

3 SUMMARY OF MAJOR COMMENTS AND RESPONSES

3.1 General

During the Stage 1 CE, two focus group meetings (one with professionals and academics; and another with green groups, cyclist groups and harbour concern groups), 2 CE workshops, consultation with Planning, Works and Housing Committee of EDC and HC were held. Surveys with a structured questionnaire were conducted. Various channels were established to collect the comments and opinions from the public and different stakeholders.

The records of the CE activities are enclosed in the Appendices as follows:

Appendix I1 - Minutes for Focus Group Meeting with Professionals and Academics

Appendix I2 - Minutes for Focus Group Meeting with Green Groups, Cyclist Groups and Harbour Concern Groups

Appendix I3 – Meeting Minutes and Discussion Paper for Planning, Works and Housing Committee of EDC

Appendix I4 - Meeting Minutes and Paper for Meeting with Task Force on Harbourfront Developments on Hong Kong Island of the HC

Appendix I5 - Minutes for CE Workshop 1

Appendix I6 - Minutes for CE Workshop 2

Appendix I7 - Collected Questionnaires and Statistics

Appendix I8 - Photos of Briefing Sessions

Appendix I9 - Media Coverage during Stage 1 Community Engagement

Appendix I10 - Written Comments from Professional Institutions/ Organisations

Upon invitation, CEDD and AECOM attended briefing sessions organized by Eastern District Councillor Mr Ting Kong Ho on 2 March 2016 and Legislative Councillor The Honorable Kwok Wai Keung on 30 March 2016 and introduced the proposed scheme of the boardwalk to the participants. In the briefing sessions, the participants were mainly nearby residents. The participants generally supported the boardwalk proposal. Photos of the briefing sessions are attached in Appendix I8.

CEDD also arranged a site visit by boat for the members of the Task Force on Harbourfront Developments on Hong Kong Island of the HC on 30 March 2016. The Task Force considered that the proposal could improve the connectivity of the North Point harbourfront and bring vibrancy to the district. The Task Force was of the view that the reclamation involved would be technical and of a small area, and supported the proposal. Relevant Press Releases and photos are attached in Appendix I9.

Written comments received from professional institutions/ organisations are shown in Appendix I10.

The major comments received during various activities in Stage 1 CE exercise are categorized and summarized in following paragraphs.

3.2 Major Comments

Providing continuous, non-interrupted public access along the harbourfront from Causeway Bay to Quarry Bay was essential for the public to enjoy the full benefit of the harbour as a public asset (Question 1)

Comments from Questionnaires

Among the 1306 questionnaires received, 91.3% (1193) of the respondents agreed to the statement and 5.8% (76) disagreed.

Comments from Focus Group Meetings

The participants of the two focus group meetings, including professionals and academics; green groups, cyclist groups and harbour concern groups were in support of providing a continuous public access along the harbourfront. It was further pointed out that to address the connectivity issue, further refinements should be made to the access points. The eastern end of the proposed boardwalk at Hoi Yu Street was partly segregated by the Quarry Bay Salt Water Pumping Station. The connection between the western end of the boardwalk to Causeway Bay was affected by the Central-Wan Chai Bypass Project.

Comments from Community Workshops

There was general consensus in the two community workshops that it was essential to provide continuous, non-interrupted public access along the harbourfront from Causeway Bay to Quarry Bay for the public to enjoy the full benefit of the harbour which is a public asset.

The proposed boardwalk would allow different users to have convenient and easy access to the harbourfront and engage in various activities. Such pedestrian connection with good harbour view would encourage more people to enjoy the harbour and visit it often, and the boardwalk could satisfy the community need for more public space to carry out different sports and leisure activities, as well as to appreciate the harbour. It could also attract more visitors from both the local community and abroad to enhance community cohesion and tourism development.

Many participants urged for early implementation of the boardwalk, which had been under study for over 10 years, and suggested the Government to expedite the implementation. Extension of the harbourfront through the eastern and western ends of the boardwalk and enhancement of the connection with the hinterland was proposed.

