

3 SUMMARY OF MAJOR COMMENTS AND RESPONSES

3.1 General

3.1.1 During CE3, one focus group meeting, two community forums, as well as consultation with Planning, Works and Housing Committee of EDC and HKTF were held. We also received written comments from the project's official website and emails.

3.1.2 The detailed records of the CE3 activities and the views received in respect of the Latest Scheme presented in CE3 are enclosed in the Appendices as follows:

Appendix C1 Gist of Meeting for Focus Group Meeting

Appendix C2 Gist of Meeting for Community Forum No. 1

Appendix C3 Gist of Meeting for Community Forum No. 2

Appendix D Media Coverage during Community Engagement 3

Appendix E1 Meeting Minutes and Discussion Paper for the Meeting with Planning, Works and Housing Committee of the Eastern District Council on 19 February 2019

Appendix E2 Meeting Minutes and Papers for the Meetings with the Task Force on Harbourfront Developments on Hong Kong Island of the Harbourfront Commission on 20 February 2019

3.1.3 The major comments received during various activities in CE3 are categorized and summarized in the following paragraphs.

3.1.4 Provision and the Alignment of the Proposed Boardwalk

Comments from Focus Group Meeting

3.1.4.1 Majority of the participants expressed support to expedite the project progress and the early implementation of the proposed Boardwalk.

3.1.4.2 Participants generally supported the increase of minimum width of the proposed Boardwalk to 10m and the provision of more access points.

3.1.4.3 Participants generally supported the alignment shown in the Latest Scheme of the proposed Boardwalk with part of the section located underneath IEC and part of it located outside IEC. A participant commented that such arrangement would allow the public to have a choice to decide whether they preferred to stay in the shade or in open air.

Comments from Community Forums

3.1.4.4 Vast majority of participants in the two community forums were in support of the project and expressed it would be beneficial to the local residents. The participants generally supported early implementation of the proposed Boardwalk.

3.1.4.5 There were participants who expressed gratitude to CEDD for consulting EDC on the proposed Boardwalk and modified the proposal in accordance with the comments of EDC.

- 3.1.4.6 Some participants supported the general width of 10m for the proposed Boardwalk and the provision of more access points. A few participants opined that the width should be more than 10m.
- 3.1.4.7 A participant suggested the alignment and level of the proposed Boardwalk should be close to the sea, located on the northern footings of the IEC and integrate with the harbour.

Comments from Project's Official Website and Emails

- 3.1.4.8 Majority of the comments received from official website and emails supported the proposed Boardwalk. Some commenters expressed support to expedite the implementation of the proposed Boardwalk.

Newspaper Report

- 3.1.4.9 According to the newspaper report, some members of the EDC expressed that the project had been discussed for years. They urged for expedition of the project progress and early implementation of the proposed Boardwalk. Legislative Councillor Hon Kwok Wai Keung suggested implementing the proposed Boardwalk in phases so that it could be opened for public enjoyment as soon as possible.
- 3.1.4.10 An EDC member reflected that although the project had been discussed for years, it was a commendable practice that CEDD had constantly met with different stakeholders to collect comments for forming consensus.
- 3.1.4.11 It was reported that HC members generally supported the Latest Scheme. Some HC members were concerned about the long development period. It was recommended that There may be room to shorten the construction time by early commencement of detailed design and the use of precast parts.
- 3.1.4.12 It was reported that an EDC member suggested to increase the area of the Boardwalk outside IEC, notwithstanding the need to fulfil the requirement of PHO.

K. Wah Centre

- 3.1.4.13 K. Wah stated that the NPVPP No. 55 is currently used by berthing pleasure vessels which are owned by the management of the K. Wah and tenants of .K. Wah Centre. The proposed Boardwalk would lower the clearance underneath IEC, and thus affect the vessel operation.

