

## 中環海濱與我 (CHarM)

### 1. 引言

本文件旨在向議員簡介「中環海濱與我」公眾參與計劃所得的結果和建議。

### 2. 背景

- 2.1 共建維港委員會於二零零五年四月委聘城大專業顧問有限公司(下稱「顧問公司」)進行一項公眾參與計劃(下稱「計劃」)。計劃的主要目的，是提供一個平台，讓持份者(包括專業團體、市民大眾和有關業界人士)，就如何優化中環碼頭及鄰近地區(下稱「研究地區」)發表意見。委員會曾於二零零五年六月向議員簡這項公眾參與計劃的內容。
- 2.2 二零零五年四月至十一月期間會舉行一連串有關這項計劃的公眾參與活動，包括集思會、隨機抽樣調查及訪問、工作坊、展覽會和公眾論壇。各項活動均參加者眾，而這一連串的活動合共吸引了三千多人參與。
- 2.3 顧問公司就有關計劃整輯了一份最後報告，總結了各項活動的內容和所得結果。此外，顧問公司還擬備了一份設計綱要，為日後實施的各項改善工程提供一個指導性綱領。共建維港委員會已於二零零六年四月二十七日通過採納有關的最後報告和設計綱要，並已把資料上載共建維港委員會的網頁，以供公眾查閱。

### 3. 計劃所得的結果

3.1 簡單地說，根據計劃中不同活動收集的意見和建議，結論是研究地區除了具備交通樞紐的功能，也應提升區內的消閑設施，並強化其旅遊和商業功能。主要的改善範疇大致上可歸納為四方面：

- (a) 增加活力與動感(例如舉辦戶外表演活動，以及在碼頭上蓋開設咖啡店／餐廳)；
- (b) 改善環境(例如沿海濱長廊提供更優美的園景設施和街道裝置)；
- (c) 推動旅遊業(例如提供臨時／永久的展覽空間及改善路標)；以及
- (d) 改善交通(例如興建高架行人道／平台及地下行人道路網)。

3.2 最後報告的行政摘要載於附錄 I，以供議員參閱。

3.3 基於計劃所得的結果，顧問公司制定了一份設計綱要，其中提出了一套概括的設計原則，以及一些更具體的設計指引。

3.4 設計原則包括：

- 不應在維多利亞港內填海；
- 政策和策略的訂立要符合海港規劃原則；
- 應符合可持續發展的原則，使當代及後代在社會、經濟和環境的需求上得到平衡；
- 應以有關的分區計劃大綱圖為基礎；
- 提高研究地區與周邊地區的整合度；

- 優化和提升研究地區的功能，使之成爲一個主要交通樞紐，並加入具吸引力及多元化的旅遊、休閒、購物和餐飲設施；以及
- 使研究地區成爲一個別具特色性的地方，同時爲市民提供一個休憩場地；但發展須盡量避免遮擋該區面向海港的視線。

### 3.5 設計指引涵蓋下列六個範圍(詳情載於附錄 II)：

- 規劃參數和建築形式；
- 交通設施；
- 行人通道；
- 休憩空間；
- 園景美化；以及
- 街道裝置。

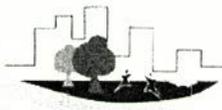
## 4. 下一步的工作

爲了落實計劃中提出的建議，共建維港委員會已向政府提交設計綱要，以期推動研究地區日後的規劃和發展。此外，共建維港委員會正在尋求機會，在研究地區進行一些臨時性質的優化工程，考慮的建議包括作出園景改善、提供路標，以及安裝優質的街道裝置。

共建維港委員會

海港計劃檢討小組委員會

二零零六年七月



## 「中環海濱與我」最後報告

### 行政摘要

中環渡輪碼頭及其鄰接地區(研究地區)坐擁中環海濱一段獨一無二的海岸線。由於其得天獨厚的地理位置，此區扮演著非常重要的角色，其發展及設計對普羅大眾來說可謂極其重要。爲了讓此區更具吸引力、更具生氣及代表性，並且變得四通八達，共建維港委員會開展了一個讓大眾參與的活動，藉以收取公眾及感興趣的各方團體對優化研究地區之意見及看法。

