

Harbourfront Commission

For discussion
on 23 January 2017

HC/01/2017

New Initiatives on Harbourfront Development

PURPOSE

This paper briefs Members on new harbourfront development initiatives as promulgated in the 2017 Policy Address.

BACKGROUND

2. In October 2012, the Harbourfront Commission (HC) submitted a report to the Government recommending the establishment of a Harbourfront Authority (HFA) and its broad framework. Subsequently, HC and the Development Bureau (DEVB) jointly launched a two-phase Public Engagement (PE) Exercise in 2013 and 2014. HC submitted the final report on the proposed establishment of an HFA in January 2016.

VIEWS RECEIVED DURING PE

3. It was noted from the PE Exercise that there was general support in the community to the need of a new mindset in taking forward harbourfront enhancement. This notwithstanding, various sectors of the community and the public have expressed a divergence of opinions on the various recommendations made under the proposal of establishing a statutory HFA. Some members of the public and sectors in the community indicated support while others expressed concerns. They differed in their views on the process and pace of the transition from the current model to a HFA and also on the statutory functions, composition, authority and finance of the proposed statutory HFA.

PROPOSED WAY FORWARD FOR HARBOURFRONT ENHANCEMENT

4. Taking into account the many different views gathered from the PE Exercise including the reaction from the community, we consider that it is premature to establish a HFA as an independent statutory body with its own financial and executive powers at this stage. That said, we note that there are limitations in the current model for harbourfront development and management and share the vision of HC in trying to break away from existing restrictions.

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5. After careful considerations, as promulgated in the 2017 Policy Address, the Government decided to first take the work relating to harbourfront development and enhancement to the next level before further deliberations on the proposal of establishing a statutory Harbourfront Authority. The Government will partner with HC and implement harbourfront enhancement initiatives through a dedicated team with dedicated funding, with a view to further extending the waterfront promenade along both sides of the Victoria Harbour, beautifying areas in the vicinity and improving accessibility to the waterfront for the enjoyment of all. Meanwhile, the Government will continue to keep in view public views on harbourfront enhancement and further consider and review the mechanism for facilitating harbourfront development.

6. Under the new model, we would like to enhance the role and involvement of HC on the implementation of harbourfront projects. Specifically, the Government would look upon HC to provide guidance and inputs to the formulation, study, prioritisation and implementation of harbourfront enhancement projects to be put forward by the Government. HC is envisioned to assume the role of “project proponent” to advocate and explain to the public the prioritisation and implementation of individual projects, as well as the management and operation of individual sites. We would expect HC to establish multiple project groups while members would be heavily involved in working on individual projects or bundles of such. HC would be able to help explain to respective Task Forces under HC and HC itself as well as to other stakeholders over the planning and implementation of such projects. This would help HC build up its experience as well as credentials over actual delivery of harbourfront enhancement projects.

7. Under the proposed framework, a dedicated Harbour Office (HO) would be set up to support HC to holistically plan, design, construct, operate, manage and maintain selected harbourfront sites and resolve inter-departmental issues. The proposed HO would be an extension of the existing Harbour Unit of DEVB and would assemble a multi-disciplinary team of administrative and professional staff with relevant expertise from various grades/departments, and where necessary engage experts from the private sector. HO would make use of dedicated funding and multi-disciplinary staff to exercise its project implementation and contract management capabilities. The concept of this dedicated multi-disciplinary office is akin to the established Energizing Kowloon East Office, the work of which has received general accolades from the HC.

8. As the first major step forward in demonstrating the Government’s continued dedication and commitment on harbourfront development and enhancement, \$500 million was already earmarked

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as dedicated funding for harbourfront enhancement. We will also recruit a non-civil service contract architect to strengthen the manpower of the Harbour Unit in preparation of the future setting up of the HO.