A few who disagreed considered that a completely continuous boardwalk might not be required and expressed doubt about the patronage.

There is a compelling and present need for the boardwalk (Question 2)

Comments from Questionnaires

It was worth mentioning that: i) the number who said yes to any of Question 1 and Questions 2A-J was 1264 (96.8%) out of 1306 and ii) the number who did not say yes to any of Question 1 and Questions 2A-J was 42 (3.2%) out of 1306. There was only 3.2% of the respondents who did not accept at least one of the statements in Questions 2A-J. Although different people had different needs, 96.8% of the respondents accepted at least one of the need arguments proposed in Question 1 and Question 2A to 2J in the Questionnaire.

Comments from Focus Group Meetings

The participants of the two focus group meetings, including professionals and academics; green groups, cyclist groups and harbour concern groups were in support of the boardwalk. The boardwalk would add value to the harbour and enhance public accessibility to the Harbour. The Hong Kong Institute of Planners concurred and stated that if the boardwalk was to be built, then

efforts should be made to ensure it to be sufficient in meeting the needs of the community. The area of the boardwalk and the possible activities to be carried out should not be too restrictive.

A cyclist from Hong Kong Cycling Alliance also considered that the PHO was not intended to prohibit the public from using the harbour, but to safeguard its public use. The provision of the boardwalk would allow public access to the harbour to satisfy their need to enjoy the harbour. Another cyclist from the cyclist group also considered that the public should be given the chance to enjoy the harbour even with the existence of the IEC. More connection points to Quarry Bay and North Point should be provided to facilitate easy access to the harbourfront by the community.

Society for Protection of the Harbour and Designing Hong Kong further reiterated that the use of affected water area was already restricted by the IEC. The provision of boardwalk would only change the type of boats / vessels accessing the affected area. It would not further reduce the effective use of the affected area but would allow more public use of the water.

Participants of the community workshops and respondents of questionnaire were invited to comment on the compelling and present need for the boardwalk in the following aspects:

Promote public access to the harbourfront from Causeway Bay to Quarry Bay through a safe and secure access which is otherwise currently dissected and hindered by private lots, roads, utilities, jetties, as well as the IEC which is both a physical and visual barrier to the harbour along the Island East harbourfront (Question 2(A))

Comments from Questionnaires

Among the 1306 questionnaires received, 81.5% (1064) of the respondents agreed to the statement and 6.8% (89) disagreed.

Comments from Community Workshops

Vast majority in the two CE workshops pointed out that the public need a continuous connection along the harbourfront area. The current proposal was supported by vast majority of the respondents, and many suggested further connecting the boardwalk / promenade along harbourfront to Heng Fa Chuen.

Some observed that there would not be direct access from the City Garden, North Point (Fire Services Department) Pier, North Point Kodak Pier etc. to the boardwalk and suggested the Government to negotiate with these private owners and relevant departments to further improve accessibility provided by the boardwalk. Universal access should be adopted in the design of the proposed boardwalk.

A few who disagreed considered that there was no urgent need for the boardwalk and were concerned about the competition for resources for other engineering / infrastructure projects.

Provide a better walking environment than the current pedestrian options in Eastern District (Question 2(B))

Comments from Questionnaires

Among the 1306 questionnaires received, 90.3% (1179) of the respondents agreed to the statement and 2.8% (37) disagreed.

Comments from Community Workshops

Vast majority in the two community workshops opined that the current pedestrian connections in Eastern District were indirect and unsatisfactory and it affected the accessibility and connectivity of the area. It was agreed that continuous and good pedestrian environment along the harbourfront was important, and the proposed boardwalk could provide a continuous harbourfront with a carless environment for the public. The boardwalk would help disperse the pedestrian flow in the area, and provide a quicker, safer and pleasant walking environment. It was also pointed out that the existing pedestrian walkway was very indirect and the boardwalk could improve the walking environment by providing spacious areas and fresh air along the harbourfront.

