

Appendix A Questionnaire

關於「東區走廊下之行人板道」的需要的問卷調查

東區走廊下之行人板道 Boardwalk Underneath Island Eastern Corridor

連繫東西, 共享維港 Bridging the MISSING LINK - Let's embrace the Harbour



背景

擬建的東區走廊下之行人板道（下稱「行人板道」）將是一條供行人使用通道，並預留加入單車徑的可行性。行人板道旨在為港島東海濱提供一條連貫的行人通道，讓現時由於私人地段而令公眾無法享用的港島東海濱得以連貫起來。擬建的行人板道約 2 公里長，主要為加建於現有東區走廊基礎之上的橋樑結構。擬建行人板道將把北角油街以北將來的休憩空間(西端)與鰂魚涌海裕街(東端)連接起來。擬建行人板道的走綫如上圖所示，詳細資料可參閱夾附的有關《東區走廊下之行人板道研究》的《第一階段公眾參與摘要》。（網頁版請按“[此處](#)”）

由於興建行人板道需要在維多利亞港（下稱「維港」）內進行填海工程，以構築一些保護東區走廊的結構（見圖 1），而行人板道結構亦會覆蓋海面（見圖 2），因此需要考慮《保護海港條例》（第 531 章）的條文。法院¹裁決指出，要推翻《保護海港條例》內不准在海港內進行填海工程的推定，必須證明具備「凌駕性公眾需要」進行填海(即「**凌駕性公眾需要測試**」)。只有在有**當前迫切的需要**²，並且沒有填海外的其他合理選擇的情況下，有關需要才能夠被視作具凌駕性。

要實現建設行人板道的願景，政府須證明行人板道具備「凌駕性公眾需要」。我們正處於此程序的第一階段。本問卷調查僅為評估行人板道是否具備「凌駕性公眾需要」的一部分。這階段的社區參與活動完成後，政府將進行進一步的技術評估。

這份問卷旨在評估公眾對於行人板道是否具備「當前迫切的需要」的接受程度。我們擬評估包括公眾健康，環境，暢達性，經濟及社會發展等各方面的需要。我們亦會審視公眾對行人板道的範圍(只包括行人通道的最小發展方案，以至附設單車徑及其他休憩設施的各種方案)的意見和反應。



¹ 終審法院對灣仔北分區計劃大綱草圖的司法覆核的判詞

² 當前迫切的需要，是遠超那些「人們樂於擁有的」、應有的、可取的或有益的事物。但另一方面，亦未達到「非到最後才會需要」或公眾「不可或缺」的地步。迫切的需要即足以壓倒保護和保存海港的公眾需要之當前迫切需要。當前的需要是顧及規劃工作的時間表，在確實而合理的時間內會出現的需要。公眾需要包括社區於社會、經濟及環境方面的需要。

關於「東區走廊下之行人板道」的需要的問卷調查

問題 1

由銅鑼灣至鰂魚涌的港島東海濱，目前只有極少的公眾通道前往海濱*。《保護海港條例》的基本原則是維港須作為香港人的特別公有資產和天然財產而受到保護和保存。政府致力優化維港海濱的環境供公眾享用。可以說增強香港人和維港的連繫，對完全發揮維港作為香港人的特別公有資產的價值至關重要。

您是否同意沿銅鑼灣至鰂魚涌海濱提供一條連綿不斷的行人通道，是讓公眾充分享用維港這公有資產所必要的？	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 不清楚
原因/意見			

* 主要位於北角碼頭

問題 2

您是否接受在以下的社區層面，行人板道具備當前迫切的需要？

（如果您認為未有提供足夠資料以判斷特定的需要是否存在，請選擇“資料不足”）

				意見
(A) 鼓勵公眾透過一條安全和牢固的通道前往銅鑼灣至鰂魚涌海濱。該段海濱目前被私人地段、道路、公用設施和碼頭所間斷阻隔。東區走廊亦是港島東海濱實體上及視線上的障礙	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 資料不足	
(B) 提供比現時東區的行人路徑更好的步行環境	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 資料不足	
(C) 吸引公眾前往海濱步行，並鼓勵居民用更多時間進行體能運動(如緩步跑)，以實踐更健康的生活模式	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 資料不足	
(D) 提供更好的通道前往海濱，為東區帶來新的消閒活動	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 資料不足	
(E) 加強香港居民之間的正面社區互動	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 資料不足	
(F) 行人板道將增加人流量，以促進東區乃至香港的本地經濟發展（如餐飲設施及水陸連接活動）。	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 資料不足	
(G) 行人板道將吸引公眾將其用作活動場地。	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 資料不足	

