

Society for Protection of the Harbour Limited
保護海港協會有限公司

2006, One Pacific Place, Tel (852) 2845-8138
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The Society for the Protection of the Harbour

**An Alternative Harbour Front for Central, Wan Chai and Causeway Bay
Option 1 : Including the Central - Wan Chai By-pass**

Introduction

The High Court has ruled that the Government's proposals for the waterfront in Wan Chai and Causeway Bay are excessive. While that decision is still subject to appeal, it is apparent that if the approach advocated by the Court was applied to the Central Waterfront reclamation, then that too would be considered excessive.

It is possible to achieve a world class waterfront from Central to Causeway Bay with significantly less reclamation than that currently proposed by Government. The Alternative Harbour Front Plan indicates how this can be done while significantly increasing public access to the harbour.

This document briefly explains the approach taken. It is conceptual, based on sustainable development principles, good urban design and landscape opportunities, and does respect some basic engineering requirements. Other normally accepted engineering approaches may need to be reconsidered and a more sustainable approach adopted.

Fundamental Assumptions

The following fundamental assumptions have been made:-

1. The over-run tunnel for the Airport Railway will need to be completed so as to enable the Hong Kong Station and the Airport Railway to operate as designed;
2. To build the Airport Railway over-run tunnel, the Star Ferry Pier will need to be relocated;
3. The Central – Wan Chai by-pass will be built as designed in tunnel and reclamation. Provision of this underground by-pass will enable a reduction in roads on the reclamation and will provide opportunities for reduction of traffic and environmental improvements elsewhere in Central and Wan Chai;
4. On the reclamation only limited small scale development which facilitates the public enjoyment of the water front and harbour will be permitted;
5. The number of surface roads can be reduced and the major road, Road P2, is reduced in scale and becomes the Northern Avenue.

The following describes the proposals and the differences with the Governments plans.

Proposals for Central

The general line of reclamation is reduced by approximately 60 to 100 metres and now is located some 10 – 15 metres outside the proposed alignment of the Central Wan Chai Bypass.

The extent of reclamation on the western edge is now defined by the location of the existing Pier 7 and a seawall angled back towards the By-pass alignment, to facilitate tidal movements. The relocation of Pier 8 to this new sea wall allows for a significant reduction in reclamation while still enabling good public access to the harbour.

A new location is identified for the Star Ferry piers, closer to the existing piers and appropriate for the approved design of the Star Ferry as an icon on the waterfront. The existing Pier 7 and proposed Pier 8 should be considered as public piers to enable public access to the harbour as previously provided by Blake's Pier and presently provided by Queen's Pier.

The reduced reclamation formed in this western area provides a major public waterfront park as an extension to the Statute Square open space corridor. The Government's proposal for a "Ground Scraper" commercial building is deleted along with associated roads. The park would be approximately 150 metres wide by up to 300 metres long and would have an area of approximately 3.9 ha.

The former Road P2 is replaced by the Northern Avenue which extends from Man Cheung St. at the IFC to join Hung Hing Road in Wan Chai. This proposed road is reduced from dual three to dual two carriageway to reduce negative environmental and amenity impacts while the existing Hung Hing Road will be slightly widened and upgraded to provide an alternative east-west surface route for traffic. The alignment has been modified to utilise existing roads such as Lung Wui Road, Convention Avenue and Hung Hing Road, and to maximise the waterfront promenade.

The reclaimed area between the new sea wall and the Northern Avenue becomes the Public Promenade. It is a large space with a width of between 170m and 70m, sufficient to accommodate many different areas for different functions. Sufficient waterfront related commercial development sites have been identified to cater for public needs and to create interest. Buildings will be no greater than 2 stories high (15mPD) and located adjacent to the Northern Avenue for servicing. The amount of building proposed is significantly reduced from that proposed by Government

Areas of existing and reclaimed land to the south of the Northern Avenue have been reserved for Government, Institutional and Community Uses. The Tamar site has been retained as G/IC for public buildings, but could be reserved for open space use in conjunction with the use of the harbour front.

The total area of the Central Reclamation is now only approximately 15.1 ha compared with approximately 25.4 ha in the Government's plan.

Proposals for Wan Chai

The ramps to and from the Central and Wan Chai By-pass in the vicinity of the Convention and Exhibition Centre have been retained so that there is benefit in relieving traffic flows in Wan Chai.

The alignment of the reclamation follows the By-pass with some curvature introduced to the east of the existing Convention Centre to assist with maintaining tidal flows. The Wan Chai Ferry Pier is relocated but in a similar position to the existing pier. It should be developed as a tourism feature on the waterfront rather than being just a Ferry Pier.

