

Appendix C1

Gist of Meeting for Focus Group Meeting

Boardwalk Underneath Island Eastern Corridor – Investigation
 Stage 3 Public Consultation
 Focus Group Meeting
 Meeting Gists

Date : 5 March 2019

Time : 7:00pm to 8:45pm

Venue : Activity Room 1, Central Library, 66 Causeway Road, Causeway Bay

Participants:

Name	Organization
1. Ms. Sharon Liu	The Hong Kong Institute of Planners
2. Mr. Cheung Man Ching Anthony	The Hong Kong Institute of Architects
3. Mr. Cheung Hoi Fo Jacky	The Hong Kong Institute of Architects
4. Mr. Tam Po Yiu	Hong Kong Institute of Urban Design
5. Ir Lee Ping Kuen	Association of Engineering Professionals in Society Ltd.
6. Mr. WONG Chun Joe	Association of Engineering Professionals in Society Ltd.
7. Mr. Wendell Chan	Friends of the Earth (HK)
8. Mr. Martin Turner	Hong Kong Cycling Alliance
9. Mr. Hew Yang Wahn	Hong Kong Cycling Alliance
10. Mr. Yu King Bon	Cyclist Club
11. Ms. Lee Kit Ching	Cyclist Club

Representatives from South Development Office, CEDD

Mr. Ma Hon Wing, Wilson	Chief Engineer / South Division 3
Mr. Ho Kwok Fai, Godfrey	Senior Engineer / South Division 3

Representatives from AECOM

Mr. Wong Kin Man Simon
Mr. Luk Win Kit Charles
Mr. Lau Yan Wing Jimmy
Mr. Cheung Ting Kwok Paul

Representative from ADO

Mr. Karr Yip

Facilitator:

Ms. Betty S.F. Ho	PlanArch Consultants Ltd.
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Note-taker

Mr. Lam Ka Wai	PlanArch Consultants Ltd.
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Gist of Comments

A. Support to the Proposed Boardwalk

- Most of the participants expressed support to expedite the project progress and the early implementation of the proposal. They also supported the increase of minimum width of the proposed boardwalk to 10m and the increase of accessibility by providing more access points.

B. Design of the Proposed Boardwalk

- Some participants suggested to increase the flexibility of the current 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.
- One participant suggested the design of the proposed boardwalk should respect the local characteristics.
- Some participants suggested to provide more greening and water-friendly design.
- One participant suggested to beautify the area under IEC and include it into the design of the proposed boardwalk as a whole.
- Some participants enquired about the procurement mechanism of the project and whether the design-and-built process would be adopted. If such process would be adopted, the design merits should prevail.

C. The Alignment and Level of the Proposed Boardwalk

Alignment of the Proposed Boardwalk

- Most of the participants supported the current alignment 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.

Level and Gradient

- Some participants concerned that the gradient of some sections of the proposed boardwalk was quite steep.
- One participant was concerned that the current scheme with an 8% gradient was not feasible for both the handicapped and cyclists to use. Handrail must be provided if the gradient was at 8%.
- One 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.

D. Proposed Facilities and Activities

Proposed Facilities

- One participant suggested to provide sufficient and clear wayfinding signage to existing public toilets, and to provide new public toilet within the proposed boardwalk when necessary.
- One participant suggested to provide air-conditioned indoor venues for educational, recreational and event purposes to improve the experience of future boardwalk users.
- One participant supported the provision of a fishing platform.
- One participant suggested to incorporate water sports activities in the “inner harbour” area between the boardwalk and the sea wall.

Quality of Open Space

- Some participants suggested to introduce more public open space.
- A few participants reflected that green space was not the same as open space, and the government should consider to incorporate green fields as open space.
- Some participants suggested to increase the vibrancy of the proposed boardwalk as the public was looking forward for a more vibrant waterfront. More diverse active or water-friendly activities, in addition to viewing and walking, should be introduced.

Concerns on Pets

- Some participants expressed 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 within the proposed boardwalk and in the vicinity to avoid any related hygiene and smell issue.

E. Security and Provision of Emergency Services

- One participant was concerned about the security issue as part of the proposed boardwalk would be located underneath IEC and would be dark and quiet. The current scheme should incorporate security measures in detailed design stage.
- Another participant suggested not to include too much lighting to avoid light pollution to nearby residents, although there would be a need to balance security.
- Another participant enquired whether there would be Emergency Vehicle Access for ambulance or first aid stations situated in the boardwalk.

F. Waterfront Promenade near North Point Ferry Pier

- Some participants enquired on how the waterfront promenade near the

North Point Ferry Pier would be connected with the eastern and western portions of the proposed boardwalk for both pedestrian and cyclists.

- One participant enquired how the waterfront promenade near the North Point Ferry Pier would be designed. The 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.

G. Cycling-related Issue

Support to Cycling in the Proposed Boardwalk

- Some participants supported to allow cycling in the proposed boardwalk.

Interface with nearby Road Network

- One participant concerned that when more cyclists were commuting to the proposed boardwalk from their home/workplace in the inland area, the road/pedestrian network in the old urban area of North Point where did not have cycling track and might have safety issue.
- One participant enquired on whether the accesses connected to public road that banned cyclists.

Share Use of Space between Pedestrian and Cyclists

- Some participants enquired whether there would be a separate cycling track or there would be a share use of the boardwalk between pedestrians and cyclists. One participant suggested that the level difference between the pedestrian walkway and cycling track could be minimal.
- Some participants supported the concept of shared use of space between pedestrians and cyclists, and such concept should be reflected in the design of the proposed boardwalk.
- One participant suggested if shared use of space between pedestrians and cyclists was to be adopted, relevant design, but not hard and distinct demarcation, should be incorporated to minimize the conflicts between different users. 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.

Design of Cycling Routes

- One participant suggested that cycling on the proposed boardwalk should be less restrictive.
- One participant concerned about the integrity, continuity and connectivity of cycling routes. It was suggested that cycling routes in the Northern part 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 part of Hong Kong Island.

- One participant expressed if the proposed boardwalk could not be connected to the promenade in Central, it would be less attractive to cyclists.

Bike Rental Kiosk and Bike-sharing

- One participant 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 the bike rental kiosk would contain single or multiple operators.
- Another participant supported the provision of bike-sharing services in the proposed boardwalk.

H. Conformity with the Protection of the Harbour Ordinance

- Some participants supported the current scheme which the impact on the Victoria Harbour was minimized.
- One participant concerned that proposed link bridges would constituted the definition of “reclamation” under the Protection of the Harbour Ordinance. The participant suggested 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 for the worse scenario for alternative scenario.

I. Management-related Issue

- One participant enquired on whether the proposed boardwalk would be managed by LCSD or other NGOs.

J. Others

- One participant suggested that the location plan and section diagram shown in the pamphlet should be in the same scale.
- One participant was concerned about the proposed boardwalk would attract large amount of mainland visitors under the Individual Visitor Scheme and affect the living of local residents.

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