

Appendix I2
Minutes for Focus Group Meetings with Green Groups,
Cyclist and Harbour Concerned Groups

東區走廊下之行人板道研究

第一階段社區參與

焦點小組會議 - 環保團體 / 單車團體 / 水上康樂活動團體 / 其他關注組織

日期: 25.2.2016

時間: 下午 6 時 30 分

地點: 禮頓山社區會堂

出席人士:

Mr. Cheng Wai Hin, Anson	3+1 單車同學會
Ms. Ng Oi Yin, Alice	3+1 單車同學會
Ms. Cheung Mei Wah, Yuko	3+1 單車同學會
Ms. Christina Chow	Association of Geoconservation, Hong Kong 香港地貌岩石保育協會
Mr. Julian TH Kwong	Community for Road Safety 道路安全研究小組 / Association of Geoconservation, Hong Kong 香港地貌岩石保育協會
Mr. Wendell Chan	Friends of the Earth (HK) 香港地球之友
Mr. Martin Turner	Hong Kong Cycling Alliance 香港單車同盟
Mr. Nick Andrew	Hong Kong Cycling Alliance 香港單車同盟
Mr. Chan Ka Leung	Hong Kong Cycling Alliance 香港單車同盟
溫泰敬先生	Hong Kong Cycling Association 香港單車聯會
Mr. Alex Brazier	Lead 8
Ms. Lilian Chan	Royal Hong Kong Yacht Club 香港遊艇會
Ms. Koko Mueller	Royal Hong Kong Yacht Club 香港遊艇會

土木工程拓展署

麥志標先生	Mr. MAK Chi-biu	總工程師
林振德先生	Mr. LAM Chun Tak	高級工程師

顧問

程亮先生	Mr. Peter Cheek	艾奕康有限公司
陸榮傑先生	Mr. Charles Luk	艾奕康有限公司
黃健民先生	Mr. Simon Wong	艾奕康有限公司
何小芳女士	Ms. Betty Ho	建港規劃顧問有限公司 (會議主持)
王雲豪先生	Mr. Andy Wong	建港規劃顧問有限公司 (會議記錄)

意見摘要：

Ms. Koko Mueller

- She suggested to provide more cycle rental kiosks and to introduce self-help smart card cycle rental system to encourage people for commuting. It would be attractive to the tourists.
- She welcomed the provision of fishing platform.

Mr. Martin Turner

- He opined that the boardwalk is not only a route for people to walk along the waterfront but a usable place for people to perform various activities.
- The width of the boardwalk should not be limited to 7.5m. More space for people should be provided.

Mr. Chan Ka Leung

- 他認為訂立《保護海港條例》原意並不是想封鎖海港，阻止市民使用，而是讓市民可以充份享用海港。提供行人板道正是讓市民可以享用海港，滿足市民需要。如提供行人板道涉及少量填海，但能夠滿足市民享用海濱的需要，他認為是值得推行的工程。

Mr. Martin Turner

- He was concerned about the view of Mr. Winston Chu [Founder of the Society for Protection of the Harbour (SPH)] on the boardwalk proposal.

麥志標先生回應

- 他同意會考慮加入更多設施。
- 他表示行人板道可以有不同的闊度，但應盡量減少影響海港。
- 他表示行人板道可考慮不同用途，盡量加入不同設計元素，讓市民感受不同景觀及經驗。
- He replied that the SPH' response was positive on the boardwalk proposal but he could not represent the SPH to reflect their view.

Mr. Martin Turner

- He opined that the purpose of the cycle track was for leisure use instead of racing track.
- The design and the width of the boardwalk should be flexible, and not necessary to strictly define the width of the walkway and cycleway. He suggested "pocket" design for the alignment. He agreed that both pedestrians

and cyclists could share use of the boardwalk with flexible segregation design or indication.

Mr. Chan Ka Leung

- 在單車徑設計方面，他認為行人與單車人士可以共用行人板道，在日本及香港（城門河體育學院附近）也有人車共用例子。不需要硬性劃分單車徑及行人徑區域。
- 他建議以渡輪連接東廊及啟德的單車徑，單車人士可在兩岸還車，以活化維港兩岸。

Mr. Anson Cheng

- 他認為單車不只作消閒用途，在經濟及環保方面也有貢獻，既可節省車費開支，亦有助減少使用炭排放交通工具，有利環境及改善交通擠塞問題。

Ms. Lilian Chan

- 她認為現時市民難以暢達海濱，建議在鰂魚涌及北角增加更多連接點，方便市民前往海濱。

黃健民先生回應

- 他回應行人板道由西至東的連接點包括：油街、糖水道、書局街、電照街、琴行街及海裕街。
- 他表示由於東面的行人板道要升高避開碼頭，難以增加連接點。西面的行人板道接近城市花園及和富中心，他表示稍後會約見相關居民代表，了解他們在附近增加連接點的意見。

麥志標先生回應

- He asked Koko's opinion whether there was opportunity to include water-land interface activities for this project.