3.1.5 Design of the Proposed Boardwalk

Comments from Focus Group Meeting

- 3.1.5.1 Some participants suggested to provide more greening and water-friendly design. One participant suggested that the design of the proposed Boardwalk should respect the local characteristics. Another participant suggested to beautify the area under IEC and include it into the design of the proposed Boardwalk as a whole.
- 3.1.5.2 It was suggested to increase the flexibility of the Latest Scheme for future enhancement in the detailed design stage. Lesson learnt from completed harbourfront projects in Hong Kong such as the Avenue of Stars and Kwun Tong Promenade or from overseas experience should be studied.
- 3.1.5.3 Some participants enquired about the implementation mechanism of the Project and whether design-and-build procurement method should be adopted. A participant further

suggested that design merits should be an important assessment criteria in the tender stage.

- 3.1.5.4 Some participants were concerned that the gradient of some sections of the proposed Boardwalk was quite steep. In particular, a participant worried that the current scheme with an 8% gradient was not feasible for both the handicapped and cyclists to use, and considered that handrail had to be provided if the gradient was greater than 8%.
- 3.1.5.5 A participant suggested to consider the proposal of providing two alternative routes in the eastern portion: One should be a shared use with the fire services pier at the North Point Fire Station for daily use while another elevated route to be used in case of emergency.

Comments from Community Forums

- 3.1.5.6 A participant suggested to make reference to the design of the Avenue of Stars and incorporate more water-friendly elements in the design of railing and seats. Another participant suggested following the practice of existing Kwun Tong promenade and beautifying the environment with different artistic designs at the columns of IEC. Railings could be designed in concave/convex to create a more vibrant appearance. In addition, tempered glass or acrylic could be used to create a transparent floor and seatings to enable users of the proposed Boardwalk to feel like walking on the water. The design of the railing should meet the safety standards with minimum visual impact to the surroundings.
- 3.1.5.7 Participants opined that the primary objective of the proposed Boardwalk was to allow public to enjoy the view of the Victoria Harbour. Instead of adding space-consuming sculptures, the design of facilities should remain simple. Some suggested the outer portion of the proposed Boardwalk near Victoria Harbour should be designed for pedestrians.
- 3.1.5.8 As for the width of the proposed Boardwalk, a participant recommended that one boardwalk with 10m wide access would be more efficiently used than dividing it into two separate 5m wide segments. Another participant requested that for sections with separate alignment, the minimum clear width should be 2.8m for one-way cycle track as stipulated in the “Hong Kong Planning Standards and Guidelines”. It was suggested that the width of the proposed Boardwalk should be able to accommodate pedestrians, wheelchairs and bicycles at the same time.
- 3.1.5.9 A participant mentioned that some sections of the proposed Boardwalk were located outside IEC because of the insufficient headroom underneath IEC. It was suggested that a minimum width of 3m to 4m covered area be provided as rain shelter throughout the proposed Boardwalk. However, some participants considered it unnecessary and expressed that covers/shelters were often covered with dust and unsightly. Other participants commented if fence/shelters were to be provided, it should not block the view towards Victoria Harbour. Another participant urged that any fence/shelters provided should be designed in a way that would not hold water nor garbage to ensure hygienic environment.
- 3.1.5.10 Lighting-wise, a participant commented that the existing lighting at Quarry Bay Promenade was illuminated from the ground and caused discomfort to the pedestrians and this should be avoided when designing the lighting of the proposed Boardwalk.
- 3.1.5.11 A participant suggested adding appropriate aesthetic lighting and background music to enhance the ambience for jogging at night. Another participant enquired if clear demarcation would be drawn on the proposed Boardwalk for the purpose of jogging.

3.1.5.12 A participant suggested using renewable energy design to achieve goals of sustainable development. For example, installing solar panels in locations facing the western sun and installing wind turbines at the seaside. Also, it was suggested to install energy-generating pavement to convert the kinetic energy by pedestrians to power, by making reference to cases in London.

3.1.5.13 A participant suggested that the design of the proposed Boardwalk should take into account possible crowd control measures.

Comments from Project's Official Website and Emails

3.1.5.14 A commenter requested more information on the green design of the proposed Boardwalk. The commenter also recommended to provide simple lighting at the footings of IEC.