9. In order to make the best use of the \$500 million for immediate harbourfront enhancement, we would propose to implement the list of projects at **Annex A**. They include the urban park in front of the Hung Hom Ferry Pier, the open space at Eastern Street North of Sai Ying Pun, the advance promenade from Central and Western District Promenade (Central Section) to the Hong Kong Convention and Exhibition Centre, enhancement of existing waterfront pedestrian walkway at the Tsuen Wan Waterfront, streetscape and signage improvement in harbourfront areas and the consultancy study for the formulation of a new model to plan, manage, operate and maintain future integrated harbourfront developments. At the same time, other harbourfront projects to be funded for implementation are set out at **Annex B**. When all these projects are gradually implemented with guidance and inputs of HC, there would be an increase in open space provision within harbourfront areas by nearly 50 hectares while the length of accessible waterfront promenades along both sides of the Victoria Harbour could be extended by 3,400m.

CONSIDERATIONS

10. The proposed way forward aims to further some of the key objectives of the HFA proposal even without the actual setting up of a statutory body. Members would note that the new HC (with the support of the HO) would also be able to achieve some key objectives of the HFA proposal, which include to protect, preserve and enhance the Victoria Harbour; to promote and deliver an attractive, vibrant, green and accessible and sustainable harbourfront; to promote public engagement at all stages of project development; and also to promote the concept of sharing of public space. Alike the HFA proposal, there would also be the setting up of a dedicated funding for harbourfront enhancement initiatives. By making use of the earmarked dedicated funding, the projects advocated by HC would not need to compete for resources with other public work projects at internal resources allocation exercises. This could provide flexibility for HC/HO to implement proposed projects. In terms of manpower, the HFA proposal entailed the initial secondment of a dedicated Government team with experienced civil servants from relevant disciplines to support the operation of its Board. Under the newly proposed way forward, the HO would be playing similar role while HC would provide the required leadership.

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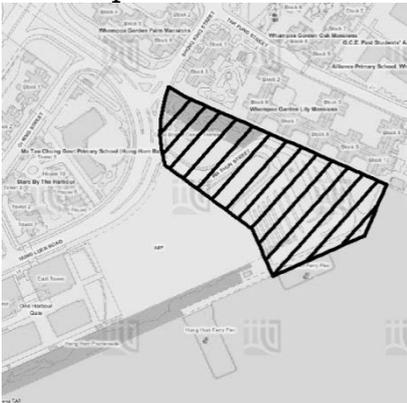
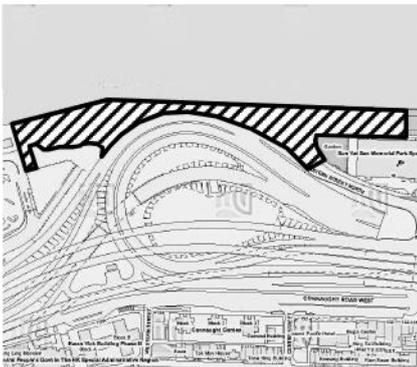
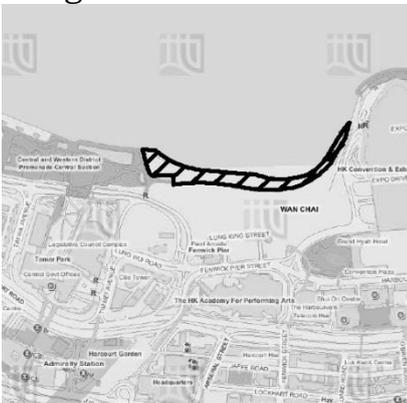
11. With the support of a dedicated funding, HC may decide on the priority in taking forward various harbourfront enhancement projects. Members may also wish to note that if HC intends, the future HO could be freed from the bounds of existing regulations in its management of open space. The consultancy study on the formulation of a new model to plan, manage, operate and maintain future harbourfront developments as proposed in **Annex A** would be pivotal in providing a steer in this regard. It is envisioned that with the active involvement of HC, a new set of more flexible and people-oriented rules could be derived for the use of HO. Where appropriate, HC may also advise HO to explore possibilities for collaboration with the private sector to create a more vibrant, flexible and attractive harbourfront in order to realise the full potential of harbourfront areas. At the same time, public concerns over the introduction of an overwhelming amount of commercial elements onto the harbourfront could be alleviated when HO as a dedicated office working within the Government is subject to the usual public scrutiny and financial control.