關於「東區走廊下之行人板道」的需要的問卷調查

(H) 行人板道將可作為地標性構築物，有助提升香港作為優質旅遊城市的形象。	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 資料不足	
(I) 行人板道將為現有英皇道/電氣道/渣華道的行人路提供替代路綫，能緩解空氣污染及噪音對行人的影響。	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 資料不足	
(J) 行人板道將可作為地標性構築物，改善當區海濱的視覺質素及景觀特色。	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 資料不足	

問題 3

我們現在尋求您對行人板道哪些的擬建部份可以滿足社區的當前迫切需要的看法。

請注意：

- 擬建的行人板道將會涉及在海中加建保護東區走廊保護結構，這將會被視為填海，而板道結構亦會覆蓋海面。板道結構可能會對船隻進出板道結構與現有海岸綫之間的水域有所限制，受影響水域面積最多約為 43,000 平方米，受影響海濱長度約為 920 米。以上所述可能涉及《保護海港條例》。
- 行人板道將會提供一條約 2 公里長的通道供公眾接近海濱。
- 行人板道的個別組成部份將涉及不同面積的填海，或因板道覆蓋海面而限制船隻前往現有海濱，詳細如下。

除了行人通道(行人板道核心部份)，請指出下列哪些組成部分是您認為要滿足在問題 1 中選擇的需要所不可或缺的

關於行人板道組成部份的更多詳細資料及說明，可參見夾附的《第 1 階段社區參與摘要》（網頁版請按“[此處](#)”查看摘要）

東區走廊下之行人板道的組成部份	填海（東區走廊的保護結構）或板道覆蓋海面，或限制船隻前往現有海濱	是否接受？			原因/意見
行人通道 ● 約 2 公里長 ● 板道闊 5 米	填海形式為十個新保護結構，填海總面積約為 300 平方米 板道覆蓋海面大約 8,250 平方米 限制船隻前往約 730 米長的現有海濱	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 不清楚	
單車徑 ● 約 2 公里長 ● 行人板道大部份路段的總闊度擴闊至 7.5 米以容納單車徑	額外增加板道覆蓋海面面積約 4,550 平方米	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 不清楚	
觀景平台 ● 共 4 個觀景平台 ● 每個約 20 平方米	4 個觀景平台額外增加板道覆蓋海面面積約 80 平方米	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 不清楚	

關於「東區走廊下之行人板道」的需要的問卷調查

釣魚平台 • 位於北角渡輪碼頭西面的平台上 • 平台總面積約 400 平方米	部分釣魚平台將位於東區走廊的地基上, 需額外增加覆蓋海面面積(超出東區走廊的地基範圍以外) 約 300 平方米。	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 不清楚	
單車租借亭 • 位於海裕街現有土地上	無須填海或板道覆蓋海面	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 不清楚	
單車停泊處 • 位於北角渡輪碼頭西面的平台上	額外增加板道覆蓋海面面積約 70 平方米	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 不清楚	
餐飲亭 • 位於現有土地上	無需填海或額外增加板道覆蓋海面面積	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 不清楚	

補充問題

(A) 如您不接受問題 2 (A) 至 (J) 所述為當前迫切的需要, 請說明您的原因。

(B) 如您認為沒有足夠的資料回答問題 2 (A) 至 (J), 哪些額外資料會有助您評估接受的程度?

(C) 您對行人板道所能滿足的當前迫切的需要是否有其他建議?