Newspaper Report

3.1.5.15 A newspaper reflected that HC members welcomed the adoption of simplicity approach for the Boardwalk design. They suggested that such design was more in line with the expectation of the society and could reduce maintenance cost. They further opined that more green design and open space should be incorporated.

3.1.6 Construction Material of the Proposed Boardwalk

Comments from Community Forums

3.1.6.1 Some participants expressed concerns on the construction materials of the proposed Boardwalk. A participant suggested that wood board would be moisture-prone and caused maintenance problems. Another participant, in view of the damage of Super Typhoon Mangkhut to the coastal area of Hong Kong, suggested to consider "Sponge City" concept and use permeable materials to construct the proposed Boardwalk and to cope with the impacts by extreme weather.

3.1.6.2 A participant pointed out that the existing wooden boardwalk in Quarry Bay Promenade would not be easy to dry after rain and the material would become fragile afterwards. It was suggested to select materials which were quick-drying and anti-skid for the proposed Boardwalk.

3.1.6.3 Another participant suggested conducting tests on the slab for the proposed Boardwalk for material selection to ensure different users, especially cyclists and wheelchair users could use the proposed Boardwalk safely and comfortably.

3.1.7 Proposed Facilities and Activities – Cycling-related Facilities

Comments from Focus Group Meeting

3.1.7.1 Some participants supported allowing cycling on the proposed Boardwalk and a participant suggested that cycling on the proposed Boardwalk should be less restrictive. A participant, on the other hand, expressed concerns on the safety of cyclists commuting to the proposed Boardwalk from their home/workplace in the inland area, where no cycle track was demarcated in the old urban area of North Point.

3.1.7.2 Some members of professional institutes and cyclist groups supported shared use of the proposed Boardwalk between pedestrians and cyclists. Such concept should be reflected in the design of the proposed Boardwalk. A participant further elaborated that instead of hard and distinct demarcation, the design should minimize the conflicts between different users while promoting the shared-use concept. It was suggested

that the outside portion near Victoria Harbour could be designed for pedestrians and viewers while the inner portion could be designed for cyclists.

- 3.1.7.3 A participant supplemented that if there would be separate demarcation for pedestrian walkway and a cycle track on the proposed Boardwalk, the level difference between them should be minimal.
- 3.1.7.4 Participants expressed concern that only one bike rental kiosk was proposed and cyclists had to ride back to return the rented bike. The participant also enquired whether there would be single or multiple operators for the bike rental kiosk. Another participant supported the provision of bike-sharing services on the proposed Boardwalk.
- 3.1.7.5 There were concerns about the integrity, continuity and connectivity of cycle routes. It was suggested that cycling routes in the northern shore of Hong Kong Island should be planned in a wider perspective where interfaces of cycling routes between different government projects should be coordinated. The participant also enquired on the communication between government bureau/departments on the establishment of a continuous cycling routes in the northern shore of Hong Kong Island. Another participant reflected that if the proposed Boardwalk would be less attractive to cyclists if it could not be connected to the promenade in Central.
- 3.1.7.6 A participant enquired on whether the accesses were connected to public road that banned cyclists.

Comments from Community Forums

- 3.1.7.7 Some participants expressed safety concerns on the concept of shared use of boardwalk between pedestrians and cyclists, especially for elderly. They suggested to clearly divide the area for pedestrians and cyclists. Some participants agreed to designate a cycle track and opined that cyclists should be given priority to use the proposed Boardwalk as they had a faster moving speed. Pedestrians should pay attention to the road conditions and safety when using the proposed Boardwalk.
- 3.1.7.8 On the other hand, some participants supported the concept of shared use of the boardwalk between pedestrians and cyclists. The concept had been adopted worldwide and was in line with the concept of livable city. It should be the direction for future development. It was suggested that the success of the concept relied on the attitude of the users. Government was responsible to educate the public with the shared use concept and to respect other users. One participant believed that the shared use concept between pedestrians and cyclists was possible as currently electric wheelchairs, baby carriages and baggage were sharing the walkway with pedestrians. Another participant supported the shared use concept with the experience of Lamma Island where different users, including pedestrians, wheelchair users, cyclists, pets and rural vehicles could share the narrow roads of Lamma Island.
- 3.1.7.9 A participant welcomed cyclists to use the proposed Boardwalk, but bicycle parking spaces should be provided for cyclists to rest or when accident occurred.
- 3.1.7.10 Another participant opined that the section of the proposed Boardwalk near Hotel Vic where it connected with the Waterfront Promenade near North Point Ferry Pier was relatively narrow. It was indicated that the cycling routes need to have a consistent width to enable cyclists to pass smoothly.
- 3.1.7.11 There were concerns on providing only one cycle rental kiosk in Hoi Yu Street. A local resident described that location was behind North Point Government Offices and was far away from the residential areas. It was recommended to provide cycle rental near each assess point. The participant also recommended to combine the bicycle parking with cycle rental without having to setup a cycle rental kiosk. Another participant