The alignment of the Northern Avenue follows the existing Hung Hing Road which is retained and slightly improved in width. This will now pass to the south of the tunnel portal and retain the connection to the existing flyover, providing an easterly connection to the IEC and Causeway Bay.

The existing Wan Chai Swimming Pool and Sports Ground remain unaffected. There is no additional development proposed in the Wan Chai Area and the proposed Convention Centre Stage 3 Extension is deleted. The removal of this additional development removes the need for additional roads and additional reclamation.

The Harbour Front between the Northern Avenue and the new sea wall is reserved as a public promenade with some small scale waterfront related entertainment and commercial uses.

The proposed marina to the west of the Yacht Club is deleted as there will be adequate water area retained within the existing Causeway Bay typhoon shelter.

The reclamation in this area is generally reduced in width by 50 to 100 metres. It is now approximately 8.7ha compared with approximately 14.6 ha in the Government's scheme.

Proposals for Causeway Bay

The Central Wan Chai By-pass becomes elevated as it passes across the existing Yacht Club site, it then passes across the typhoon shelter on a bridge structure linking into the IEC. There is a need to provide additional land to replace the facilities lost to the Yacht Club so that their marine related activities can continue unaffected. However, there is no need to reclaim land under the elevated road within the typhoon shelter. The new bridge structure should become a design feature rather than a visual obstacle, as it will be located in a dominant position.

The proposed KCRC rail tunnel will be partially built through the typhoon shelter and a vent building will be required on an area of reclamation in front of the World Trade Centre and Excelsior Hotel. Reclamation in this location will also remove an area of dead water which is polluted.

The only additional reclamation proposed in the typhoon shelter relates to the provision of a public promenade of approximately 10 metres in width to the north of the KCRC Vent Building, and further to the east where the existing water front is basically retained, but modified to improve the seawall and waters edge so that it provides a closer relationship to the water for pedestrians. Rehabilitation to a more natural environment should be considered, possibly with a beach and recreational

activities. This is possible as the typhoon shelter is the only portion of the whole waterfront which is sheltered by an existing breakwater and is therefore not subject to significant wave action.

The Harbour Park is deleted.

It is considered necessary to provide improved pedestrian connections with the hinterland and Victoria Park.

It is assumed that the existing boats used for residential purposes in the eastern part of the typhoon shelter will be removed and the people re-housed as was originally proposed by Government. This design of the waterfront through the typhoon shelter will therefore retain a significant area of sheltered water for the mooring of boats and possibly other recreational water-based activities. A continuous pedestrian connection of 5 - 10 metres in width along the eastern edge of the typhoon shelter to North Point could be provided by using existing public land or by provision of a boardwalk of up to 10 metres in width.

The width of the reclamation would be reduced by over 100 metres in places. The total area of reclamation proposed in this area is approximately 1.4 ha compared with approximately 12.2 ha in the Government's scheme which included the Harbour Park.

Conclusion

This Alternative Harbour Front plan illustrates how there is tremendous scope for providing a magnificent public waterfront while reducing the amount of reclamation to the minimum needed for the construction of the Central to Wan Chai By-pass. This is achieved because commercial use of the formed land is significantly reduced and surface roads have been minimised.

This Alternative Harbour Front proposal will result in a reduction in reclamation of approximately 51.7%, or 27 ha, of that proposed in the Government's Scheme, while still providing the Central to Wan Chai By-pass. There would also be a significant reduction in implementation costs and expenditure of public funds through the major reduction in the scope of engineering works.

(Area in hectares)	Governments. Proposal	Alternative Proposal	Reduction
Central Reclamation	25.4	15.1	10.3
Wan Chai	14.6	8.7	5.9
Causeway Bay	12.2	1.4	10.8
Total	52.2 100%	25.2 48.3%	27 51.7%

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中環灣仔繞道興建需要之初步意見
作者：Geoffrey Rogers and John Patient

歷史背景

歷史上，全世界的政府都會興建公路，以滿足預期增加的人流及物流需求，而興建公路的幅度及速度大致上視乎兩個因素：一是可用的空間，二是經濟增長的速度；經濟增長的速度不單帶來對道路的需求，亦給庫房的帶來用以支付興建基建費用的收入。

在城市裡，良好的公共交通系統可以減低私人交通工具對道路的需求增長，而一般來說，城市人口愈稠密及就業密度愈高，使用公共交通工具的比例就愈大，香港亦不例外，市民經常利用公共交通工具出入。但是，提供高質素公共交通系統並不會影響貨運交通的需求，或高級行政人員使用私家車，和非上下班的交通往來。