A few participants opined that the walkways in the area would be for practical use based on needs, while the boardwalk would be for leisure purpose.

Continuous connection from the harbourfront area of North Point to Sheung Wan and Siu Sai Wan/ Hang Fa Chuen was missing. The Government should provide a continuous harbourfront for the public.

Attract people to walk more along the harbourfront and encourage residents to spend more time in physical activities such as jogging, and thereby help adopt a healthier lifestyle (Question 2(C))

Comments from Questionnaires

Among the 1306 questionnaires received, 91.0% (1189) of the respondents agreed to the statement and 2.8% (29) disagreed. It is the strongest support among Questions 2A-J.

Comments from Community Workshops

Vast majority in the two community workshops agreed that the boardwalk would encourage and attract more residents and local community to access to the harbour and engage in various healthy living activities. Government should develop the proposed boardwalk and seize this opportunity to provide a key open space for the public to engage in different kinds of physical activities (e.g., Tai Chi, jogging, cycling, etc.) and adopt a healthier lifestyle. The boardwalk should be accessible for all and seating and lawn areas should be provided for people to rest.

Some participants pointed out that there were small parks/open spaces in North Point but they were very crowded all the time. The proposed boardwalk could meet the public need for more public space.

Enable new leisure activities in Eastern District through better access to the harbourfront (Question 2(D))

Comments from Questionnaires

Among the 1306 questionnaires received, 89.9% (1174) of the respondents agreed to the statement and 3.1% (40) disagreed.

Comments from Community Workshops

Vast majority in the two community workshops agreed that as the proposed boardwalk would provide a convenient and better access to the harbourfront, it could encourage more people to visit the harbourfront and engage in different kinds of activities such as strolling, walking, dating, viewing, jogging, skateboarding, Tai Chi, roller-skating and cycling.

Some proposed to incorporate more facilities on the boardwalk, such as children play area, adventure training, cycling park, outdoor cinema, tables and seating. Some participants suggested that pets should be allowed at the harbourfront area but some regarded this as controversial.

Some participants proposed to engage the community in the beautification works of the IEC to increase people's sense of belonging. There were also proposals to install more information panels/ signage on the boardwalk to showcase the history of North Point. Better connection and signage should be provided in North Point to show the direction to the boardwalk.

Enhance positive social interaction between Hong Kong residents (Question 2(E))

Comments from Questionnaires

Among the 1306 questionnaires received, 83.2% (1086) of the respondents agreed to the statement and 4.6% (60) disagreed.

Comments from Community Workshops

Participants in the two community workshops generally noted the social need. It was generally agreed that with the proposed boardwalk, more people would gather at this public space and there would be more interaction. However, a few considered difficult to conclude whether this interaction would be positive.

There were also concerns on the possible nuisance that might be brought to the nearby residents and hence proper management and cleanliness was very important. There should be engagement and communication with nearby residents in the future.

Some suggested that activity areas and spectator stands should be provided at the entrance and near the boardwalk respectively. The structural capacity of the boardwalk should be carefully assessed and if required, pontoons can be installed to increase the activity space.

The boardwalk will increase people flow, thus help sustain and promote the prosperity of the local economy (e.g. food & beverage facilities and water-land interface activities) in the Eastern District and Hong Kong at large.(Question 2(F))

Comments from Questionnaires

Among the 1306 questionnaires received, 74.8% (977) of the respondents agreed to the statement and 9.3% (121) disagreed.

Comments from Community Workshops

Majority of the participants in the two community workshops agreed that the boardwalk would increase pedestrian flow in the district. They proposed that small local business and social enterprises run by Non-Government Organizations should be encouraged to operate at the harbourfront area to boost local economy and showcase local characteristics. Chain stores were not preferred, so that the goods and services could be provided at an affordable price. Different uses, for instance, band performances, small and local snack shops/ cafes, pop-up stores could be organized/ provided along the proposed boardwalk. Weekend markets and the like could be organized in the harbourfront area for synergy effect.