suggested to setup cycle rental at the space between the footings of IEC. Some participants enquired on the operation mode of the cycle rental kiosk and whether it would be operated in self-service mode or an ordinary operation with staff.

Comments from Project's Official Website and Emails

- 3.1.7.12 Some commenters supported cycling on the proposed Boardwalk. Another commenter expressed concern that the overloaded cycle track would affect pedestrians.
- 3.1.7.13 A commenter suggested CEDD to work with the Leisure and Cultural Services Department (LCSD) in arranging a continuous cycle track or access reaching Causeway Bay in the west through Victoria Park and reaching Sai Wan Ho and Aldrich Bay in the east through the existing harbourfront facilities.

Newspaper Report

- 3.1.7.14 According to a newspaper report, the concept of shared use of access between pedestrians and cyclists had been tested in Kwun Tong Promenade, members of HC suggested that the concept could be adopted on the proposed Boardwalk too.

3.1.8 Proposed Facilities and Activities – Pet-related Facilities

Comments from Focus Group Meeting

- 3.1.8.1 Some participants reflected that there were many pet owners in the vicinity and enquired whether the proposed Boardwalk would allow pets. If pets were allowed, sufficient supporting facilities should be provided on the proposed Boardwalk and in the vicinity to avoid any related hygiene and odour issue.

Comments from Community Forums

- 3.1.8.2 A participant suggested to provide a pet-friendly open space. The participant explained that pets were not allowed in most of the open space in Hong Kong so the public was less exposed to pets and feared them.

Comments from Project's Official Website and Emails

- 3.1.8.3 A commenter reflected there were many pet-owners in the district and would support the proposed Boardwalk only if pet-friendly areas were provided. Another commenter expressed that there was a lack of pet facilities on Hong Kong Island and pointed out that the nearby Quarry Bay Pet Park was kept clean and hygienic. Pets should be allowed on the proposed Boardwalk.

3.1.9 Proposed Facilities and Activities – Fishing and Viewing Platforms

Comments from Focus Group Meeting

- 3.1.9.1 Some participants supported the provision of a fishing platform.

Comments from Community Forums

- 3.1.9.2 Some participants recommended the viewing platforms could be moved towards the Victoria Harbour enabling the public to enjoy a better view. Some participants suggested to provide more viewing platforms. A participant enquired about the size of the crowd that the proposed Boardwalk and viewing platform could accommodate during fireworks displays and festivals.

- 3.1.9.3 A participant supported fishing on the proposed Boardwalk and recommended to allow fishing along the entire proposed Boardwalk instead of confining it to the proposed fishing platform.
- 3.1.9.4 There was participant concerned that the proposed fishing platform was located near the Tong Shui Road drainage outfall and suggested relocating it to other location. Another participant suggested to relocate the fishing area to the area between the columns of IEC instead of by the side of the proposed Boardwalk to avoid the cyclists from being hooked by the fishing equipment.

