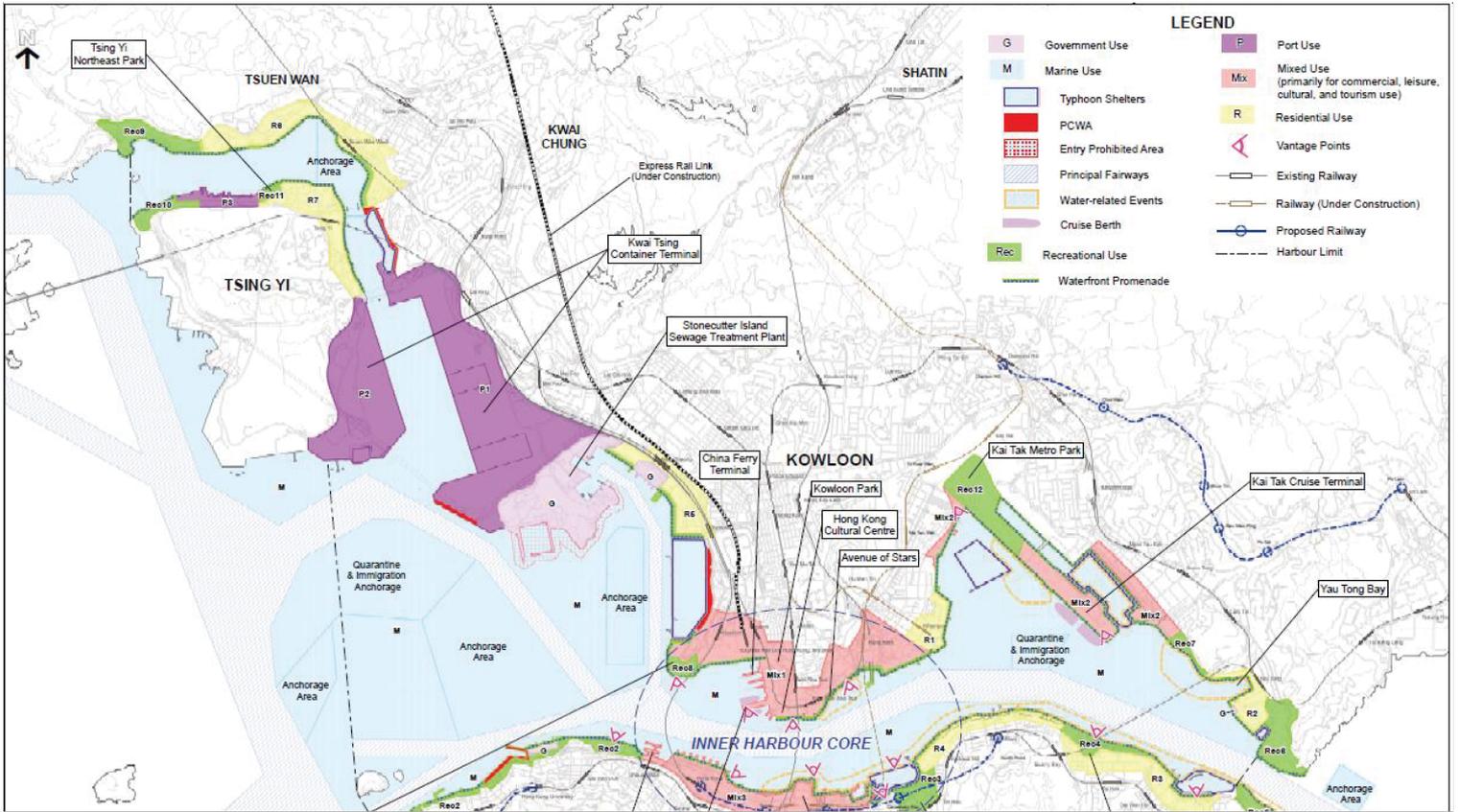
I understand that there are a restaurant and roof garden at the ferry pier. Therefore, vehicle layby and parking spaces should be provided adjacent to the ferry pier to improve the accessibility of the ferry pier.

**C32 – Comment**

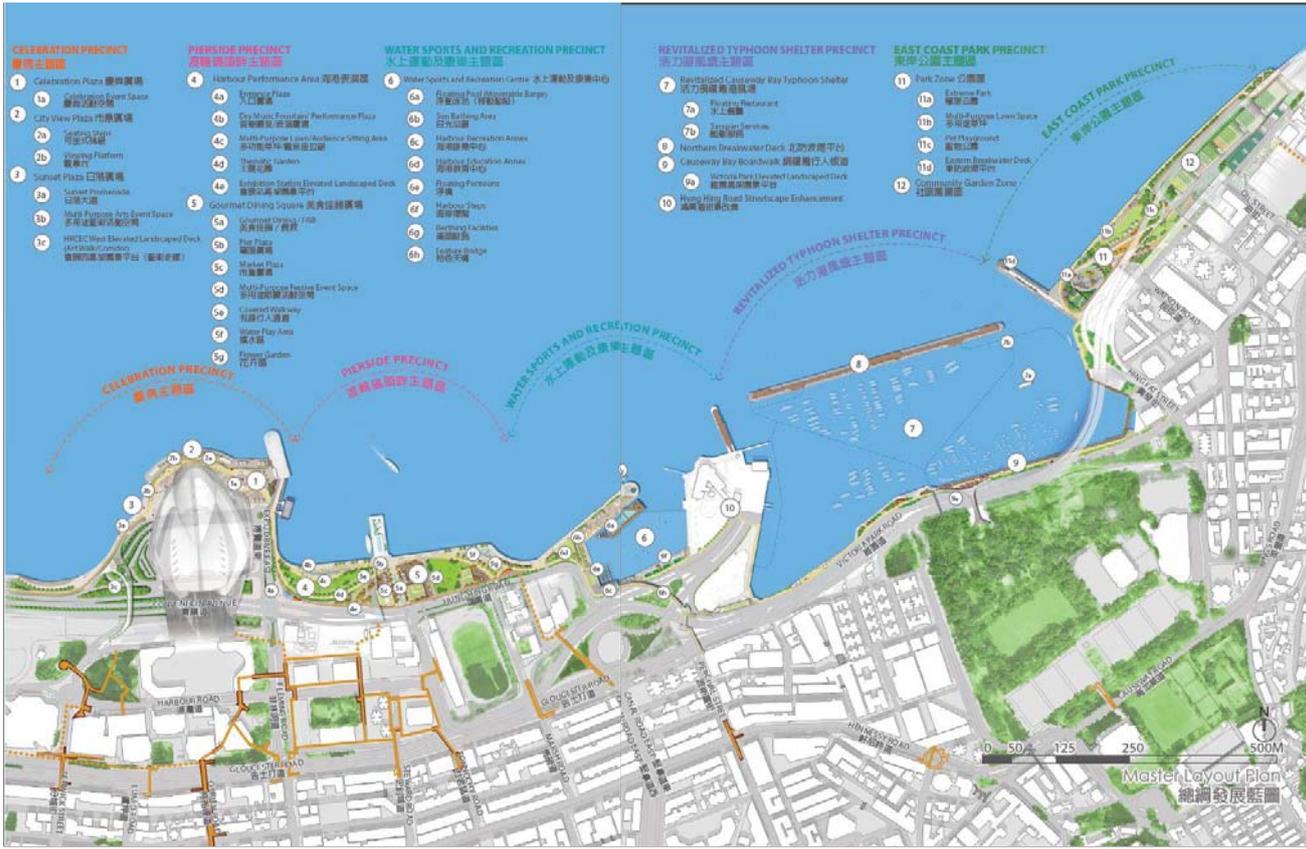
Enclosed please find visuals to illustrate which part of the shore of Wanchai requires an interactive water edge with bollards. Pictures also includes examples (Yau Ma Tei Typhoon Shelter, Ocean Terminal, Western Cargo Working Area) and what could be tied to it (pontoons of all sorts).