Some participants considered that the boardwalk was mainly intended for walking and access to the harbourfront for leisure purpose, and therefore large-scale activities should not be recommended. There were also concerns on the procedures/measures to be adopted for

managing the activities along the boardwalk by the future maintenance agent. Apart from that, some considered that significant economic benefits could be created by the boardwalk, while some might have doubt on the economic effectiveness. In addition, some worried that the commercialisation of the boardwalk (e.g. F&B kiosk to be operated by chain stores) might affect the local economy, in particular, it might reduce the competitiveness of existing local small shops.

The boardwalk will attract people using it as an event venue (Question 2(G))

Comments from Questionnaires

Among the 1306 questionnaires received, 82.0% (1071) of the respondents agreed to the statement and 6.4% (83) disagreed.

Comments from Community Workshops

Majority in the two community workshops agreed that the boardwalk would attract people to use it as an event space. Some proposed to provide activity areas intermittently along the boardwalk for different activities, such as musical/dance performances, street busking, and F&B facilities etc. Some opined that the harbour view was an important asset and the provision of the proposed boardwalk would showcase such treasure. People could use the boardwalk freely as they wished.

However, some considered that the available space was limited and therefore it would not be appropriate to provide event space, which would be against the objectives of the boardwalk of enjoyment by all. Some considered that the details of the ownership, maintenance and management responsibility of the boardwalk, the nature and scale of the activities and the cost-effectiveness should be studied before a decision can be made.

The boardwalk as an iconic structure would enhance the image of Hong Kong as a premier tourist destination. (Question 2(H))

Comments from Questionnaires

Among the 1306 questionnaires received, 76.0% (992) of the respondents agreed to the statement and 11.3% (147) disagreed.

Comments from Community Workshops

Majority in the two community workshops agreed that the boardwalk was an iconic structure and would enhance the image of Hong Kong as a premier tourist city and enhance the image of North Point. It was suggested by some participants to make reference to other successful promenades in Hong Kong, such as those in Tsing Yi and Kwun Tong Harbourfront where visitors could enjoy the beautiful views of sunrise and sunset. Signage and panels to introduce nearby buildings are proposed. Some suggested including graffiti along the boardwalk and providing more opportunities for the younger generation to express their creativity. Some suggested engaging local residents as tourist ambassadors.

Some considered that there was no need to build an iconic structure. Some did not think enhancing the image of HK or tourism was the main purpose of the proposed boardwalk because the proposed boardwalk should serve local communities as a first priority in this area. If the boardwalk could fulfil the functional requirements and was compatible with the nearby environment such that the locals' needs were fulfilled, the tourists would then naturally follow. There were also concerns on the carrying capacity of tourists in the area.

The boardwalk will provide an alternative route for pedestrians currently using the footpath along King's Road / Electric Road / Java Road which would relieve pedestrians from poor air quality and noise pollution en route. (Question 2(I))

Comments from Questionnaires

Among the 1306 questionnaires received, 82.3% (1075) of the respondents agreed to the statement and 6.9% (90) disagreed.

Comments from Community Workshops

Vast majority in the two community workshops expressed that current pedestrian environment along King's Road / Electric Road / Java Road were not good. The footpaths were noisy with severe air pollution. The proposed boardwalk would provide an alternative route and could bring improvement and provide good pedestrian access for locals. It would also provide a safe walking environment for the elderly. More access points should be considered in the future since users may want to go to different destinations.

Some who did not agree considered that the boardwalk and the existing walkway network in North Point served different functions depending on the destinations, timing of travel and health status of the users. It was pointed out that the boardwalk was not a fast track. There were concerns on the possible air and noise pollution caused by the vehicles on the IEC to the users of the boardwalk. Some suggested that air and noise assessment should be carried out to obtain data to justify the proposal and local needs.

The boardwalk as an iconic structure would improve the visual quality and landscape character of the harbourfront in the District (Question 2(H))

Comments from Questionnaires

Among the 1306 questionnaires received, 77.5% (1012) of the respondents agreed to the statement and 8.1% (106) disagreed.