一般而言，大多數政府都會緩慢地興建新基建以應付需求，這些需求會按經濟情況及隨着時日變動。興建新公路的理由，除了公路會帶來整體道路交通（人流及物流）的經濟效益之外，亦可能帶來環境上的好處，尤其是興建繞道，因為繞道可以將必須穿越中心的交通帶離市內的道路。

在英國很多市鎮內，繞道的興建計劃是一套完整的改善工程——興建繞道之餘，更在市中心改善交通設計，務求把繞道減少的交通流量所帶來的好處「鎖定」。改善市中心的交通設計，典型的方法包括加設行人專用區、改善街道設計及其他環境方面的改善方案。

但是，有些城市現今已因缺乏空間及必須關注環境，唯有他們放棄興建新的道路而選擇採用道路收費計劃，以減少繁忙時間和一些地區的交通流量，倫敦及新加坡就是例子。

香港與其他國家的情況一樣，市民是否擁有私家車決定於擁有車輛的成本及維修費用，當市民的可支配收入的增長高於擁有車輛的成本時，私家車擁量亦會增加。所以，「擁有量」是有其固有限制的，但「使用量」則是沒有此固有限制的。道路收費計劃，例如倫敦及新加坡所採用的一種，就是集中限制「使用量」，這些收費計劃因應時間及地點設限，但不影響車輛的擁有量。

中環及灣仔可見的問題

我們對中環及灣仔作出檢討，初步發現以下與交通有關的問題，這些問題在工作天持續可見：

- 污染
- 行人及行車交通的高度衝突
- 交通緩慢
- 爲了應付繁忙時間的交通而大量出現的單程路線，以及不准轉向的安排
- 「通往中心地區交通」和「穿越中心地區交通」之間的高度衝突
- 不恰當的行人路闊度
- 由於停車等候的限制，不適當的上落乘客及貨物的路邊長度
- 劣質的道路分級

我們亦發現，干諾道中、夏慤道及告士打道，是主要的東西行路線，以及被界定爲市內的主幹道，但作爲這些用途都是低於標準的。主幹道的目的是連接多個主要城市中心的，主幹道上主要是這些較遠程的交通，並盡量減少行人活動，而主幹道上的各個道路交界處應相距一公里或以上。但是，我們發現干諾道中、夏慤道及告士打道上卻有很多側路的交界處，它們可以是斷斷續續的支路，亦有爲了保持穿越中心區交通而興建的天橋及隧道，例如在畢打街及紅綿路上的天橋及隧道；另外，干諾道中、夏慤道及告士打道沿路上更有很多巴士站。

該些支路的激增，造成很多車輛曲折穿行及交通匯合的種種問題，一列列的雙白線，只能有限度地控制這些問題；沿路很多巴士的停站及再次開行亦使問題惡化。

最後，我們也發現，告士打道的交通亦被排隊進入紅磡海底隧道的車龍嚴重影響，所有其他的交通活動都被排隊的車輛所阻礙。

有關任何中環及灣仔道路計劃的一系列建議

興建中環灣仔繞道必須包括一系列措施，以鎖定繞道減少該地區交通所帶來的好處。

這些措施可以包括：

- 將告士打道、夏慤道及干諾道降級爲「分派幹路」
- 檢討道路的分級和通往區內的交通路線，以簡化及改善進入中心區的交通，特別是經由告士打道、夏慤道及干諾道的交通

- 實施悠閒式交通措施及設立行人優先區，把不合適的交通迫走
- 儘可能將一些本來不適合的巴士路線及站頭轉移到告士打道、夏慤道及干諾道
- 更重視「區內服務性交通」的需要
- 調整及平衡紅磡海底隧道及西區海底隧道的收費水平，令繞道啓用後有較多車輛使用西區海底隧道

繞道及地面道路的最低功能要求

中環灣仔繞道如得以興建，我們相信政府的計劃（不包括填海建議）是一個「最低程度」的計劃，繞道只會在其頭尾兩端有一交匯處及另一位於香港會議展覽中心的中間交匯處。繞道亦會填補現時港島北岸，主幹道網絡中所缺的一段。