Also an indication of the additional breakwater required.

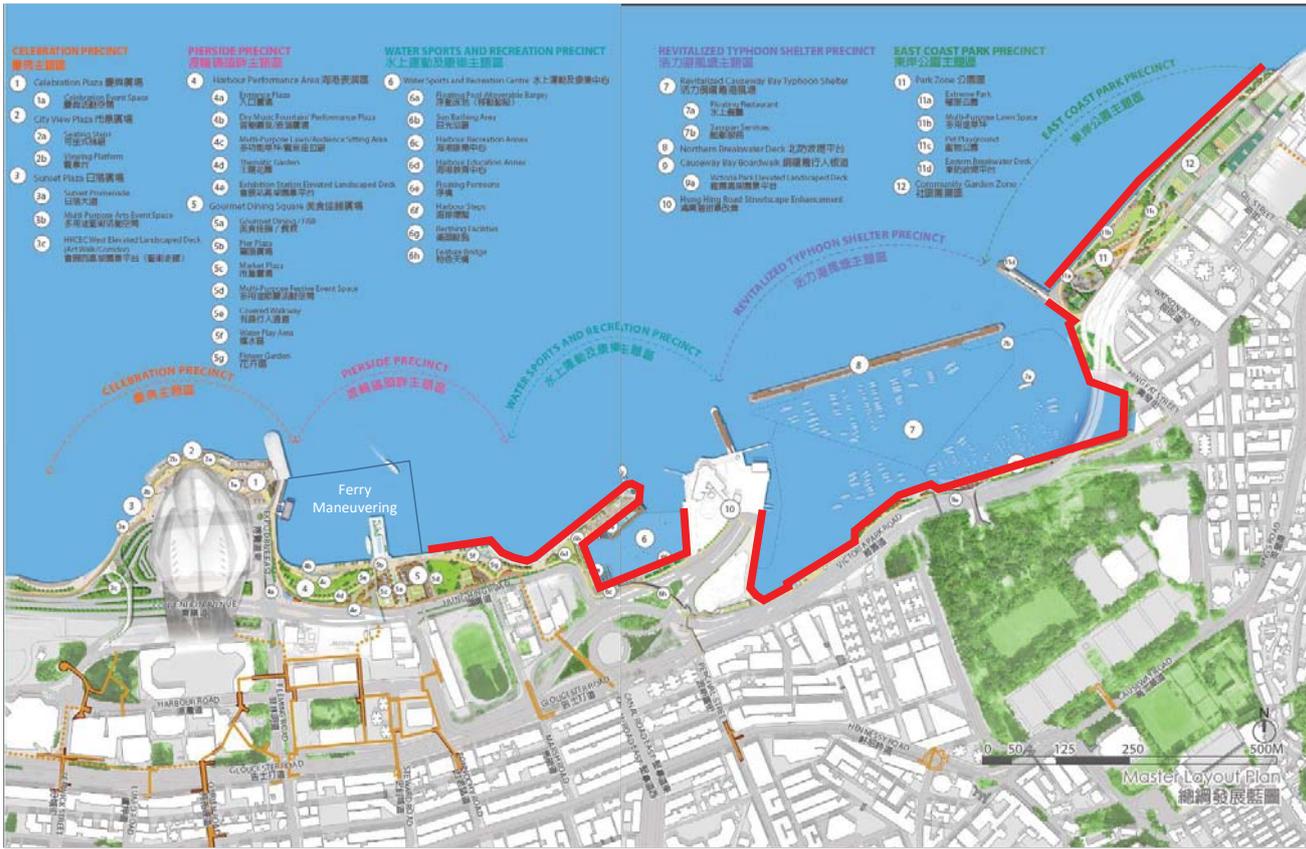
My other comment is that parking spaces – if and when required along Hung Hing Road - should be created by widening the road with laybys where there is room to do so – BUT that the parking spaces should be removed from the section between the Police Club, Yacht Club and the tunnel entrance so that this section of road could be restricted to access only and pedestrians, and access could possibly be managed by the two clubs together.



# Master Layout Plan



# Interactive water edge





Ocean Terminal



Interactive water edge



Yau Ma Tei Typhoon Shelter



Interactive water edge



Interactive water edge



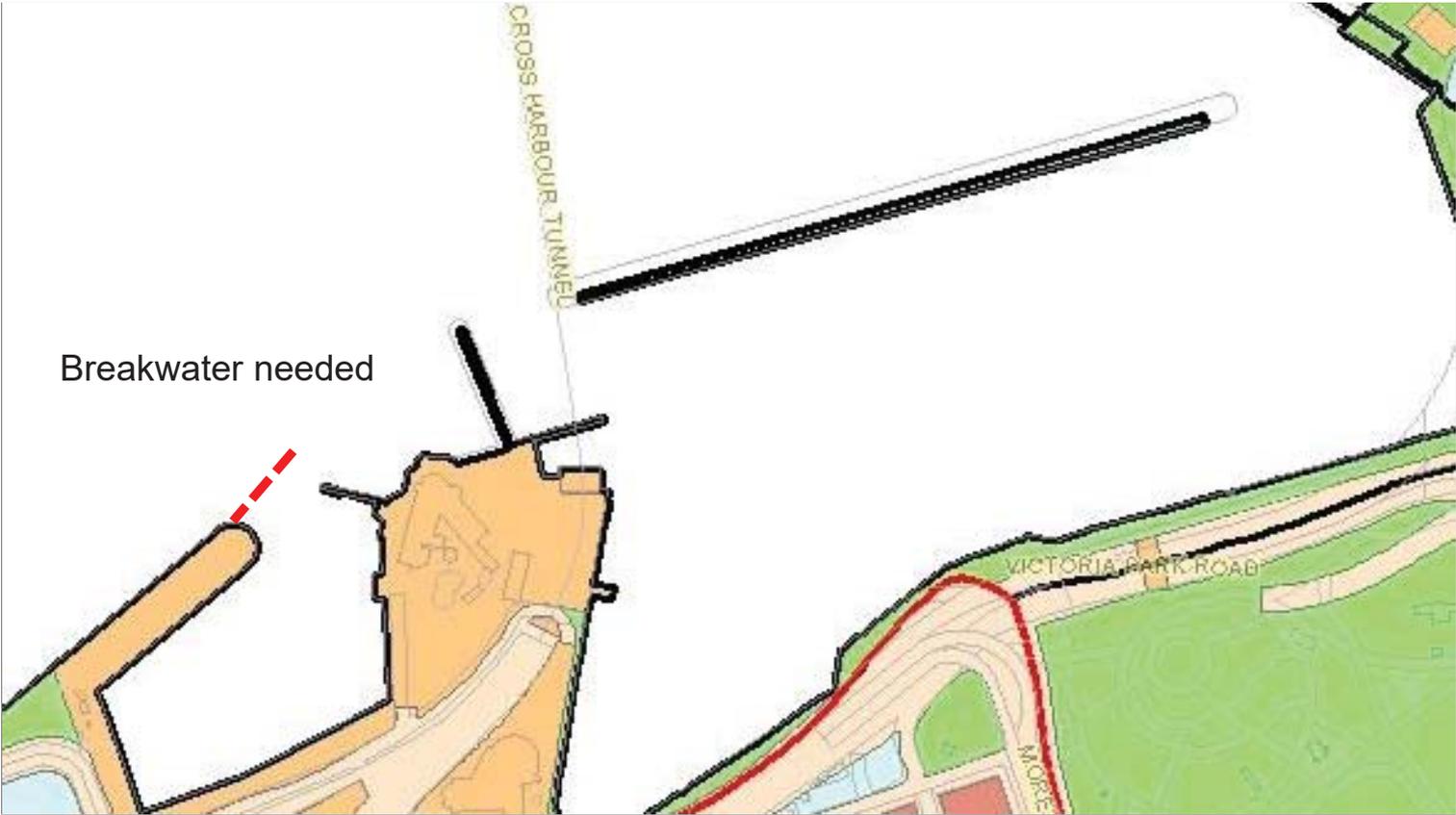
Interactive water edge



Interactive water edge



Interactive water edge



**C33 – Comment**

I am in the group one during the discussion session of the planning forum at wanchai activity centre, attached pls find information of disability sailing and water sports from world of sailing which the international governing body of sailing as well as from United kingdom and Australia.