Comments from Community Workshops

Vast majority in the two community workshops agreed that the boardwalk would be an iconic feature and it would improve the visual quality and landscape character of the harbourfront. They pointed out that the existing harbourfront did not have good visual and landscape quality and therefore would look forward to improvements to enhance public enjoyment.

Some suggested providing seating areas along boardwalk to facilitate a people-oriented and good public space design. Some were concerned about the lighting of the proposed boardwalk, which should be discrete and well designed to minimize impact to residents in the area. Besides, the boardwalk should create an environment that welcomes public access without excessive restrictions. Security would not be an issue if more people are using the boardwalk.

Some considered that there was no need to design an iconic structure for the boardwalk, and they worried about possible light pollution if lightings would be put up on the boardwalk. Some found it difficult to comment because the design was not available. However, they agreed that the boardwalk should have greening to beautify the columns of the IEC and integrate with nearby functions and environment.

In summary, all the statements were supported by a large majority of the respondents from different platforms, indicating an overwhelming support of the project.

Facilities and components of the proposed boardwalk that meets the compelling and present needs of the community (Question 3)

Comments from Questionnaires

In addition to the pedestrian walkway as the core component of the boardwalk, the respondents generally supported the provision of additional facilities such as cycleway, viewing platforms, fishing platform, cycle rental kiosks, bicycle parking, and food & beverage kiosks. The statistical results are shown in Appendix I7.

Comments from Focus Group Meetings

The participants of the two focus group meetings, including professionals and academics; green groups, cyclist groups and harbour concern groups were in support of the proposed facilities of the boardwalk.

Society for Protection of the Harbour and Designing Hong Kong suggested that the boardwalk should be widened towards the inland as long as the changes would not further affect the harbour. The proposed minimal design of 5m width boardwalk unnecessarily restricted the uses of waterfront and right of access. The provision of cycle track to the southern side of the boardwalk would not affect additional water area as the water area was already inaccessible. Design improvements of the boardwalk should be made to maximize the use. More access points to the boardwalk should be provided to allow more people to use it. The boardwalk should be wider so that it could be shared among different users. The gradient of the boardwalk should be minimized to make it convenient for use by children and people with disabilities. Nevertheless, more information justifying the reclamation to provide dolphins from the technical perspective would be required.

Hong Kong Institute of Planners and Hong Kong Institute of Urban Design agreed to the provision of cycle track. The gradient and safety issues could be further studied.

Hong Kong Cycling Alliance considered that the boardwalk was not only a route for people to walk along the harbourfront, but also a usable space for people to engage in various activities. The width of the boardwalk should not be limited to 7.5m. The design and width of the boardwalk should also be flexible. It was not necessary to strictly demarcate the walkway and cycleway while shared-use of the boardwalk should be allowed. The cyclist group raised the examples of shared-use in Japan and near the Hong Kong Sports Institute near Shing Mun River in Sha Tin. There was a proposal to provide ferries to link up the cycle track on the boardwalk with that in Kai Tak, so as to extend the possible cycling routes. Various groups agreed to the provision of the cycle track which could be used for commuting or leisure purpose but not for racing. One of the cyclist groups, “3+1 單車同學會”, added that cycling as a commuting mode was also economical and environmentally friendly and helped reduce carbon emissions and traffic congestion. The idea was also supported by the Hong Kong Institute of Planners.

Society for Road Safety suggested that the function of the cycle track should be defined and the design should suit the function accordingly. If it was proposed for leisure purpose, shared-use of cyclists and pedestrians would be possible. However, if the cycle track was used for commuting, the speed of the bicycles would be rather fast and a separate cycle track from pedestrian footpath was preferred. Besides, some sections may require separation for safety purpose, and speed had to be reduced at the entrances/ exits where vehicular traffic would be busy. Some cyclist groups agreed that the length of the cycle track is only 2 km and therefore it should be mainly for leisure purpose rather than commuting. The alignment and design of the cycle track should take speed reduction into consideration. Hong Kong Institute of Planners and Hong Kong Institute of Landscape Architects were concerned about the possible air pollution caused by IEC to the users, especially the cyclists, on the boardwalk especially along the section with an elevation of 12.5mPD.