(D) 如您認為擬建行人板道有其他合理選擇以減少對維港影響, 請提出您的建議。

(E) 如您認為有其他設施或組成部份應該附設於行人板道, 而同時能滿足當前迫切需要, 請列舉出這些設施或組成部份。

其他意見

多謝您的意見

- 完 -

Questionnaire on the need for the Boardwalk underneath Island Eastern Corridor

東區走廊下之行人板道 Boardwalk Underneath Island Eastern Corridor

連繫東西, 共享維港
**Bridging the MISSING LINK -
Let's embrace the Harbour**



Background

The proposed Boardwalk underneath Island Eastern Corridor (IEC) will be a pedestrian walkway with the option of a cycleway. It aims to provide a continuous pedestrian connection along the Island East harbourfront, which is currently not accessible due to the presence of private lots immediately abutting the harbour. The proposed boardwalk will be about 2km long. It will be a bridge structure mainly constructed on top of the existing foundations of the IEC. The boardwalk will be connected to the future open space north of Oil Street at the western end and to the promenade at Hoi Yu Street in Quarry Bay at the eastern end. The proposed alignment of the boardwalk is shown on the map above; more details can be found in the accompanying Boardwalk underneath Island Eastern Corridor - Investigation: Stage 1 Community Engagement Digest (for website viewers, click [here](#) to view the Digest).

As the boardwalk will require reclamation in the form of some new IEC protection structures in the sea (see Fig 1 below), as well as deck structures that cross over the sea (see Fig 2 below), the Protection of the Harbour Ordinance (PHO) (Cap. 531) provisions need to be considered. The Hong Kong courts¹ have ruled that the presumption against reclamation in Victoria Harbour can only be rebutted by establishing an overriding public need for reclamation, i.e. “**the overriding public need test**”. A need should only be regarded as overriding if it is a **compelling and present need**², and there should be no reasonable alternative to reclamation.

To realise the vision of building the boardwalk, Government has to establish an overriding public need for the boardwalk. We are currently at the first stage in this process. This survey is only one part of the assessment to demonstrate whether there is an overriding public need. Further technical assessments will be completed following this stage of community engagement.

This feedback form is designed to assess the level of acceptance by the public as to whether there is a compelling and present need for the boardwalk. It is intended to assess the needs across several aspects, including public health, environment, accessibility, economic and social development. It also examines community response to the scope of the development from a minimal walkway to one that includes a cycleway and other leisure options.



Fig 1 - Artist's impression of new protection structures to protect IEC from ship impact

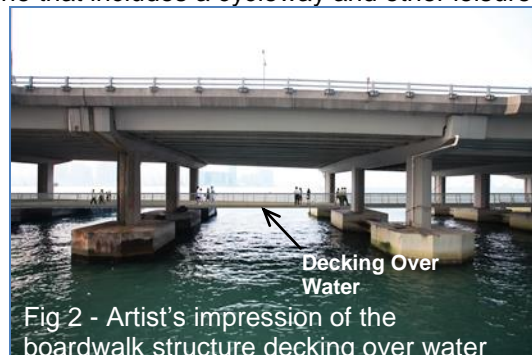


Fig 2 - Artist's impression of the boardwalk structure decking over water

¹ The Court of Final Appeal's Judgment in respect of the judicial review on the Draft Wan Chai North Outline Zoning Plan.

² A compelling and present need goes far beyond something which is “nice to have”, desirable, preferable or beneficial. But on the other hand, it would be going much too far to describe it as something in the nature of the last resort, or something which the public cannot do without. A compelling need must have the requisite force to prevail over the strong public need for protection and preservation of the harbour. A present need takes into account the timescale of planning exercises, and that the need would arise within a definite and reasonable time frame. Public needs are community needs and include the social, economic and environmental needs of the community.

Questionnaire on the need for the Boardwalk underneath Island Eastern Corridor

Question 1

There is currently minimal public access to the harbour* along the Island East harbourfront from Causeway Bay to Quarry Bay. The PHO's primary objective is that the harbour is to be protected and preserved as a special public asset and a natural heritage of Hong Kong people. Government is committed to enhancing the harbourfront for public enjoyment. It can be argued that access to the harbour is crucial to achieve the full value of this recognised special public asset.

Do you agree that providing continuous, non-interrupted public access along the harbourfront from Causeway Bay to Quarry Bay is essential for the public to enjoy the full benefit of the harbour as a public asset?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Don't know
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Reason/Comment:

* mainly at the North Point Ferry Piers

Question 2

Do you accept that there is a compelling and present need for the boardwalk in respect of the following community aspects?

(Please choose the option "Insufficient information" if you do not think there is sufficient information yet to decide whether you accept there is a specific need.)