***Attached (not included in this report due to Copyright):***

1. Royal Yachting Association (United Kingdom): Guidance Notes for RYA Sailability Disability Awareness Training Centres
2. US Sailing: Adaptive Sailing Resource Manual
3. Yachting Australia: Inclusion Sports CONNECT Education Connecting sport and people with disability

**C34 – Comment**

As a frequent traveller of the Star Ferry's service to Wan Chai, I am frustrated to see the poor accessibility environments at the Wan Chai harbourfront areas. The existing elevated walkway connecting the covered walkway to the ferry pier is poorly designed. It should be extended to the ferry pier connecting the pier with the Harbour Centre. Also, there is no parking space adjacent to the ferry pier. In future, according to Star Ferry, there will be a fine dining restaurant at the pier. How can it survive without loading and unloading provisions at areas adjacent to the pier? Therefore, practical approach should be adopted to improve the accessibility of the harbour front areas.

**C35 – Comment**

我希望藉對灣仔北海濱設計諮詢來表達下列不滿:

1. 沒有行人天橋接駁灣仔碼頭及海港中心;
2. 碼頭附近周邊沒有上落客貨區; 及
3. 碼頭鄰近雖有一臨時巴士總站但卻沒有行人通道通往碼頭。

我認為巴士總站應在未來規劃保留，並加設的士、旅遊巴士上落客貨區來改善進出海濱交通。

**C36 - Comment**

I am one of the commuters of the ferry service running between Tsim Sha Tsui and Wanchai. I found that the new Wanchai pier is at a remote and an inconvenient location from the downtown. In the past, there is a footbridge connecting the pier with the Great Eagle Centre, but now, there is only an at-grade covered walkway. I am in a view that a footbridge connecting the new pier to the Great Eagle Centre is important to improve the accessibility of the ferry pier. Please take my comment into account.

### C37 – Comment

Please note below my comments on the above study and consultation exercise.

First, please note that your information website is not secure. My computer alerts me that it is open and not protected and hence refused to allow me to access it. This is surprising given it is a Government facility.

Comments:

- First, I should congratulate government for finally initiating proposals for the harbour front. It seems to be at last responding to public pressure to do something for HK people with this world class resource. But I also should remind government that this has taken some 25 - 30 years to get to this point. Personally I did consultancy work on this area back in the mid 1980's. This serves as an example of government's seeming inability to actually action normal proposals in a timely fashion.
- Hong Kong's harbour front is one of its most important natural features and one that a great many other cities would do just about anything to have. It is an extremely valuable resource for Hong Kong people socially and economically. It has not been used to its full potential in any shape nor form in the past.
- Given its huge resource value I find it a bit surprising that the studies do not seem to have recognised this in terms of the different levels of importance and what the area should be aiming to achieve in design, functional, operational and economic terms.
- There are three levels that the area should function at:
- Local level - to provide a facility for recreation activities, sports, social economic, for people in the local areas - Wanchai/Causeway Bay/Central etc.
- Regional level - the area and facilities should provide attractions and activities that will cater for the needs, aspirations, desires and activities of people from all over Hong Kong, to hold events and functions, activities that serve the entire community - rowing, paddling, kids sailing, competitions, shows, fairs, arts, food, wine - activities that will serve the whole community and bring people here from all over the city.
- International level - provision of facilities and spaces that will attract international events and bring people to HK from all over the world - rowing, paddling, sailing (Americas Cup trials, Volvo Ocean Race, International power boat events) international boat shows, food and beverage events, art shows, crafts fairs. This can be an immense benefit to HK's attempts to build its tourism sector and tourist related jobs.
- The studies do not explicitly work to this broad kind of brief and as such the proposals do not truly exploit the area's full potential.
- There is no mention in the proposals of how this is to be implemented. Who is going to do what. What is the role of government, quasi public agencies and the private sector, clubs, various associations. How can the community have an actual stake in the area and its activities.?
- There is no mention of budget, costs, benefits, or some rudimentary definition of potential benefits to the community. How much can be paid for by the private sector, clubs, associations, and still be implemented in accordance with the planned end goal.
- This is a waterfront area which can and should accommodate water borne sports and activities. There is no illustration of this potential in the plans - the proposals look only at the land side, not what can and should go on in the water. They do not identify what activities can and should take place on the water, and where they can and should take place. This is a glaring omission.
- Space for water borne activities should be shown in the plans and they can be accommodated without compromising the shipping channels. Children's sailing, paddling, rowing events, boat shows, super-yacht tourism, international boating events.
- Cycling as transport - not just recreation: The plans do not explicitly address the opportunity to provide cycling facilities that are not just recreational but are a genuine transport mode that allows and encourages people to get out of their cars, buses etc and cycle to work or play. To use cycles as a means of getting about rather than just recreational use.
- What guarantees are there that government will not get tempted into taking these spaces and placing high rise activities in the area for dubious reasons, potentially financial reasons. It is already noted that the area has become used as a bus depot - totally against the planned purpose of the area. How can we be sure that this will not become a permanent feature of the area.
- The plans for the typhoon shelter nearest to the exhibition facility are particularly weak. This area has the ability to be a focal point for local, regional and international water borne sports and activities, boat

shows, tourism functions etc. Instead it proposes a floating swimming pool, when there is a perfectly good local pool of high standard close by. This would preclude the use of the space for much better, and higher value uses for the community.

I hope these few comments are taken in the constructive way that is the writers intention.

**C38 – Comment**

It is very stupid to make a cycling route that you have to get off the bike, it is not only inconvenient in this section, but also make other sections become almost useless, no one will like to go biking in such condition.

**C39 – Comment**

I am writing to call out that cycling is very important part to be included in your project.  
Pls consider my petition to be one of among hundreds and thousands of cycling in Hong Kong.

Appreciate your attention.

**C40 – Comment**

Continuous cycling connectivity – 'bike walking' is not acceptable

**C41 – Comment**

I am very excited with the opportunities this project provides for HK residents and tourists to be able to make more enjoyable use of the waterfront.

One significant thing that is missing along the waterfront area under consideration in this public engagement is the ability for cyclists to cycle freely and safely along the waterfront. Coming from New Zealand 9 years ago I have been frustrated at how cycling is not recognised as a healthy, low carbon and convenient method of transport for both recreation and work in Hong Kong. In many cities of New Zealand they have cycling and pedestrians enjoying their waterfronts or lakefronts together.

I am disappointed that cycling is not being recognized as an important part of our new Harbourfront in Hong Kong, and especially disappointed that the current proposal does not plan for continuous cycling the entire length. The idea of a ""bike walking"" section proposed by this study is stupid. Please look at options to make cycling (as in riding your bicycle not walking it) a possibility for this and future areas of the HK Harbourfront.

**C42 – Comment**

I would like to inform you of my support to the Hong Kong Cycling Alliance submission for Stage 2 Public Engagement for the Urban Design Study for the Wan Chai North and North Point Harbourfront Areas.

**C43 – Comment**

Please find the study from HKCALL that I prefer to have such study as the solidation of the waterfront cycling path than two kilometers off-bike and on-foot.