Hong Kong Institute of Planners and Hong Kong Institute of Urban Design considered that the width and area of the boardwalk should be increased to accommodate more seating, food &

beverage kiosks and landscaping area. Hong Kong Cycling Alliance proposed that there should be pocket design for the alignment for different activities. Hong Kong Cycling Alliance added that since the southern side of IEC was already affected by the highway structure, the width of the boardwalk and the corresponding covered area should be increased to make the best use of the affected area. Society for Road Safety considered that the current proposed platforms and open space were too small. Since cyclists would likely wait for friends at the proposed platforms, it was suggested that these areas should be enlarged.

Royal Hong Kong Yacht Club and various cyclist groups supported cycle rental kiosks and introduction of a self-help smart card cycle rental system. There should be bicycles for adults and children for rental. It was considered that this would attract more visitors. “3+1 單車同學會” pointed out that the number of bicycle parking spaces should not be excessive and management of bicycle parking area was important to avoid abuse of the facilities.

Royal Hong Kong Yacht Club welcomed and appreciated the inclusion of more land-water interface activities to encourage people using the harbour. The provision of fishing platform was welcomed. Hong Kong Institute of Planners considered that fishing should not be confined to one fishing platform and proposes to provide more fishing platforms. More creative ideas in using the boardwalk and the affected water area were advocated. Making reference to overseas example, the Club suggested for the inner water area to be used for diving to attract more visitors. Hong Kong Institute of Urban Design also proposed to use the water area for playing modal boats, and provide pontoons for connection with the land area. Hong Kong Institute of Architects suggested providing more connection points with the hinterland and various activities like busking and weekend markets should be carried out to make the harbourfront more vibrant.

Hong Kong Institute of Planners, Hong Kong Institute of Landscape Architects and Hong Kong Institute of Urban Design proposed to provide more landscaping and vertical greening in the design. Hong Kong Institute of Urban Design also suggested that since the boardwalk at the level of 5.5mPD would be rather close to sea level, there should be no railings in the design so as to allow people to get closer to the water.

Hong Kong Institute of Planners worried that the boardwalk would affect the removal of debris in the affected water area.

Participants of the community workshops and respondents of questionnaire were invited to comment on the following facilities and components of the proposed boardwalk in the context of meeting the compelling and present needs of the community:

Provision of pedestrian walkway: length approx 2km / boardwalk width 5m (Question 3A)

Comments from Questionnaires

Among the 1306 questionnaires received, 80.7% (1054) of the respondents agreed to the statement and 7.1% (93) disagreed.

Comments from Community Workshops

Majority of the participants in the two community workshops considered that provision of the pedestrian walkway was the priority as the current pedestrian environment was unacceptable. The decked area above the sea was acceptable. Some further suggested utilising the affected water area and increasing the decked area above the sea towards inland to allow for wider boardwalk and for more flexible design so as to accommodate more public space for different uses.

A few found it difficult to comment because there was no concrete design and that there was no urgent need for the boardwalk as there was already a pedestrian network in the area.

Provision of cycleway: length approx 2km / boardwalk widened to 7.5m over most of its length to accommodate the cycle track (Question 3B)

Comments from Questionnaires

Among the 1306 questionnaires received, 70.7% (923) of the respondents agreed to the statement and 18.1% (236) disagreed.

Comments from Community Workshops

Majority of the participants in the 2 community workshops agreed to the provision as currently there was no cycleway on the Hong Kong Island and the proposed facility would have an impetus effect. Many suggested extending and forming a continuous cycle track from Hoi Yu Street in Quarry Bay to further east. Some considered that cycling was an environmentally friendly mode of transport and should be promoted for both local residents and visitors while some opined that the cycling here was a leisure activity.