此公眾參與活動名爲「中環海濱與我」(CHarM)，活動目的旨在提供一個平台，讓所有和這片土地有關的人，包括市民大眾、本地團體、專業人士及政府部門發表其各自對優化研究地區的觀點與意見。二零零五年四月「中環海濱與我」活動展開以來，舉辦了一系列讓大眾參與的活動項目，包括集思會、隨機抽樣調查及訪問、工作坊、展覽及公眾論壇，活動的不同階段共吸引了接近三千人參加。

從各項活動的成果(包括了六百多份完成的問卷及四十四次會面訪問在內)，可總結出四項主要的改善範疇。海濱優化的意念和構想可歸納爲有關(一)休閒、(二)旅遊業、(三)交通及(四)商業功能。

#### 休閒

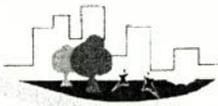
參加者歡迎在研究地區加設綠化走廊、步行徑、天台花園及花圃。公眾的意見中亦有要求爲不同季節及活動添加不同的植物品種，讓其更有特色，並要保存那具吸引力的連綿海濱長廊；亦有提議以浪漫的燈光、高級的照明設備及街道裝置營造輕鬆的氣氛；大眾亦歡迎保留景觀走廊及可觀看維港著名地標的觀景台；更有提議建造不同大小及形式的集會用地、康樂用地、表演場地，供不同年齡組別的人士進行多種活動。此外，亦建議建造活動天幕去配合不同的天氣情況。

#### 旅遊業

以短期或長期的展覽作爲賣點，介紹整個香港或香港各區的歷史，把有趣的歲月痕跡及圖片加入流動或固定的展覽場地、展覽廊及園景美化設施之中，並以獨特而有個性的設計去吸引遊客。

#### 交通

爲了改善交通，建議加強研究地區作爲交通樞紐的功能；爲行人提供優先權，令交通設施有條理而易於使用；充分利用海(離島渡輪、往澳門及愉景灣渡輪)、陸(巴士總站、中環地鐵站)及空(機場鐵路香港站)交通；減低交通造成的噪音問題；及爲行人提供一個安全、無車的步行環境。



## 商業功能

建議增加購物及飲食設施，以加強海濱一帶的活力，並推動針對遊客的購物及飲食設施；把休閒用地、紀念品店納入為景觀的一部分，以為其提出一個固定或非固定的位置；建議彈性地在假日舉辦跳蚤市場，設計彈性或有固定模式的商業活動，以加強商業功能和增加自僱商機。

透過不同階段的活動項目，參與者指出了現時研究地區在使用上的問題關鍵，並同時就未來研究地區的改善和優化提出了不同的建議。有見於其在位置上可謂獨一無二，故普遍認為除將研究地區作為服務離島的交通樞紐外，亦應令其更四通八達，以提供更多樣化的輔助性商業設施，令海濱環境更多采多姿，從而吸引遊客，將之發展成旅遊景點。

在眾多就未來優化計劃提出的意念和構想之中，關鍵範疇有：改善連接鄰近地區的行人專用區；聯繫各個不同的交通模式；改善現有景觀及露天設施；為研究地區創造自我個性及焦點；及發展更多的購物及飲食設施。

除此之外，參加者亦堅定表達了不可進一步在維港進行填海的原則。

「中環海濱與我」採取讓公眾參與的方式，成功引起公眾的興趣。參加者透過不同的活動項目，作出了寶貴的貢獻，並為計劃提供了相當創新的意念和構想。隨機抽樣調查及訪問及公眾論壇深入剖析現存的問題，同時廣泛地從用者、有關人士以及市民大眾收集觀點與構想。

公眾參與活動的研究結果，將有助制定出一份設計綱要，以為日後的發展建立一個具指導性的綱領。

如欲參閱「中環海濱與我」最後報告詳情，請瀏覽以下共建維港委員會的網址  
<http://www.harbourfront.org.hk>

設計綱要的設計指引摘要

設計指引涵蓋下列主要範疇：

1. 規劃參數和建築形式

- 在規劃研究地區時，應以分區計劃大綱圖為基礎，同時亦可藉此機會，檢討區內的建築物高度和發展密度，使建築形式能採用合適的規模和體積，務求與海濱環境和諧一致。
- 研究地區的設計應當與現有發展結合，並確立一個維港門廊的形象。
- 建築物高度應向海濱方向遞減，以盡量避免阻擋海港景觀；並且應錯落有致，使市景更多元化，增添趣味。