Please kindly consider the HKCALL's study as final solution.

**C44 – Comment**

I am writing concerning the proposed Harbourfront cycle path. While the development of a cycle path is a very exciting prospect it must take cyclist's opinions into consideration in order for it to be successful. Having walking sections of any length defeats the purpose of such a path and will mean that it will not be used. This path has 2 main purposes; as a tourist attraction and as a main thoroughfare. Tourists will not pay to hire bikes if they cannot be ridden for the entire length and likewise it will not be convenient to use as a transport mechanism if there are sections in which the bike has to be pushed.

Proposals have been put forward offering solutions and it is important that these are included. If in these sections cyclists have to share paths with pedestrians then it is up to cyclists to yield and behave responsibly. Cycling is one solution to the problems of congestion, air pollution, climate change and obesity that should be embraced and will allow HK to enter the 21st century.

#### **C45 – Comment**

I am, writing this email to express my support towards building a continuous (no bike walking) bicycle path from wan chai north through to north point.

in my opinion, it is a great way to incorporate bicycle as mode of transport, providing an safe alternative other than commuting on the increasingly congested open roads.

Furthermore, i believe it will be a good initiative program for cleaner air, less pollution city as well as better health benefits that comes with cycling.

I here to show my full support of the mentioned project.

#### **C46 – Comment**

Regarding the Harbourfront Study, in particular cycling, I support a continuous cycling route along the entire waterfront. A route with a break in it is broken. If congestion is anticipated signage warning cyclists and pedestrians to take care on entering is sufficient. Cyclists are not idiots. No normal person rides into a crowd of people at full speed. And anyone likely to do that will do it regardless of any signs telling him to ""dismount"".

Cyclists are averse to colliding with anyone. They are at least as likely to be injured as a pedestrian.

I attended Melbourne University for three years, and rode my bike around the campus every day, along with hundreds of other students and staff and thousands of pedestrians. There was never an accident I heard of in all that time, and I was on the University Bicycle Committee, so I would have known.

And now I live on Lamma Island, where at least half the population rides a bike and we all have to share the same space with pedestrians.

Having ""dismount"" sections in a path unless there are actual hazards like stairs making riding dangerous, is a recipe for causing conflict. Some aggressive cyclists will go through anyway, others will be unaware of the restriction and find themselves harassed and fined for doing nothing that bothers anyone, except a pettifogging bureaucrat who has never ridden on two wheels.

There will be an endless series of complaints from both cyclists at the restrictions and from pedestrians complaining about cyclists ignoring it.

If it is safe to walk a bike, it is just as safe to ride a bike slowly. Roads have posted speed limits for school areas, drivers aren't required to get out of their cars and push them.

Other cities have police who patrol parks and other pedestrianised areas on bikes, and can keep order, provide a role model and give advice to civilian cyclists and charge those who are riding dangerously. Here, police's only interaction with cyclists is to ambush them and harass them, which will be what they will be doing if you have a path with arbitrary long ""dismount"" sections.

The government's message is not ""Ride bikes safely"", it is always ""Do not ride bikes"".

In Hong Kong, the only government recognition of bicycles is as a toy to be ridden in circles , not a vehicle to go from A to B, which is what people all over the world , including China, use them for and have for the last 150 years.

Please do not create a Potemkin cycling route suitable only for photo ops. Let Hongkongers have the chance to ride along the waterfront, to use it as a pleasant and safe way to get from Sheung Wan to North Point, to commute, to go shopping, to make it a part of their lives.

**C47 – Comment**

I write as a member of the public to give my comments in full support of the Hong Kong Cycling Alliance Submissions (dated 3 August 2016) proposing that a Harbourfront Cycleway for transport (rather than just recreation) be part of Stage 2 of the Wanchai North–North Point Harbourfront Study.

Such a proposal is entirely consistent with, and should be a core element of, Hong Kong's vision/aim to be a World City, and to reduce traffic congestion and pollution (and hence improve the quality of life of its residents).

Please do not hesitate to contact me if you have any further questions.

**C48 – Comment**

以下是我就灣仔北規劃的意見：

1. 建議重新檢視行人及單車徑的設計，尤其是設計的連貫度和可達性，不適宜出現割斷情況，否則喪失其設計功能和意義。
2. 建議把整個海濱區的管理和營運交由獨立而具備民意授權的機構全權負責，避免管理者隨意破壞設計的原有意義和功能，避免過度管理，保證把海濱真正歸還市民。
3. 建議重新檢視規劃區內的社區公共空間設計，需要考慮地區人士，假日本地外來人士，和遊客的共融，避免只成為遊客廣場，失卻社區特色。

希望您們考慮

**C49 – Comment**

灣仔至北角一段海濱是活化維港其中一段關鍵的地段，而我很高興其中有考慮單車徑的建設。

活化維港就是讓維港成為可暢達的一個市民可以享用的地方，而海濱是一條很長的線，一個地點到另一點可能長達幾公里，那麼市民由一點前往另一點，除了步行最好就是使用單車，而眾所周知香港的單車徑以往都有斷斷續續的弊病，遠遠未達到國際的標準，而建議中維港海濱這一段有一兩公里包含要推車的路段，大大破壞了讓維港成為暢達這個理念。

其實在某些關鍵地帶，只要稍作擴闊，或作少量的填海或者建造板道，就可解決問題。這應該可以作為凌駕性公眾利益為考慮理據。如果有任何一項工程是得到廣泛市民支持(包括建制非建制左中右的市民)的就是在海濱建設單車徑這一個建議，因為過往許多諮詢當中市民都十分支持海濱單車走廊/單車徑這一個建議。

讓我們給市民一條完整的單車徑，我們不再能夠接受一條只可以推單車的單車徑，因為這次會破壞了維港的暢達性，世界各國的單車徑，有哪一條是需要落車推單車的呢？！

**C50 – Comment**

I would like to join Hong Kong Cycling Alliance in calling for cycling to be recognised as an important part of our new Harbourfront, and especially for cycling to be continuous, with no 2km "bike walking" section, as proposed by this study.

## C51 – Comment

### 海濱優化建議：您對優化海濱建議下的五個主題區設計有何意見？

- 慶典區應加入更多本地風情, 如香港歷史. 我地要一條完整單車徑, 唔係推車徑.
- 渡輪區, 作為最大既海濱公園, 應該讓市民自由活動, 就像公園一樣, 而非中環碼頭旁的空地咁圍封晒. 我地要一條完整單車徑, 唔係推車徑.
- 水上運動區, 靈活設計好, 但不要游泳池, 十分無謂的做法, 要一條完整單車徑, 唔係推車徑
- 避風塘搞咁多飲食, 會帶來嚴重衛生問題, 絕對反對任何填海, 防波堤又會藏老鼠, 很污糟. 我地要一條完整單車徑, 唔係推車徑
- 東岸公園, 你放條橋底喎, 空氣問題會好嚴重, 呢個區首要問題要解決空氣, 廢氣等問題, 因為你講緊橋底有公園, 而且, 最怕交通意外, 空中飛車. 我地要一條完整單車徑, 唔係推車徑

### 用途、活動、設施及景點：您對優化海濱建議的擬議用途、活動、設施及景點有何意見？

- 要盡少商業成份, 零填海, 交俾市民大眾去做, 不要太多管理員, 好似監視市民休憩
- 我相信現有的交通已經足夠, 不要加建旅遊巴停泊, 擾民, 混亂, 多人
- 用途方面, 慶典區, 唔駛大維修, 因為現在已很好,
- 渡輪區, 不要有商業成份
- 水上運動, 戶外游泳太核突了. 還是不好吧
- 避風塘, 唔好搞飲食, 衛生嚴重, 靜態野就可以了
- 東岸, 搞定污染問題, 安全問題 才開放公園吧, 否則, 健康受影響, 小朋友亦會玩得擔心