Some objected to the provision of cycle track because 2 km would be too short for cycling and would not be meaningful. Some were concerned about potential conflicts with the pedestrians, safety and noise pollution. Besides, the interface of the cycle track of the boardwalk with the traffic network in North Point was a concern and the connectivity and safety issues should be carefully studied. Some were concerned that the cycle track would take away the space for pedestrians. The boardwalk was too narrow and too windy, which would not be suitable for cycling. They considered that provision of a pedestrian walkway along the harbourfront area with minimum extent of reclamation was the goal for this project. A cycle track would be nice to have, but it should not adversely affect the primary function of the boardwalk as a pedestrian walkway.

Some cyclists proposed shared use of the cycle track and pedestrian walkway as this was rather common in other countries such as Japan. However, there were concerns on road safety due to shared use of cyclists and pedestrians. Some considered that the gradient of the cycle track should be designed to suit the use of children and the elderly. There was also proposal that if both cycle tracks and pedestrian walkway could be provided, the pedestrian walkway should face the harbour while the cycle track should be provided on the inner side.

Some suggested that the width of the cycle track could be flexible and less than 4m. Some also suggested providing areas to allow children to tricycle, ride scooters or allow people to learn cycling on the boardwalk.

Provision of viewing platforms: total four platforms (Question 3C)

Comments from Questionnaires

Among the 1306 questionnaires received, 76.5% (999) of the respondents agreed to the statement and 12.3% (160) disagreed.

Comments from Community Workshops

There were diverse views on the provision of platforms in the two community workshops. Some participants supported the provision of viewing platforms, and considered the more the better, for the public to enjoy the harbour view and fireworks on special occasions. There was a proposal to provide more greenery, telescopes and signage on the platforms. Some suggested providing floating platform.

However, some participants did not think that there would be a need for such provision because it would be redundant to have a viewing platform since one could enjoy the harbour view along the proposed boardwalk. The target users should be well identified for consideration. Besides, some considered that such provision would require unnecessary increase of the decked area

above the sea. The loading capacity of the viewing platform was also a concern. They suggested finding other locations with views along the proposed boardwalk, which would not require additional decking above the sea. Some considered that four viewing platforms were excessive and two, namely one facing Tsim Sha Tsui and one facing Kai Tak Cruise Terminal, would be enough.

Provision of fishing platform: on platform deck to west of North Point Ferry Pier (Question 3D)

Comments from Questionnaires

Among the 1306 questionnaires received, 65.9% (861) of the respondents agreed to the statement and 20.8% (271) disagreed.

Comments from Community Workshops

There were diverse views on the provision of a fishing platform in the two community workshops. Many did not agree to the proposed fishing platform because the public would not be confined to fish on the platform only. People would follow the fish, not the locations of the fishing platform. They should be allowed to fish freely and responsibly along the proposed boardwalk.

Some others considered that fishing would bring potential danger to the pedestrians and might cause odour and hygiene problems. Besides, additional decked area that extends above the sea should be reduced.

However, some participants supported the fishing platform and suggested that the location of the fishing platform could be further discussed. It could be located near Tong Shui Road Pier, or facing inland, or could be co-shared with the use of the viewing platform. Design of the fishing platform should be safe and rules and regulations should be developed, such as allowing hand-line but not fishing pole, setting age restrictions on fishing platforms, etc. Safety precautions and protective measures, such as fences, should be built to ensure safety.

Provision of cycle rental kiosk: located on existing land at Hoi Yu Street (Question 3E)

Comments from Questionnaires

Among the 1306 questionnaires received, 69.1% (903) of the respondents agreed to the statement and 19.1% (249) disagreed.

Comments from Community Workshops

Vast majority in the two community workshops supported the provision of the cycle rental kiosk which did not require additional reclamation to facilitate people who did not own bicycles to enjoy cycling. Many proposed to have more cycle rental kiosk near, e.g., Oil Street. Some suggested having rental-free bicycles with suitable management.