3.1.10 Proposed Facilities and Activities – Others

Comments from Focus Group Meeting

- 3.1.10.1 A participant recommended to provide sufficient and clear wayfinding signage to existing public toilets, and to provide new public toilets on the proposed Boardwalk when necessary.
- 3.1.10.2 Another participant suggested to provide air-conditioned indoor venues for educational, recreational and event purposes to enrich the experience of future boardwalk users. Water sports activities in the “inner harbour” area between the Boardwalk and the sea wall were proposed.

Comments from Community Forums

- 3.1.10.3 There were comments that users like elderly, anglers and children would need facilities such as toilets, wash basins and drinking fountains on the proposed Boardwalk. A participant suggested that operators within the Boardwalk could be required to provide drinking water for free. These would enable the public to obtain free drinking water and encourage the public to bring their own bottle. A participant was concerned that the lack of toilet facilities would increase the usage of toilet in the nearby malls.
- 3.1.10.4 Some participants, on the other hand, suggested to avoid unnecessary duplicated provision of public facilities and to make good use of the existing public facilities by providing clearer signage.
- 3.1.10.5 A participant suggested to setup refreshment kiosk on the proposed Boardwalk and allow food truck operation in designated area to promote local characteristics, similar to the practice in Marina Bay, Singapore. Another participant referred to Darling Harbour in Sydney and proposed to provide spaces for sitting-out, refreshment kiosks and public toilets.
- 3.1.10.6 A participant enquired whether the activity nodes would have sufficient space to accommodate diverse activities such as Tai Chi and dancing.
- 3.1.10.7 It was suggested to provide a jogging track along the proposed Boardwalk, with a minimum width of 6m for pedestrians and joggers.
- 3.1.10.8 It was suggested to provide a pontoon to facilitate the berthing and boarding of small pleasure boats onto the proposed Boardwalk.

Newspaper Report

- 3.1.10.9 It was reported that an EDC member supported the provision of viewing platforms, a fishing platform, activity nodes and cycling facilities on the proposed Boardwalk. It was reflected that Latest Scheme had responded to the aspiration of the public.

3.1.11 Security and Safety

Comments from Focus Group Meeting

- 3.1.11.1 A participant expressed concerns about the security issue as part of the proposed Boardwalk would be located underneath IEC and would be dark and quiet. While another participant suggested not to include too much lighting to avoid light pollution to nearby residents, there would be a need to balance security issues.
- 3.1.11.2 It was enquired whether there would be Emergency Vehicle Access for ambulances or first aid stations on the Boardwalk.

Comments from Community Forums

- 3.1.11.3 A participant expressed concerns that the proposed Boardwalk would be slippery. Besides, the steep gradient in some sections of the proposed Boardwalk might affect safety and comfort of elderly and cyclists in using the proposed Boardwalk.
- 3.1.11.4 Participants were concerned about the proposed Boardwalk would have insufficient lighting as it would be located underneath IEC. A nearby resident expressed concerns on criminals might creep into the nearby housing estates due to their close distance with the proposed Boardwalk. The participant suggested to install CCTV on the Boardwalk.
- 3.1.11.5 There were concerns about the fallen debris from possible traffic accident on the IEC, which might injure users of the proposed Boardwalk. The participant recommended to setup relevant protective measures.
- 3.1.11.6 Another participant enquired if there would be design to prevent members of the public from falling into the sea, and whether the public would be restricted from using the proposed Boardwalk during typhoon.
- 3.1.11.7 It was concerned that vessels might hit the proposed Boardwalk by accident.

Newspaper Report

- 3.1.11.8 A newspaper reported concerns of the EDC members about the safety and provision of emergency services on the proposed Boardwalk, including the management in case of storm, the provision of rescue equipment such as automated external defibrillator and the effective way to separate cycle tracks and pedestrian walkways.

3.1.12 Connectivity and Accessibility

Comments from Focus Group Meeting

- 3.1.12.1 Some participants were concerned about how the Waterfront Promenade near the North Point Ferry Pier would be connected with the proposed Boardwalk for both pedestrians and cyclists.
- 3.1.12.2 There were participants suggested to introduce more public open space. However, it was reminded that green space was not the same as open space. Another participant expressed the impression that the parks in Hong Kong used to be covered with large area of bushes and the space available for activities was limited. It was suggested to consider incorporating green fields as open space.
- 3.1.12.3 Some participants opined to increase the vibrancy of the proposed Boardwalk as the public was looking forward for a more vibrant waterfront. More diverse or water-friendly activities, in addition to viewing and walking, should be introduced.