### 連接性：您對優化連接建議有何意見？

- 我關心 P.28 提及的「整合與海濱的商業發展」, 什麼商業發展? 又係個類高級東西? 不要了吧, 將整個海港, 還俾大家簡簡單單就夠了
- 用一些市集, 小商戶, 個人自己的形式去形成, 而非大財團, 美心, 大家樂, 大快活等
- 咁樣才有利香港和社區的發展
- 不要引入商業大財團, 我們香港只需要各行各業小店去推動該區發展
- 不要加建新道路和天橋等, 因為已經太多人前往, 如是者, 又會增加交通流量, 我怕開了新繞道, 有就等於無, 維持現有就足夠
- 要盡少商業, 盡多綠化和環保, 不要價低者得, 要睇整體, 質素, 經驗和品質

### 保護海港條例：在顧及《保護海港條例》的情況下，您是否支持沿銅鑼灣避風塘海濱的擬議行人板道？

- 強烈反對任何填海工程, 因為必定有其他替化方案.
- 如要填海的話, 我就反對行人板道, 但如果不抵觸該法律, 咁就無問題
- 其實平平靜靜就 OK, 唔駛搞咁多野的
- 反對填海

### 其他意見

- 我地要一條完整單車徑, 唔係推車徑
- 不要填海
- 招標工程不要以價低者得, 只會令劣質東西引入香港, 到時維修費等, 得不償失
- 海濱設施, 絕不能淪為商業資本
- 所有工程 必須嚴格遵守《海港保護條例》
- 維港兩岸, 必須以民為本, 讓市民可以 無拘束 地擁抱 獅子 山下的每一個角落

**C52 – Comment**

We all know how precious space is in Hong Kong, especially so on the Island itself.

It is even more precious to have a path to safely ride a bike on the island.

Also, this would have high exposure to visitors and tourists that will promote an up-to-date image for the Hong Kong governing body.

Surely, you will take this opportunity to consider this very important issue to us riders and the image it will bring to international audiences.

**C53 – Comment**

As an avid family recreation person, I implore you to ensure that the bike path on the harbour front at Wan Chai is continuous and does not include a 2km walking section for bikes.

My children love to cycle and if they are made to get off to walk there, bikes are very dangerous for them and for other pedestrians. I am worried that a child will be seriously injured as a result of the proposed bike walking section.

**C54 – Comment**

It is welcoming to learn that the urban design impact assessment extends into the “Consideration Area” for a more coherent and functional spatial framework evaluation and not just ends at the edge of the Study Area boundary. Because our new harbourfront in the future will breathe new life into the inland communities for social, economic, physical and environmental benefits, vice versa, our inland communities will help energize the vast otherwise monotonous, single land use harbourfront for vibrancy, variety and liveliness.

While the majority of the Study Area is associated distinctively with the commercial and non-residential areas in the Wanchai section, the North Point section displays very different land use characters with a strong relationship with the established residential mixed-use communities in close proximity with the new harbourfront.

The successful transformation of these neighbouring areas depends critically on the strong pedestrian corridors, especially those that possess direct visual access to Victoria Harbour for visual orientation, safety, walkability, attractiveness, friendliness, connectivity and accessibility. For the mature neighbourhood as in North Point in the context of harbourfront enhancement, a strong culture of locally-driven public-private-partnership is needed to promote new ideas/new vibrant/new job opportunities along those pedestrian spines, bringing livelier, more vibrant community flows into the inland centres and harbour’s edge. The Study is overly-focused on the public sector’s distant visions, underplaying the local community growth aspirations and market force potential contributions on both the harbourfront and hinterland’s economic sustainability. We need to seize the private sector initiatives to energize and sustain the strong and safe pedestrian spines with mixed-use activities and not just design routes with lifeless streets to the harbourfront.

There are significant scope exists in the North Point areas (interfacing with the harbourfront) to take an integrated, holistic approach for an upgrading or up-zoning of the underperformed or sub-optimal or “constrained” urban space in delivering shared-use, mixed-use, value-added harbourfront development such as the loading/unloading areas, parking areas, non-building areas, amenity areas, maintenance space, space beneath the flyovers, etc. for planning coherency and functional sustainability, a proactive attitude, flexible development approach should be encouraged to deploy a variety of incentives to enable the private sector active partnership for the desired harbourfront enhancement outcomes in the interfacing areas.

**C55 – Comment**

Attached please refer to my opinions for the captioned project.

Thank you very much.

# "URBAN DESIGN STUDY FOR THE WAN CHAI NORTH AND NORTH POINT HARBOURFRONT AREAS"

## STAGE 2 PUBLIC ENGAGEMENT

### OPINIONS AND COMMENTARY

This report contains opinions and commentary regarding spatial problems for a continuous harbourfront cycleway, and I hereby urge the Government to ensure full provision of the continuous harbourfront cycleway by any means. It takes references from the opinions submitted by the Hong Kong Cycling Alliance (HKCAI). In this proposal I support all statements and arguments by the HKCAI, while their opinions must be addressed. This is NOT representing official opinions by the HKCAI, but providing additional opinions and details.

#### INTRODUCTION

There is an importance of considering cycling track or any possible kinds of cycleway system as not only for leisure, but also for connection. Taking this consideration, the harbourfront network of cycleway should contain the 'main trunk' for bike circulation and auxiliary facilities which assist cyclists to rent, return, repair and park their bikes. These facilities shall be clustered near bike and public transport nodes including but not limited to ferry piers, MTR stations, Public Transport Interchanges and key entries to harbourfront Open Space Zones. Meanwhile, the 'main trunk' should fundamentally be completely continuous from Kennedy Town to Sau Kei Wan without any cut-off nor bottleneck. For the benefit to both cyclists and abutting pedestrians, 8m in total an adequate width must be provided for combined channels of cycleway and walkway.

On the planning level, it would worth including 'continuous cycleway system' into the gazetted Outline Zoning Plans and planning notes of the relevant harbourfront zones instead of typical 'Open Space', GIC, CDA, and connectors (roads), etc.

On the spatial level, this commentary identifies the following bottleneck spots and suggests possible solutions to enable connections through adequately wide pathways, for the consideration of the Government.

## **1. THE HONG KONG CONVENTION AND EXHIBITION CENTRE (HKCEC)**

A cycleway should be feasible at the Golden Bauhinia Square as it contains huge open space. However, for any case of disruptions due to official events, it is still necessary to provide a short-cut to skip the place by a cycle bridge passing above Expo Drive (west part) and below the bridge of HKCEC. This would be made possible by allowing certain length for ramps. Such bridge can be widened and landscaped as ramps for wheel-using pedestrians for enhancing direct east-west connection. The bridge shall be merged into the proposed and gazetted landscaped deck as they intersect each other.

(Refer to Appendix 1)

## **2. WAN CHAI PIER**

This cycleway section shall be moved towards the shore to achieve the aim of enhancing connection to the harbourfront as well as the Pier. Given that there will be a foot bridge (namely 'landscaped deck' and 'covered walkway' in the official Engagement Digest) connecting the proposed Exhibition MTR Station, its underneath should have provided sheltered spaces with the capacity to contain a hub of bike auxiliary facilities serving both the Pier and the MTR Station. I would stress that such facilities should take the advantage of proximity to the public transport systems for the ease of approaching and way-finding of pedestrian and cyclists, instead of putting at unpopular corners of the site as shown on the layout.

## **3. TYPHOON SHELTER**

The following three options aims to tackle the bottleneck problems along the Typhoon Shelter harbourfront section.

### **3a. BOARDWALK OPTION**

Both the existing and proposed (by the Government) widths of the harbourfront space surrounding Causeway Bay Typhoon Shelter cannot achieve the optimum width (8m as mentioned) to contain both cycleway and walkway. Such optimum width of space is for public benefit and necessity, making boardwalk as a kind of reclamation necessary. It is collectively agreed in the Public Workshops that there is a need for boardwalks.

