

## **4 CONCLUSION**

- 4.1.1 During CE2, the Study had engaged a wide spectrum of stakeholders including the professional institutes, local residents, Eastern District Councillors, cyclist groups, green groups, yacht club members, animal concern groups, road safety concern groups etc. Comments were also received by the on-line opinion collection form on the project website and email.
- 4.1.2 The public generally supports constructing the Boardwalk as quickly as possible so as to open up the harbourfront from North Point to Quarry Bay and enhance the connectivity along the Island East harbourfront, and provide the dearly needed open space to the local residents.
- 4.1.3 In addition to the four proposed access points located at the planned open space north of Oil Street, as well as Tong Shui Road, Tin Chiu Street and Hoi Yu Street, different stakeholders had requested more access points from the hinterland to the Boardwalk for facilitating public enjoyment of the Boardwalk.
- 4.1.4 The public was generally supportive to the following suggestions on facilities –
- a) the proposed Boardwalk should provide sufficient space to cater for the needs and safety of pedestrians, cyclists and other people carrying out different activities therein;
  - b) to provide “viewing platforms” along the proposed Boardwalk for the public to enjoy the panoramic views of the Victoria Harbour between Tsim Sha Tsui and Lei Yue Mun;
  - c) to provide “activity nodes” at the four access points for different activities; and
  - d) to set up a “fishing platform” next to the existing Tong Shui Road Pier.
- 4.1.5 At the same time, there were diverse views on the alignment of the proposed Boardwalk. Some stakeholders supported the proposed alignment under CE2 where majority of it was placed outside the footprint of IEC structure. On the other hand, there had been requests that due consideration should be given to the PHO. The space underneath the structure of the IEC should be fully utilised so as to reduce the impact to the Victoria Harbour.
- 4.1.6 There was a general view to restrict the opening hours for the Boardwalk to avoid nuisance to the residents in close proximity. Some others suggested opening a portion of the Boardwalk for 24 hours access. There were diverse views on activities and events allowed within the Boardwalk, some supported diversified functions including weekend markets, performances, gathering and other group activities, while others wanted the Boardwalk to be static. Participants also expressed their reservation about designated area for specific uses, and considered that the public should freely enjoy the space available for various activities.
- 4.1.7 While most participants supported allowing cycling on the Boardwalk, they had diverse views on whether there should be shared use between cyclists and pedestrians or clear demarcation should be made between a designated cycle track and pedestrian walkway. Some expressed concern about the safety especially at the parts of the Boardwalk with ramp. While Members of EDC generally supported the provision of cycle track on the Boardwalk, some Members of the HKTF and HKIUD doubted the need for a cycle track.
- 4.1.8 Some anglers suggested flexible fishing spots over a designated fishing platform.

- 4.1.9 There were diverse views on whether pets should be allowed on the Boardwalk. Many considered pets as part of the community and therefore should be allowed, while some thought that the Boardwalk should be people-oriented. Regarding the construction and implementation of the Boardwalk, participants asked about the cost, schedule and safety. Most of them requested early implementation of the project.
- 4.1.10 The Society for Protection of the Harbour (SPH) and some Members of the HKTF expressed concern on the extent of reclamation, and had reservation on whether the alignment of Boardwalk running beyond the IEC footprint towards the scheme put forward in CE2 would be in compliance with the minimum reclamation requirements. They suggested that due consideration should be given to PHO and that the Boardwalk alignment should be shifted directly under the IEC footprint as far as possible to utilise the space underneath the structure of the IEC so as to reduce the impact to the Victoria Harbour as well as provide shelter from weather.