Comments from Community Forums

- 3.1.12.4 Some participants suggested that the proposed Boardwalk could improve accessibility of the district.
- 3.1.12.5 Some participants expressed concerns on whether the access points were sufficient. It was suggested to provide more access points, especially for the section between the Oil Street and Tong Shui Road access points due to its considerable distance. In particular, a participant opined that the proposed access point at Oil Street was too far for the residents from Fortress Hill. It was suggested to provide additional access points at City Garden and near Hong Kong Baptist Church Henrietta Secondary School. The participant observed that the Oil Street and the podium garden of City Garden were often crowded during lunchtime. Therefore, additional access points should be provided nearby. Another participant suggested to utilize the back alley next to City Garden to provide an extra access point.
- 3.1.12.6 A participant described that the proposed Boardwalk would connect the Wan Chai North and North Point Harbourfront Area. The participant expressed concern that if the completion date of the two was different, the public would not be able to reach the proposed Boardwalk through the Wan Chai North and North Point Harbourfront Area. The participant enquired whether there would be other accesses near Oil Street connecting the proposed Boardwalk.
- 3.1.12.7 Another participant expressed concern that the access point at Provident Garden was located at the podium garden of Provident Garden. It was suggested to provide a direct access point at the Tong Shui Road Garden next to Block 17 of Provident Garden.
- 3.1.12.8 It was concerned that many access points were not in prominent location. The participant suggested to use the adjoining open space as access points.
- 3.1.12.9 It was suggested that the existing entrance of Man Hong Street Playground next to ICAC was very narrow. It was suggested to provide an access bridge connecting the proposed Boardwalk to improve the usage of that open space.
- 3.1.12.10 Some participants suggested to connect the proposed Boardwalk with other harbourfront areas in the northern shore of Hong Kong Island and enable pedestrians and cyclists to walk/cycle all the way from Kennedy Town to Chai Wan.
- 3.1.12.11 It was noted in previous consultation that the traffic impact of the proposed Boardwalk on Electric Road and Java Road would be assessed.

Comments from Project's Official Website and Emails

- 3.1.12.12 A commenter suggested to provide an additional access point between City Garden blocks 6 and 7 or between City Garden and the Hong Kong Baptist Church Henrietta Secondary School. Another commenter expressed concerns on the lack of connection between the proposed Boardwalk and the Wan Chai North and North Point Harbourfront Area. It was suggested to provide elevated accesses to connect Causeway Bay Typhoon Shelter Promenade and Victoria Park.
- 3.1.12.13 Another commenter enquired how could the public access the elevated section of proposed Boardwalk through the access point at North Point Vehicular Ferry Pier.

3.1.13 Quality of Open Space

Comments from Focus Group Meeting

- 3.1.13.1 Some participants suggested to introduce more public open space. However, it was reminded that green space was not the same as open space. Another participant expressed the impression that the parks in Hong Kong used to be covered with large area of bushes and the space available for activities was limited. It was suggested to consider incorporating green fields as open space.
- 3.1.13.2 Some participants stressed the need to increase the vibrancy of the proposed Boardwalk as the public was looking forward for a more vibrant waterfront. More diverse or water-friendly activities, in addition to viewing and walking, should be introduced.

Comments from Community Forums

- 3.1.13.3 A participant reflected that North Point was a congested old district and the public space proposed on the boardwalk would be very attractive to local resident and workers. The proposed Boardwalk should be designed to cope with the diverse needs of different users. It was suggested to develop an additional activity node near North Point Ferry Pier. Reference could be made on the “Open Space Opinion Survey” by Civic Exchange. The survey found that people in Hong Kong would like to carry out a variety of activities when using open space. The participant further elaborated that the proposed Boardwalk could function as a gathering point of the community apart from improving accessibility to the harbour from the district.
- 3.1.13.4 A participant opined that there was no shading facility at the section of waterfront promenade near the residential development, Victoria Harbour. It was recommended to setup a viewing platform similar to that in the Tsim Sha Tsui Promenade and to connect it with the deck of the North Point Ferry Pier.
- 3.1.13.5 Another participant enquired on the way that the proposed Boardwalk would complement the facilities to be provided in the Wan Chai North and North Point Harbourfront Area east of Oil Street and the waterfront promenade near North Point Ferry Pier.