Some proposed to combine the bicycle parking area and cycle rental kiosk to reduce reclamation area.

Some did not support cycle rental kiosks because they did not support the provision of cycle track. Some others considered that the 2km cycle track was too short and the community would not be willing to pay for the cycle rental.

Provision of bicycle parking: on platform deck to west of North Point Ferry Pier (Question 3F)

Comments from Questionnaires

Among the 1306 questionnaires received, 66.2% (865) of the respondents agreed to the statement and 20.8% (271) disagreed.

Comments from Community Workshops

There were diverse views on the provision of bicycle parking in the two community workshops. Some were in favour of the provision and suggested that it should be provided near food & beverage kiosks to avoid uncontrolled parking.

Some others were concerned that bicycle parking would cause a lot of management problems, e.g. turning the area into a bicycle dump area or resulting in long term parking. Some considered that the boardwalk would be too narrow to provide such facilities, and did not agree to reclamation or decking over the sea for the provision of bicycle parking.

Some proposed to provide bicycle parking area at locations not requiring reclamation or decking over the sea, such as near North Point Ferry Pier and that the Government should have a long term planning for a continuous cycle track.

There was also a proposal to provide water-bicycle in the area.

Provision of food & beverage kiosks: located on existing land (Question 3G)

Comments from Questionnaires

Among the 1306 questionnaires received, 76.2% (995) of the respondents agreed to the statement and 13.7% (179) disagreed.

Comments from Community Workshops

Vast majority in the two community workshops supported the provision of the food & beverage kiosk as it would enhance vibrancy of the harbourfront area. Provision of washrooms near the kiosk was also suggested. Some further proposed to allow activities such as busking, weekend market, pop-up stores etc. near the kiosk. Majority pointed out that they supported selling of local snacks and operation of diversified small shops / hawkers, instead of chain stores or big companies.

Some considered kiosks were not required as there were already plenty in the area. Business opportunity should be reserved for those existing operators in the area. There were also concerns on the mode of operation, licensing, hygiene and management.

In summary, the least supported element was the fishing platform, while the walkway itself received most support. The survey results indicated strong support for the boardwalk/ walkway. All proposed facilities were considered to be supported by the general public as it would maximize the benefits brought by the proposed boardwalk.

Other comments on the proposed boardwalk:

Comments from Questionnaires and Community Workshops

- The proposed boardwalk was suggested to be wider to form a pleasant walking environment for public enjoyment of the Harbour.
- Proposed cycle track and fishing platform were suggested to be properly separated from walkway to ensure the public safety.
- More access points were suggested to be provided to the boardwalk.
- Landscaping, greening provisions to the boardwalk and decorative elements underneath the IEC were suggested to be incorporated to enhance the environment of proposed boardwalk.
- Control of construction cost and use of lump sum contract to avoid over-spending.
- Use of durable materials to minimize need for maintenance.
- Concerns about safety, security and management.
- Excessive restrictions on users' activities should be avoided.
- Provisions of toilets, first aid boxes, emergency phone boxes, guiding facilities for the blind, accessible facilities, seatings, workout equipment for the elderly, drinking fountains and night reflective facilities.

3.3 Comments from EDC

Members supported the Project to provide the public enjoyment of the Victoria Harbour as a unique public asset. Members welcomed more public consultations and further assessments so as to establish the overriding public need under PHO. There were views that cycle track should be provided for cyclists and further suggested to provide a comprehensive cycle link along northern Hong Kong Island. Members also expressed views on the design of the boardwalk such as the width, elevation and safety concerns of the proposed boardwalk.

3.4 Comments from HC

Members supported the Project and commented that the width of the walkway should not be too narrow. Others commented that the proposed cycle track would narrow the pedestrian walkway. There was view that additional greening should be provided along the boardwalk. Society for Protection of the Harbour suggested a wider walkway cum cycle track would maximize the benefits of the boardwalk. More access points should be provided and the boardwalk should have minimal changes in level.