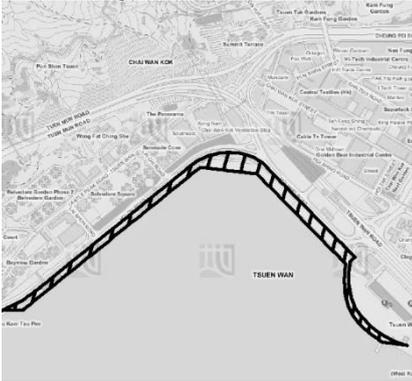
ADVICE SOUGHT

12. Members are invited to note the details of the new initiatives and offer views on the detailed operation of the new model.

**Secretariat
Harbourfront Commission
January 2017**

Proposed Initiatives to be Funded by the \$500 Million Dedicated Funding Earmarked for Harbourfront Enhancement

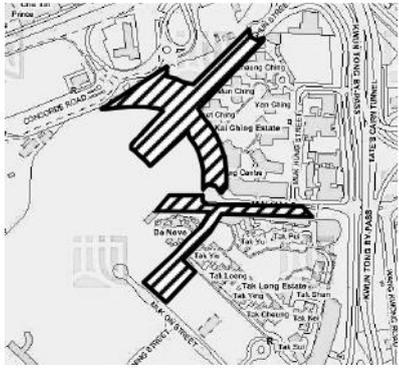
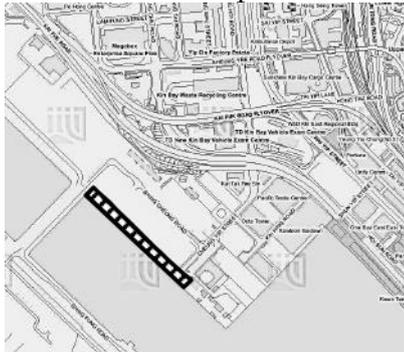
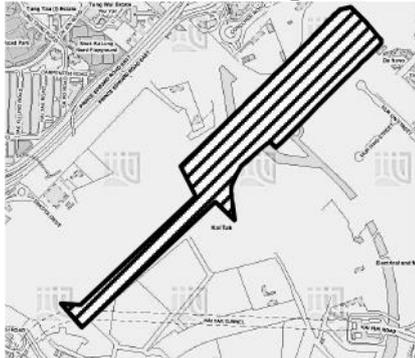
No.	Project Name	District
1.	Urban park in front of Hung Hom Ferry Pier* 	Kowloon City
2.	Open space at Eastern Street North, Sai Ying Pun* 	Central and Western (C&W)
3.	Advance promenade from Central and Western District Promenade (Central Section) to the Hong Kong Convention and Exhibition Centre* 	C&W and Wan Chai

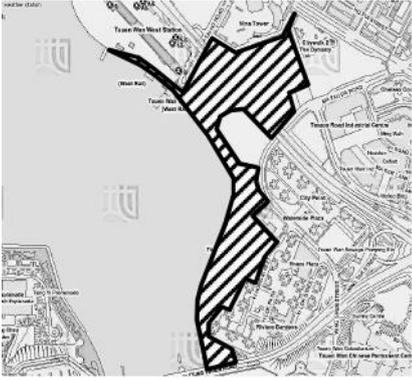
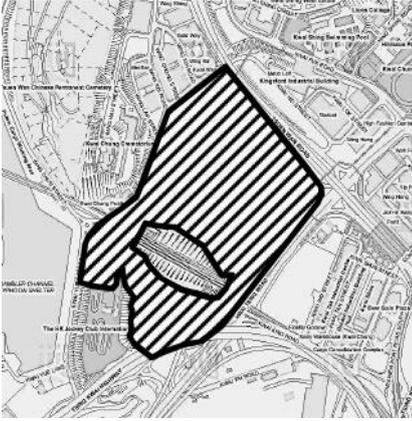
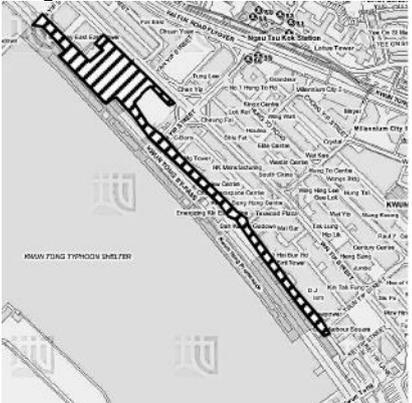
4.	<p>Enhancement of exiting waterfront pedestrian walkway at the Tsuen Wan Waterfront*</p> 	Tsuen Wan
5.	<p>Streetscape and signage improvement in harbourfront areas#</p>	Territory wide
6.	<p>Consultancy study for the formulation of a new model to plan, manage, operate and maintain future integrated harbourfront developments#</p>	Territory wide