3.1.14 Environmental Impact

Comments from Community Forums

- 3.1.14.1 Some participants expressed concern on the air quality problem caused by the IEC. In particular, a participant explained that LCSD used to discourage public to stay under flyover due to air pollution caused by lead particles from car emission.
- 3.1.14.2 Some participants expressed concern about the dripping problem and the splashing of rainwater from IEC which would affect the users of the proposed Boardwalk.
- 3.1.14.3 A participant enquired on the measures to alleviate the impact of odour in the harbourfront on the users of the proposed Boardwalk.
- 3.1.14.4 Another participant reflected that currently some members of the public often sang and danced near Tong Shui Road Public Pier and caused noise nuisance. As Provident Centre was located nearby, the participant enquired whether the noise problem would be managed so that different uses could coexist and the proposed Boardwalk could be livelier and more energetic. A participant enquired about the mitigation measures to reduce the impact on nearby residents during the construction of the proposed Boardwalk.
- 3.1.14.5 It was enquired about the level of the proposed Boardwalk from sea level and whether there would be measures to mitigate the impacts by climatic change.

Comments from Project's Official Website and Emails

- 3.1.14.6 A commenter urged to improve the sea water quality in front of the waterfront promenade outside Hotel Vic. The commenter also suggested to clear the metal hoarding managed by the Food and Environmental Hygiene Department underneath the Tong Shui Road Flyover between Hotel Vic and Wharf Road to beautify the surrounding environment.

3.1.15 Implementation Issues and Conformity with the Protection of Harbour Ordinance

Comments from Focus Group Meeting

- 3.1.15.1 Some participants supported the current scheme which had minimum impact on the Victoria Harbour.
- 3.1.15.2 A participant expressed concerns that proposed link bridges would constituted "reclamation" under the PHO. The participant opined to allow design and phasing flexibility for the early commencement of the sections of boardwalk where fewer legal dispute was anticipated. The participant also suggested the government should also plan alternatives for the worst scenario.

Comments from Community Forums

- 3.1.15.3 Some participants enquired the timetable for the implementation programme of the proposed Boardwalk. They expressed that past discussions and studies for consensus had consumed much time. They also urged to reduce the time to be spent on the design and construction work so that the proposed Boardwalk could be completed as early as possible.
- 3.1.15.4 Some participants expressed support to the early implementation of the related cycling facilities.
- 3.1.15.5 A local resident suggested that the proposed Boardwalk could be developed in phases so that the proposed Boardwalk could be completed for public enjoyment as soon as possible. Another participant suggested that the recreational facilities such as fishing platforms, viewing platforms and leisure pools could be provided after the completion of the proposed Boardwalk. Another participant proposed to use a more water-friendly pontoon design to help with speeding up the completion of the proposed Boardwalk.
- 3.1.15.6 There were enquiries about the cost of the proposed Boardwalk.
- 3.1.15.7 Some participants enquired on the holistic planning of the northern shore of Hong Kong Island. It was suggested to consolidate all the studies related to the harbourfront development in the northern shore of Hong Kong Island, as well as to clearly reflect its future development to the public.
- 3.1.15.8 It was suggested to obtain legal advice on the planning of other locations in the northern shore of Hong Kong Island in advance. This would avoid the risk of challenge by judicial review and expedite the overall development of the northern shore of Hong Kong Island.

Comments from Project's Official Website

- 3.1.15.9 A commenter considered that the proposal had been discussed for many years and urged to expedite the implementation of the proposed Boardwalk.