如果為中環灣仔繞道及其交匯處進行檢討，我們建議重新考慮繞道及港島內區之間的連繫，特別是為應付在會展及銅鑼灣這兩個交匯處所有方向的交通，以令繞道得到充分的利用，尤其是讓由灣仔及銅鑼灣地區向西行的車輛盡用繞道。假如做到的話，便是踏出了一大步，令從灣仔及銅鑼灣地區而來的交通可直接使用西隧，亦可帶走中環地區不必要的交通。所以，使用分等級的迴旋處應比沒有交通管制的支路更能提供一個簡單的解決方法。填海計劃還包括興建一些地面道路，但這些地面道路可以視乎填海計劃中新發展大廈數量而減低興建的規模；然而國際金融中心一帶的設計是以填海土地上會興建地面道路為基礎的，該些新建地面道路故此已面對必須解決國金一帶交通問題的難題。

若填海土地上有新發展的大廈，地面道路應該為這些大廈之間提供區內的連繫。但是，應當以儘量減少道路的容量和加設緊密的交通燈號管制交界處，來避免再需興建另外一條東西行幹線。

考慮其他方案

香港政府、交通工程顧問及規劃師已花了多年時間來研究中環及灣仔的現有問題。公平地說，現時中環及灣仔的情況是經過長期的交通工程解決方法及小型基建改善工程所作出的微調累積而成的。我們相信已經沒有類似的方法可以帶來重大的改善。

要大規模改善該些地區的情況，現時交通流量的水平必須降低，並保持下去，這樣才會有助上述改善計劃的推行。

降低交通流量的水平是必須的，而唯一可行的方法是利用一些道路收費的方式來「控制需求」，但必須確保收費方式適合香港的情況。

增加過海隧道收費也可以是一個方法，而增幅是要足以充分減少來往港島的交通，以令中環及灣仔的交通流量亦得以減少，但此方法的成功有一個條件，就是大部分的過海交通必須是來自或者駛往中環及灣仔或是途經中環及灣仔。

第二個選擇是實施電子道路收費計劃，增加車輛在中環及灣仔路面上行駛的成本，而收費要高至一個足以產生減少中環及灣仔交通流量的水平，這方案有一個好處，就是可以更容易選取目標地點。

上述兩個方案都要求當局大幅改變政策方向——由逐步增加道路網的容量以滿足需求轉變為控制需求以配合道路網的容量。兩個方案都需要隨時日不斷增加收費，這樣，阻嚇作用才不會因通貨膨脹及可支配收入的一般性增加而受到削弱。

總結

爲了及早改善環境及一些運作上的原因，減少中環及灣仔交通流量是需要的。我們不要忘記，現時道路的設計方式有其「外在成本」，這些「外在成本」卻從來沒有放進整條交通成本方程式之內作出計算。當公眾認識到很多交通改善後的好處，以及有一整套措施把該些好處「鎖定」的話，決策者就會較爲容易說服公眾去接受政策的改變和道路收費計劃。

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**另一個可能的中環、灣仔與銅鑼灣海岸
選擇一: 包含中環灣仔繞道**

撮要

建議是概念性的，以可持續發展原則、優質的都市設計及景觀設計為基礎。

基本假設

- 1 機場快綫的掉車隧道需要完成；
- 2 爲了興建上述掉車隧道，天星碼頭需要遷移；
- 3 中環灣仔繞道將以隧道的形式，興建於填海的土地上；
- 4 在填海的土地上，只容許興建有限度及小型的公眾休憩設施；及
- 5 減低道路的數量及規模。

爲中環而作出的建議

可減少大約 60 至 100 米的填海闊度，填海亦緊貼中環灣仔繞道的曲線。

一個與現存碼頭相近的新位置可以給天星小輪使用，現存的 7 號碼頭及建議中的 8 號碼頭成爲公眾碼頭，以取代卜公碼頭及皇后碼頭，一個面積大約 3.9 公頃的海濱公園可以在天星碼頭附近興建。