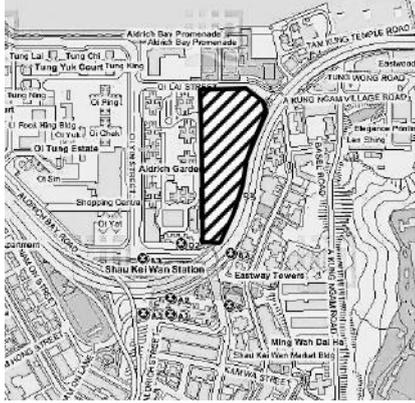
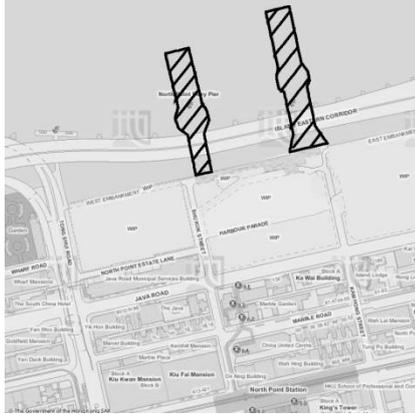
* Project scope and technical feasibility to be ascertained

Detailed scope of the study to be defined

Other Harbourfront Projects to be Funded for Implementation

No.	Project Name	District
1.	<p>Kai Tak Avenue Park</p>  <p>The map shows the Kai Tak area with a large, stylized, hatched area indicating the project site. The area is bounded by Conqueror Road to the west, Kai Tak Avenue to the east, and various residential streets to the south and north. Key landmarks like Kai Tak Station and Kai Tak Airport are visible.</p>	Kowloon City
2.	<p>Waterfront promenade adjacent to the Hong Kong Children's Hospital at Kai Tak</p>  <p>The map shows the waterfront area of Kai Tak, with a hatched area indicating the project site. The site is located between the waterfront and the Hong Kong Children's Hospital. The map shows various streets and buildings in the area.</p>	Kowloon City
3.	<p>Kai Tak Station Square</p>  <p>The map shows the area around Kai Tak Station, with a hatched area indicating the project site. The site is located between the station and the waterfront. The map shows various streets and buildings in the area.</p>	Kowloon City

<p>8.</p>	<p>Improvement of Tsuen Wan Riveria Park and Tsuen Wan Park*</p> 	<p>Tsuen Wan</p>
<p>9.</p>	<p>Kwai Chung Park*</p> 	<p>Kwai Tsing</p>
<p>10.</p>	<p>Improvement of Hoi Bun Road Park and adjacent area</p> 	<p>Kwun Tong</p>
<p>11.</p>	<p>Boardwalk underneath Island Eastern Corridor</p> 	<p>Eastern</p>

12.	<p>Sports Centre and Open Space at Aldrich Bay*</p> 	Eastern
13.	<p>Improvement of North Point Ferry Piers*</p> 	Eastern

* Project scope and technical feasibility to be ascertained