(Refer to Appendix 4-7 for the widths of harbourfront spaces)

I am deeply disappointed that the Police Officers' Club reconstruction which has contributed and will contribute NOTHING to the harbourfront but will provide only 4.4m-wide walkway space along the abutting shore. In this case, boardwalk becomes a must and necessity.

For the boardwalk scheme, only the Noon Day Gun is the only huge obstacle which practically or literally disallows circulation in front of the guns and the shore. It would be a huge disappointment if it cannot be relocated even if there are better sites to relocate. I would stress that this is the remaining key blocking facility which needs to be relocated to provide appropriately wide cycleway and walkway.

### **3b. DOUBLE-DECK OPTION**

A boardwalk next to the Police Officer's Club is necessary for providing a ramp in this elevated deck scheme. Similar requirements also exist at the section near future Tin Hau Temple Site. However, the double-deck scheme could diminish the boardwalk extent along the other sections, and also provide continuous shades to the walkway underneath.

For this option, the Noon Day Gun is also the huge obstacle necessary for relocation.

### **3c. FEATURE BRIDGE EXTENSION OPTION**

This option has its own different benefits - it utilizes the future Causeway Bay North MTR Station site and provides new viewpoints to the harbour.

If the station follows the layout in the previously open schematic documents, particularly at the 'half inside Victoria Park' layout, the roof deck and superstructure have provided a possibility for bike facility hub, as well as the Feature Bridge extension towards the artificial hill at the Victoria Park. To preserve the development capacity, the scope of works for MTR Causeway Bay North Station of the North Island Line should include the landscaped decks with bike facilities and Feature Bridge.

(Refer to Appendix 2 & 3)

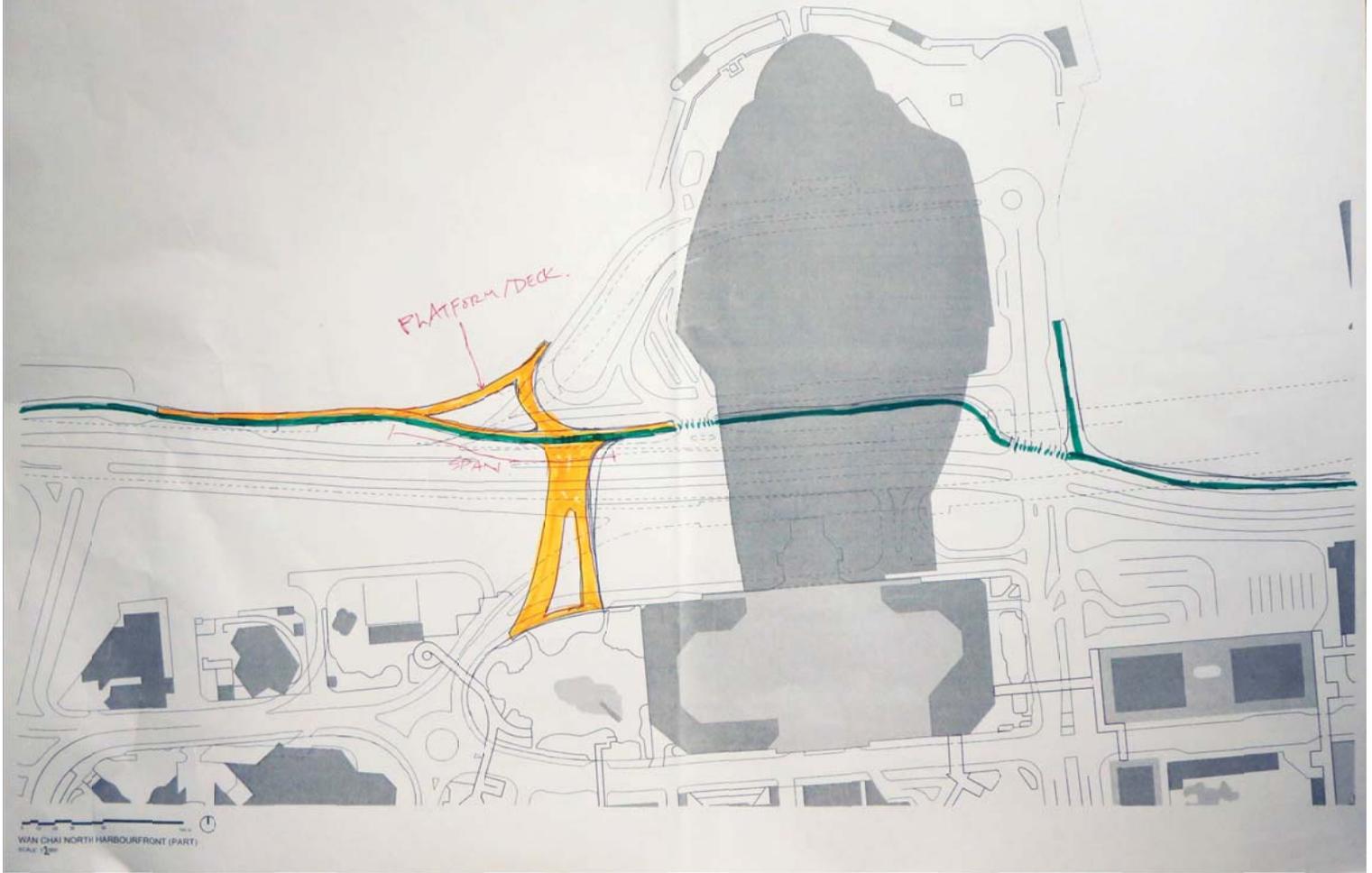
### **SUMMARY**

It would be a great disappointment to the public if the Government was not aware of and prepared for any of the three aforesaid options at the Typhoon Shelter (items 3a,3b and 3c) and the suggestions at HKCEC (item 1) and Wan Chai Pier (item 2), and wasted all possibilities to retain the capacity of continuous cycleway construction. This opportunity has already been already wasted in the Police Officers' Club reconstruction project quietly embedded into Shatin-Central Link project passed on LegCo in 2012, without the awareness on appropriate harbourfront planning concepts already discussed in further previous years. I urge the Government to seriously investigate all options suggested above, to ensure a completely continuous cycleway.