				Comment
(A) 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	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Insufficient information	
(B) Provide a better walking environment than the current pedestrian options in Eastern District	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Insufficient information	
(C) 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	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Insufficient information	
(D) Enable new leisure activities in Eastern District through better access to the harbourfront	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Insufficient information	
(E) Enhance positive social interaction between Hong Kong residents	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Insufficient information	
(F) The boardwalk will increase people flow, thus help sustain and promote the prosperity of the local economy (e.g. food and beverage facilities and water-land interface activities) in the Eastern District and Hong Kong at large.	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Insufficient information	
(G) The boardwalk will attract people using it as an event venue.	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Insufficient information	

Questionnaire on the need for the Boardwalk underneath Island Eastern Corridor

(H) The boardwalk as an iconic structure would enhance the image of Hong Kong as a premier tourist destination.	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Insufficient information	
(I) 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.	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Insufficient information	
(J) The boardwalk as an iconic structure will improve the visual quality and landscape character of the harbourfront in the District.	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Insufficient information	

Question 3

We now seek your views on what scope of the proposed boardwalk meets the compelling and present needs of the community.

Please note that:

- The proposed boardwalk would involve the construction of new IEC protection structures in the sea, which would be regarded as reclamation, and decking above the sea. It would restrict the access by boats to the water area between the deck structures and the existing shoreline - the affected water area would be up to about 43,000m², along an approx. 920m length of harbourfront. All of the above would have implications under the PHO.
- In return, the boardwalk would enable public access to the harbourfront of about 2km in length.
- Individual components of the boardwalk would involve different areas of reclamation or decking above the sea, as well as restriction of boat access to the shoreline, at various locations as set out below.

As well as the walkway which is a core component of the boardwalk, please indicate below which components you accept address the needs mentioned earlier in Question 1.

More details and illustrations of these boardwalk components can be found in the accompanying Stage 1 Community Engagement Digest (for website viewers, click <[here](#)> to view the Digest).

Boardwalk Component	Reclamation (IEC Protection Structures) or Decking above the Sea or Restriction of Marine Access to Shoreline	Accept or Not?			Reason/ Comment
		<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Don't Know	
Pedestrian walkway <ul style="list-style-type: none"> • length approx 2km • boardwalk width 5m 	Reclamation in the form of ten new protection structures, with total area of reclamation approx 300m ² Area of decking above the sea approx 8,250m ² Restriction of boat access to approx 730m length of existing shoreline	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Don't Know	
Cycleway <ul style="list-style-type: none"> • length approx 2km • boardwalk widened to 7.5m over most of its length to accommodate the cycle track 	Additional area of decking above the sea approx 4,550m ²	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Don't Know	
Viewing platforms <ul style="list-style-type: none"> • total four platforms • area of each platform approx 20m² 	Additional area of decking above the sea for all four viewing platforms approx 80m ²	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Don't Know	

Questionnaire on the need for the Boardwalk underneath Island Eastern Corridor

<p>Fishing platform</p> <ul style="list-style-type: none"> on platform deck to west of North Point Ferry Pier total area of platform approx 400m² 	<p>Part of the fishing platform will be on the IEC foundations, additional area of platform decking that extends above the sea (beyond the IEC foundations) approx 300m²</p>	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Don't Know	
<p>Cycle rental kiosk</p> <ul style="list-style-type: none"> located on existing land at Hoi Yu Street 	<p>No reclamation or decking above the sea required</p>	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Don't Know	
<p>Bicycle parking</p> <ul style="list-style-type: none"> on platform deck to west of North Point Ferry Pier 	<p>Additional area of decking above the sea approx 70m²</p>	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Don't Know	
<p>Food & beverage kiosks</p> <ul style="list-style-type: none"> located on existing land 	<p>No reclamation or decking above the sea required</p>	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Don't Know	

Supplementary Questions

- (A) If you do not accept that Question 2(A) to (J) present a compelling and present need, why do you not accept this?
- (B) If you think that there is insufficient information to respond to Question 2(A) to (J), what additional information would be helpful to assess acceptance?
- (C) Do you have any suggestions for other compelling and present needs that the boardwalk might address?
- (D) If you believe that there are reasonable alternatives to the proposed boardwalk that have less impact on the harbour, what are they?
- (E) If you believe that there are other facilities or components of the boardwalk that should be considered to meet a compelling and present need, what are they?

Any other comments?

Thank you
- End-