2. 交通設施

- 應保留或集中設置現有的交通設施，並探討是否可以在現有巴士總站上局部加建上蓋。
- 在不同的交通模式之間作出更順暢的轉乘安排，以減少不便，並盡量縮短轉乘交通工具的時間。
- 可考慮把電車路線、輕便鐵路系統、無軌電車及／或單軌鐵路伸延至海濱區，以助改善人流和各區的聯繫。

3. 行人通道

- 應在碼頭與不同的交通轉駁站之間提供全面的行人通道網絡，使行人道更四通八達。

- 應盡可能闢設行人專用區，以減少人車爭路的情況。
- 應提供有蓋行人路和行人天橋，但其設計不應阻礙休憩用地和海港的天然通風及景觀，並應盡量使用透明物料。

#### 4. 休憩空間

- 應盡可能增加休憩空間，設計須實用、具美感和吸引力。
- 應提供一個靈活多變、半遮蓋式的活動場地，以供舉辦不同的活動和表演。
- 應提供一條富吸引力並連貫的海濱長廊。
- 所有公共休憩空間的位置應明顯易見、安全及方便到達，並應與主要行人路連接，形成一個綜合的休憩空間／行人通道網絡。
- 極力推薦在適當位置闢拓景觀和通風走廊。

#### 5. 園景美化

- 應制訂一個綠化策略，包括一些園景建議，在適當位置的土地上種植樹木。有關策略應同時顧及該區的特性，選擇適當的樹木品種、高度和大小，以及選用合適的植物、地被植物和花圃。
- 應在主要通道、重要聚集地點及公園廣植林木，而在其他休憩用地也應種植一些草木。

#### 6. 街道裝置

- 街道裝置的設計應方便使用，而用料應易於維修保養。

- 應使用不同類型的照明設施，以突顯研究地區不同的功能。
- 應提供不同類型的座位、足夠的路標和說明指南。
- 可採用特別設計的路牌和燈柱，以反映研究地區的獨特個性。

**“Central Harbourfront and Me (CHarM)”**

**1. Introduction**

The purpose of this paper is to brief Members on the findings and recommendations of CHarM.

**2. Background**

- 2.1 The Harbour-front Enhancement Committee commissioned City University Professional Services Limited (the Consultant) to carry out a public participatory programme (the Programme) in April 2005. The main objective of the Programme is to provide a platform for the stakeholders including the professional bodies, general public and related trades to express views on the enhancement of the Central Ferry Piers and the adjoining areas (the Study Area). Members were briefed on the progress of the Programme in June 2005.
- 2.2 A number of public participatory activities have been held under this programme between April 2005 and November 2005 which included a brainstorming session, random survey and interview, workshop, exhibition and public forum. All events were well attended with over 3,000 participants involved in various events of the Programme.
- 2.3 To conclude the Programme, the Consultants have prepared a Final Report summarizing the activities and findings of the Programme. A Design Brief has also been prepared which serves as a guiding framework for future implementation of enhancement projects. The Final Report and Design Brief were endorsed by the Harbour-front Enhancement Committee (HEC) on 27 April 2006 and uploaded to the HEC web-site for public viewing.

### 3. The Findings of the Programme

3.1 In brief, based on the opinions and suggestions collected at various events of the Programme, it is concluded that the Study Area, in addition to its function as a transportation hub, should be enhanced to strengthen its leisure facilities, tourism and commercial functions. Major areas for enhancement can broadly be categorized into four aspects:

- (a) increasing vibrancy (e.g. promoting outdoor performance and development of café/restaurant on rooftop of piers);
- (b) improving environment (e.g. provision of better quality landscaping and street furniture along the waterfront promenade);
- (c) promoting tourism (e.g. provision of temporary/permanent exhibition space and improvement of signage); and
- (d) improving accessibility (e.g. construction of elevated walkway/deck and underground pedestrian link).