# APPENDIX 1

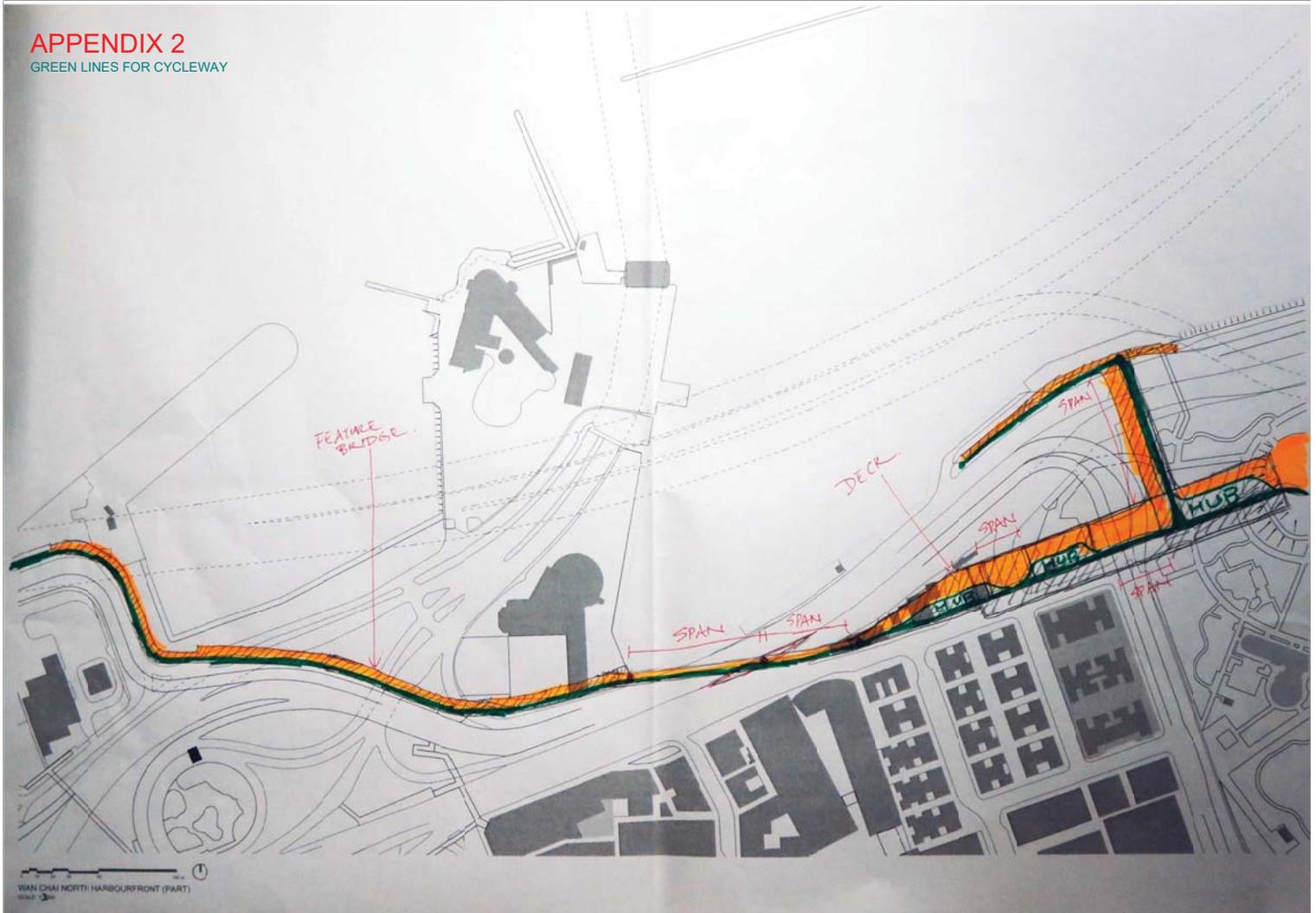
GREEN LINES FOR CYCLEWAY

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# APPENDIX 2

GREEN LINES FOR CYCLEWAY



# APPENDIX 3

GREEN LINES FOR CYCLEWAY

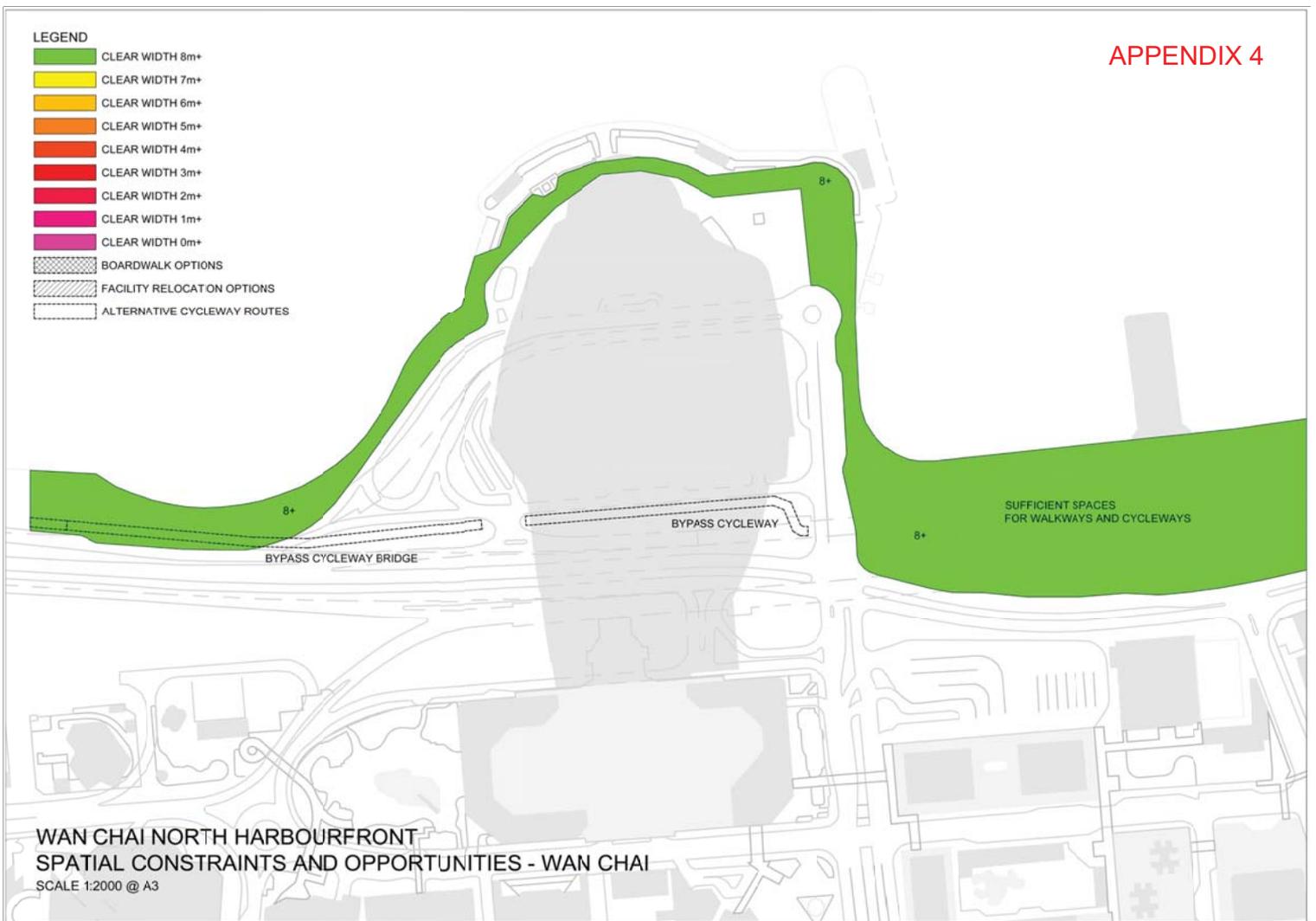
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## LEGEND

- CLEAR WIDTH 8m+
- CLEAR WIDTH 7m+
- CLEAR WIDTH 6m+
- CLEAR WIDTH 5m+
- CLEAR WIDTH 4m+
- CLEAR WIDTH 3m+
- CLEAR WIDTH 2m+
- CLEAR WIDTH 1m+
- CLEAR WIDTH 0m+
- BOARDWALK OPTIONS
- FACILITY RELOCATON OPTIONS
- ALTERNATIVE CYCLEWAY ROUTES