Ms. Koko Mueller

- She welcomed and appreciated to include land-water interface activities to encourage people using the harbourfront.

Mr. Nick Andrew

- He queried the engineering justification of the dolphin loading capacity which restricted the width of the boardwalk.
- He asked the consultant and CEDD's view on the share use of boardwalk for pedestrians and cyclists.

Mr. Julian TH Kwong

- 他表示原則上非常支持計劃，但在細節上要多作考慮。
- 他認為要先確立單車徑的功能定位是作消閒還是通勤用途，不同用途會影響其設計。如用作消閒用途，建議配合適當的設計及教導，行人與單車人士可以共用板道；但如用作長距離通勤用途，單車行車速度會較快，某些路段可能需要人車分隔，並小心設計終點位置，如近油街或鰂魚涌道路較繁忙，要有特別措施降低車速。
- 他指出單車人士通常聚集在平台等待同伴，建議在這些位置加闊板道。而且現時建議的休憩空間面積偏小，建議擴大面積。

陸榮傑先生回應

- 他提供現時東廊樁柱的設計參數及荷載能力數據，如配合輕型的物料興建，現時的樁柱只能承受最闊 7.5 米的板道。
- 他表示曾考慮板道走線以非直線設計，亦考慮過在某些路段分開行人及單車徑，但會增加覆蓋海面面積。

Mr. Martin Turner

- He further asked if it was possible to provide a separate cycle track in addition to the 7.5m boardwalk.
- He opined that the public would appreciate more open space to enjoy the harbour.

黃健民先生回應

- He clarified that the area to the south of the proposed boardwalk is already the affected area under the existing IEC. Interesting (pocket) design for the boardwalk to increase decked area would be possible if there was strong justification of overriding public need for more open space at the harbourfront.

Mr. Chan Ka Leung

- 他同意東廊以南的水域已受東廊影響，故支持適當增加板道在內海的覆蓋海面面積。

Mr. Martin Turner

- He opined that the existing IEC took away the public right of using the harbourfront, it should return the right back to the public.

Ms. Koko Mueller

- She opined that use of the boardwalk should not be limited for walking and cycling only but it should allow variety of activities, like walking the dog.

Mr. Chan Ka Leung

- 他同意單車徑應定位作消閒用途，2 公里長的單車徑不足以作通勤用途。

Mr. Julian TH Kwong

- 他亦同意單車徑應定位作消閒用途。建議小心設計單車徑，讓單車人士知道只作消閒用途，並降低車速，好讓行人及單車人士共用板道。

Mr. Martin Turner

- He suggested making reference of other experience on how the design of the cycle track would influence the cyclists habit.

Mr. Anson Cheng

- 他亦同意單車徑應定位作消閒用途，在走線及設計上有助減低車速。
- 但他亦表示不能限制單車人士作通勤用途，認為單車作通勤用途有助改善環境質素，建議應透過教育市民安全使用單車徑的態度及方法。
- 他建議租借不同大小的單車，讓成人及兒童一起享受單車的樂趣。
- 他認為建議的單車停泊處不用太多，亦應有更好的管理，否則只淪為棄置單車的地方。

麥志標先生回應

- He appreciated the participants to provide valuable opinions and suggestions for the project. The Government would refine the design and consult the public in Stage 2 Community Engagement Programme.

Mr. Martin Turner

- He pointed out that the two ends of the proposed boardwalk were yet to address the connectivity issue of the harbourfront. The east end of the boardwalk at Hoi Yu Street was segregated by the pumping station and was not connected to the Quarry Bay Promenade. The connection between the west end of the boardwalk to Causeway Bay was affected by the Central-Wan Chai Bypass project.

Rundown for Focus Group Meetings

6:15 – 6:30pm	<ul style="list-style-type: none">• Registration
6:30 – 6:40pm	<ul style="list-style-type: none">• Welcoming Remarks and Study Background
6:40 – 6:45pm	<ul style="list-style-type: none">• Introduction of Programme Rundown
6:45 – 7:00pm	<ul style="list-style-type: none">• Report on Progress of the Study and Preliminary Proposal
7:00 – 8:20pm	Discussion on: <ul style="list-style-type: none">• Boardwalk Proposal;• Implication of PHO;• Impact of additional facilities on the extent of reclamation;• Any other methods to demonstrate –<ol style="list-style-type: none">1) overriding public needs;2) minimum extent of reclamation;3) any alternatives to reclamation.
8:20 – 8:30pm	<ul style="list-style-type: none">• Concluding Remarks & Vote of Thanks



Focus Group Meeting No. 2