3.2 An Executive Summary of the Final Report is at **Appendix I** for Members' information.

3.3 With reference to the findings of the Programme, a Design Brief has been formulated which comprises a set of general design principles as well as some design guidelines in more specific terms.

3.4 The design principles include:

- no reclamation of the Victoria Harbour;
- policy and strategy formulated in accordance with Harbour Planning Principles;
- in compliance with the principles of sustainable development to balance social, economic and environmental needs for present and future generations;

- in accordance with the statutory outline zoning plans (OZP);
- to promote integration with surrounding areas;
- to enhance and promote the function of the Study Area as a major transportation hub, integrated with attractive and rich tourism, leisure, shopping and dining facilities; and
- to allow the Study Area become a place of identity and a place for public enjoyment, with the least obstruct views towards and around the harbour.

3.5 The design guidelines cover the following six aspects, the details of which are set out at Appendix II:

- planning parameter and built form;
- transportation facilities;
- pedestrian connection;
- open space ;
- landscaping ; and
- street furniture.

#### 4. The Next Step

To take on board the recommendations of the Programme, the HEC has submitted the Design Brief to the Government as inputs to future planning and development of the Study Area. Besides, the HEC is now exploring opportunities for some temporary enhancement works in the Area. Proposals such as landscape improvement, provision of signage and installation of high quality street furniture are being considered.

## Appendix II

### A Summary of the Design Guidelines under the Design Brief

The design guidelines cover the following major aspects:

#### 1. Planning parameters and built form

- While the OZP should be taken as a basis, opportunity can be taken to review the height and development density of the area so as to achieve cohesive and harmonious built form(s) with appropriate scale and mass.
- The area shall be designed to project a harbour gateway image integrating with the existing developments.
- Structures shall take a stepped form approach with least obstruction of the harbour view. Height variations shall be considered to enhance diversity and variety.

#### 2. Transportation facilities

- The current transportation facilities should be retained or consolidated. Partial decking over the bus terminal can be explored.
- A smoother transition among various transportation modes should be developed to minimize the inconvenience and time required to change between various transport services.
- Extension of a tram line, light rail system, trolley buses and/or monorail to the waterfront may be considered to assist better circulation and improve connectivity.

#### 3. Pedestrian connection

- A comprehensive pedestrian circulation network shall be provided from the piers to and from various transportation nodes to enhance accessibility.

- Interface between pedestrians and vehicles should be minimized as far as possible by providing pedestrianized areas.
- Covered walkway and pedestrian decks shall be provided, but without obstructing natural ventilation and view to open space and the harbour. Transparent material shall be used where possible

#### 4. Open space

- Open space should be increased as far as possible and be functional and aesthetically attractive.
- A flexible partially covered gathering area for various activities and performance shall be provided.
- An attractive and continuous waterfront promenade shall be provided.
- All public open spaces should be clearly visible, safe and easily accessible. They should be linked with the primary circulation system to form an integrated open space/pedestrian network.
- Provision of view and ventilation corridors at appropriate location are highly recommended.

#### 5. Landscaping

- A greening strategy including landscaping proposals to plant trees on the ground in appropriate locations should be formulated. The strategy should also consider the appropriate species, height and size of trees, planters, ground cover and flower beds suitable for the area.
- Landscape plantings are employed in main circulation routes, major gathering spaces and parks with informal plantings in other resting areas.

#### 6. Street furniture

- Design and materials used for street furniture shall be user-friendly and easy for maintenance.

- Different types of lighting fixtures shall be used to address different functions of the area.
- Variety types of seating, adequate signage and directions should be provided.
- Sign and light post may be custom-designed to reflect the unique character of the area.



## CENTRAL HARBOURFRONT AND ME (CHARM) FINAL REPORT

### EXECUTIVE SUMMARY

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

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

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

#### **Leisure**

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

#### **Tourism**

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



## Transportation

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

## Commercial Functions

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

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

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

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

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

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

Please visit HEC's web-site at <http://www.harbourfront.org.hk> for details of the Final Report on CHarM