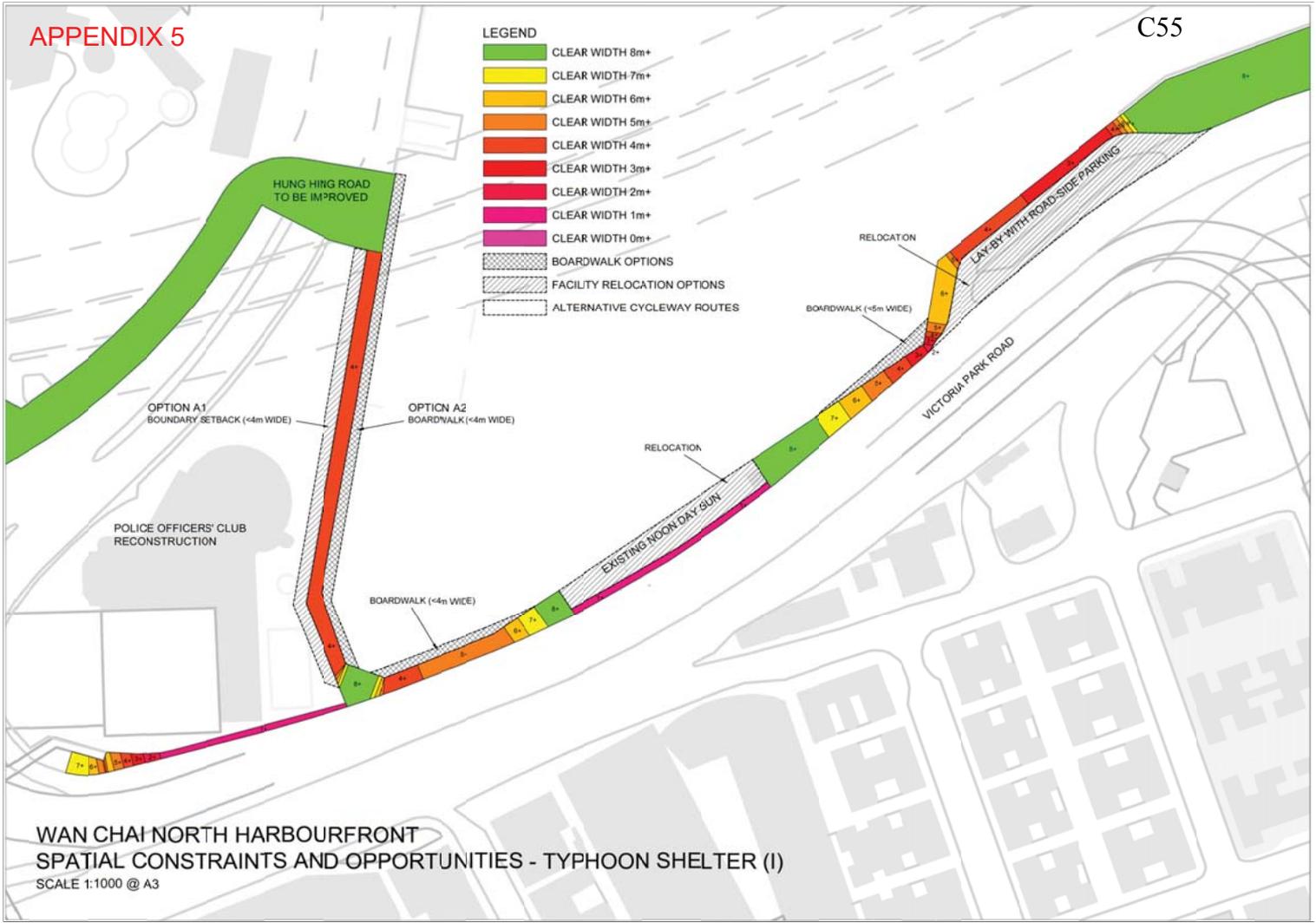
# APPENDIX 4



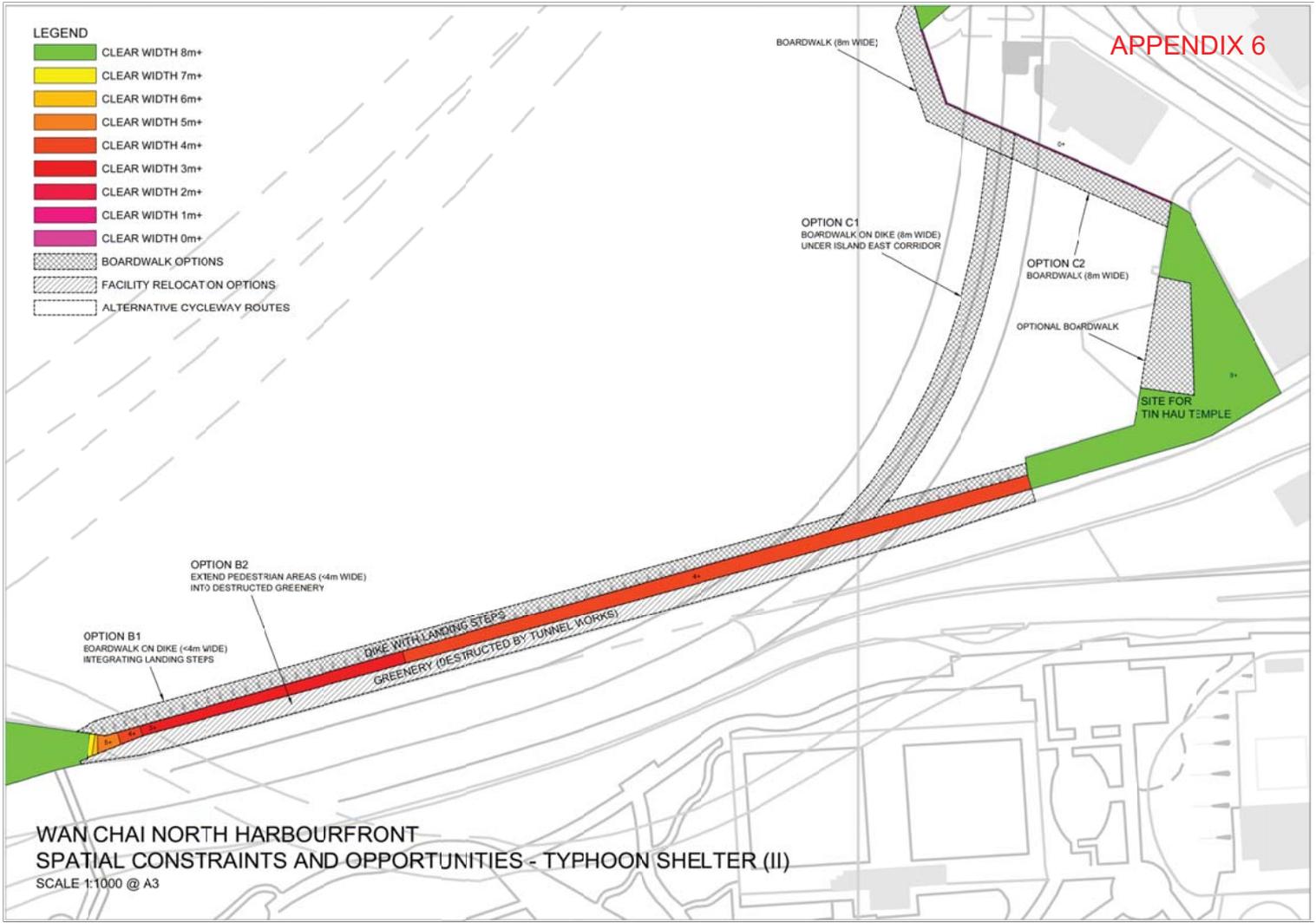
WAN CHAI NORTH HARBOURFRONT  
SPATIAL CONSTRAINTS AND OPPORTUNITIES - WAN CHAI  
SCALE 1:2000 @ A3

APPENDIX 5

C55



APPENDIX 6



LEGEND

- CLEAR WIDTH 8m+
- CLEAR WIDTH 7m+
- CLEAR WIDTH 6m+
- CLEAR WIDTH 5m+
- CLEAR WIDTH 4m+
- CLEAR WIDTH 3m+
- CLEAR WIDTH 2m+
- CLEAR WIDTH 1m+
- CLEAR WIDTH 0m+
- BOARDWALK OPTIONS
- FACILITY RELOCATON OPTIONS
- ALTERNATIVE CYCLEWAY ROUTES