3.1.16 Boardwalk Management

Comments from Focus Group Meeting

- 3.1.16.1 A participant enquired on whether the proposed Boardwalk would be managed by LCSD or other NGOs.

Comments from Community Forums

- 3.1.16.2 A participant reflected that Victoria Harbour was an important asset of Hong Kong. It was a common practice world-wide to develop the coastal areas for high value-added tourism, sports and recreational uses. It was suggested the proposed Boardwalk should be comprehensively managed under a single organization.

- 3.1.16.3 Some participants preferred an alternative management agent for the proposed Boardwalk in lieu of the LCSD. They considered that LCSD might be restrictive in the activities to be allowed on the proposed Boardwalk.

3.1.17 Other Views

Comments from Focus Group Meeting

- 3.1.17.1 A participant suggested that the location plan and section diagram shown in the pamphlet should be in the same scale.

- 3.1.17.2 A participant was concerned about the proposed Boardwalk would attract large amount of mainland visitors under the Individual Visitor Scheme and affect the daily lives of local residents.

Comments from Community Forums

- 3.1.17.3 A similar cycling route in Kowloon-side harbourfront was supported.

- 3.1.17.4 It was suggested in the long run, the IEC should be in tunnel form below the harbour and enable the public to enjoy a more open view.

- 3.1.17.5 A participant opined that there was no direct pedestrian connection between Quarry Bay Park Phase One and Two. It was suggested to connect Quarry Bay Park Phase One and Two with a boardwalk to make it more convenient for the public.

- 3.1.17.6 A participant expressed concerns on mainland visitors under the Individual Visitor Scheme would be attracted to disembark on the Tong Shui Road Public Pier.

- 3.1.17.7 The method used to consult the public during the planning processes of the proposed Boardwalk was enquired. The participant also pointed that the views of the public had to be responded to and followed up after the completion of consultation exercise. Details should be provided to the public for further consultation.

3.2 Comments from EDC

- 3.2.1 During the meeting with EDC Planning, Works and Housing Committee (PWHC) held on 19 February 2019, Members generally welcome the new Boardwalk proposal of a 10-m wide Boardwalk.

- 3.2.2 A number of Members expressed their concern about the implication to PHO and the chance of the Boardwalk proposal being challenged by the juridical review.

- 3.2.3 Several Members were concerned about the implementation programme of the Boardwalk. They considered that the current implementation programme need acceleration and they suggested opening the Boardwalk in phases so that the residents of the district could enjoy the facilities as soon as possible.

- 3.2.4 An EDC Member was concerned about the luminance of Boardwalk underneath IEC and hoped that the department(s) concerned could provide sufficient lighting underneath the Boardwalk to ensure the safety of pedestrian.
- 3.2.5 Several EDC Members were concerned about the safety of Boardwalk users and suggested the department(s) concerned to provide adequate safety and monitoring facility like safety barrier, railing, CCTV, anti-extreme weather facilities, First-aid facilities, etc.
- 3.2.6 An EDC Member suggested provision of coach parking at nearby area of the Boardwalk to suit potential sightseeing need of tourist.

3.3 Comments from HC

- 3.3.1 At the meeting held on 20 February 2019, members supported the proposed Boardwalk alignment.
- 3.3.2 Several members asked about the implication to PHO and potential legal challenge to the Boardwalk. They commented that the department(s) concerned should obtain independent legal advice on the Boardwalk proposal.
- 3.3.3 Several members commented that the construction/ implementation programme of the Boardwalk was too long and need to be fastened.
- 3.3.4 A member commented that there was still room to improve the alignment of the Eastern section of the Boardwalk and the department(s) concerned should consult the stakeholders nearby.
- 3.3.5 Some members enquired about the aesthetic design and construction materials of the Boardwalk. They considered that the schematic design of the Boardwalk could be more creative.
- 3.3.6 A member considered that there was room to improve the gradient of a certain section of Boardwalk to improve the accessibility of the Boardwalk.
- 3.3.7 Several members asked about the marine impact caused by the Boardwalk, and suggested that there should be protection facilities to help resist extreme weather.