一條新的東西行車道路「北方道」將自國際金融中心的民暢街伸延，再連接灣仔的鴻興道，「北方道」的路線主要是充分利用現有的道路，例如龍匯道、會議道及鴻興道。

填海後的土地主要是一個公眾海濱休憩區，只准興建兩層高、以海濱商業及娛樂爲用途的建築物。

中環填海的總面積大約爲 15 公頃，而政府的計劃則是 25 公頃。

為灣仔而作出的建議

填海緊貼繞道的曲線，灣仔渡海碼頭被遷移，而該處應發展成為一個在公眾海濱休憩區上具旅遊特色的碼頭。

現有的灣仔公眾泳池及灣仔運動場保持不變，灣仔區沒有其他發展建議。

建議中遊艇會西面的遊艇碇泊區被刪去，原因是銅鑼灣避風塘保留足夠的水面供遊艇碇泊。

此區填海的闊度減少了 50 至 100 米，而填海面積大約是 8.7 公頃，政府的計劃則是 14.6 公頃。

為銅鑼灣而作出的建議

中環灣仔繞道從地底升起變成一道橋樑連接東區走廊，所以在避風塘填海已沒有需要，供船隻碇泊的水面應該足夠。新建的橋樑應該有設計特色，而不是視覺的障礙物。

建議中的九鐵隧道需要在世貿中心及怡東酒店前面的填海土地上建造通風口，此舉亦會除去一些死水地帶，現有的向東的海岸將被保留及改善，可以復修成一個更自然的環境。

刪去海心公園。

一條連續不斷、10 米闊的行人海濱長廊沿着避風塘的東邊伸延至北角，使用現有的公地或加設一條木板鋪成之道路便可做到。

在適當地方，填海的闊度可以減少超過 100 米，而填海面積大約是 1.4 公頃，政府的計劃（包括海心公園）則是 12.2 公頃。

簡表：

面積（公頃）	政府建議	另一建議	減少幅度
中環填海	25.4	15.1	10.3
灣仔填海	14.6	8.7	5.9
銅鑼灣填海	12.2	1.4	10.8
總數	52.2 100%	25.2 48.3%	27 51.7%

2003 年 11 月

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選擇二: 刪除中環灣仔繞道**

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基本假設

1. 機場快綫的掉車隧道需要完成；
2. 爲了興建上述掉車隧道，天星碼頭需要遷移；
3. 中環灣仔繞道將不會興建，另一些交通管理的措施將在中環及灣仔實施，以控制該些地區的交通；
4. 只容許興建有限度及小型的公眾休憩設施，讓市民享受海濱及海港；及
5. 需要新建的地面道路數目會減至最少，因爲沒有新發展項目，以及主要道路會被降級。

爲中環而作出的建議

可減少超過 100 米的填海闊度，而且僅限於天星碼頭及添馬艦一帶，海濱剩餘的現存公地會重新設計爲一個海濱休憩區。

一個與現有碼頭較相近的新位置可以給天星小輪使用，而新的皇后碼頭會在現在的皇后碼頭附近，一個面積大約 3.9 公頃的海濱公園可以在天星碼頭附近興建。

一條新的東西行車道路「北方道」將自國際金融中心的民暢街伸延，連接灣仔的鴻興道，「北方道」的路線主要是充分利用現有的道路，例如龍匯道、會議道及鴻興道。

填海後的土地主要成爲一個公眾海濱休憩區，只准興建兩層高、以海濱商業及娛樂爲用途的建築物。

中環填海的總面積大約爲 4.5 公頃，而政府的計劃則是 25 公頃。

為灣仔而作出的建議

灣仔區沒有填海計劃，現有環繞香港會議展覽中心的海濱休憩區將作出改善，灣仔渡海碼頭則保留不變，但會興建一條木板鋪成之行人路，以連接東面及以前的貨物裝卸區。

以前的貨物裝卸區可以成爲一個生氣勃勃的海濱活動區，用作水上活動及娛樂節目舉行的場地、公眾上岸的地方及觀光船碇泊處，亦可有餐廳及零售活動。

現有的灣仔公眾泳池及灣仔運動場保持不變，灣仔區沒有其他發展建議。

建議中遊艇會西面的遊艇碇泊區被刪去，原因是銅鑼灣避風塘保留足夠的水面供遊艇碇泊。

此區填海的闊度減少了 50 至 100 米，而填海面積是零，政府的計劃則是 14.6 公頃。

為銅鑼灣而作出的建議

不興建中環灣仔繞道，現有遊艇會的設施不受影響，故不需加建遊艇碇泊區。

建議中的九鐵隧道需要在世貿中心及怡東酒店前面的填海土地上建造通風口，此舉亦會除去一些死水地帶，現有的向東的海岸將被保留及改善，可以復修成一個更自然的環境。

刪去海心公園。

一條連續不斷、10 米闊的行人海濱長廊沿着避風塘的東邊伸延至北角，使用現有的公地或加設一條木板鋪成之道路便可做到。

在適當地方，填海的闊度可以減少超過 100 米，而填海面積大約是 0.7 公頃，政府的計劃（包括海心公園）則是 12.2 公頃。

簡表：

面積（公頃）	政府建議	另一建議	減少幅度
中環填海	25.4	4.5	20.9
灣仔填海	14.6	0	14.6
銅鑼灣填海	12.2	0.7	11.5
總數	52.2 100%	5.2 10%	47.0 90%

2003 年 11 月