

## **Boardwalk underneath Island Eastern Corridor**

### **Latest Design**

#### **PURPOSE**

The purpose of this paper is to brief the Eastern District Council's Planning, Works and Housing Committee on the latest architectural and landscaping design of the proposed Boardwalk underneath Island Eastern Corridor (IEC) (Boardwalk). The paper will also update the members on the latest progress of the Boardwalk.

#### **BACKGROUND**

2. The proposed Boardwalk is a major harbourfront enhancement initiative on Hong Kong Island. Successful implementation of the proposed Boardwalk could set a role model for the forth-coming promenade projects, especially those coastal areas which cannot be developed into a promenade due to various reasons.
3. The proposed Boardwalk is approximately 2.2 kilometres (km) long and maintains a width of at least 10 metres (m) wide throughout and comprises a western and eastern section. The western section will run from Oil Street to Tong Shui Road (approximately 0.7 km long), while the eastern section will run from Tin Chiu Street to Hoi Yu Street (approximately 1.1 km long). These two sections will be connected by the North Point Promenade (approximately 0.4 km long). Upon completion, the proposed Boardwalk will connect the existing or planned promenade at Shek Tong Tsui in Western District and Aldrich Bay in Shau Kei Wan, providing a continuous promenade of some 12 km long for public enjoyment.
4. Both the Eastern District Council (EDC) and the Harbourfront Commission (HC) have been closely engaged in the planning of the Boardwalk project over the past few years. We last formally consulted the EDC and the HC on the proposed gazetted scheme of the proposed Boardwalk in September 2020. There was a general agreement among both on the scheme of the proposed Boardwalk, including the proposed alignment, width, ancillary facilities and connection points.

## **PROGRESS UPDATE**

5. Subsequent to the consultations in September 2020, we published the gazettal of the proposed scheme under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) (the Ordinance), and the Ordinance as applied by section 26 of the Water Pollution Control (Sewerage) Regulation (Cap. 358AL) on 31 December 2020. The statutory objection lodging period ended on 1 March 2021. We are resolving the objections received and envisage that the statutory process could be completed by Q3 2021.

6. We also completed and published in December 2020 a report titled “Report on Cogent and Convincing Materials to Demonstrate Compliance with the Overriding Public Need Test”, which we consider that has demonstrated, in a step by step manner, that the scheme is in compliance with the Protection of the Harbour Ordinance (Cap. 531), i.e. (a) there is a compelling and present need for the Boardwalk; (b) there is a need for reclamation and there is no reasonable alternative; and (c) the extent of reclamation required to meet the overriding public need is minimum.

## **LATEST DESIGN OF THE PROPOSED BOARDWALK**

### **Design Concept of the proposed Boardwalk**

7. With the proposed Boardwalk’s unique location, it has an inherited relationship with water and wave. Taking the essence of wave movement and the energetic city, the overall concept of “Citywave” has been developed. A total of 8 “Visions” are proposed, starting from Oil Street to Hoi Yu Street. These “Visions” will transform the space underneath IEC into a pleasant landmark of Hong Kong where the public can enjoy and share, taking into account the characteristics of the localities to establish linkages with the existing community. A plan showing the locations of these “Visions” is appended in **Annex 1**.

8. Flexibility is the major consideration in the overall design of the proposed Boardwalk. The proposed Boardwalk will create and serve as a public space with high flexibility enable users to carry out different activities. The same space can be used for different purposes at different time of a day and days of a week, while different activities could be carried out at different corners of the Boardwalk at the same juncture. The usage of space can also evolve with time to suit the changing public needs with a flexible management approach.

### **Design Features of the proposed Boardwalk**

9. The space under the IEC will be transformed to a functional public space which provides passive and active recreation to the area for both leisure zone and shared zone of the boardwalk. The leisure zone would enable visitors to stop by wherever they like to rest, enjoy the sea view and/or carry out different activities, while the shared zone would allow sufficient space for the safe and

conflict-free shared use among different users strolling along the Boardwalk including pedestrians, joggers, cyclists and other user groups. Cascade seating will be provided along the proposed Boardwalk at selected locations outside the shading of IEC for public to enjoy the views of Victoria Harbour. The ramps connecting the cascade seating will be barrier free for convenient passage of different users. The Boardwalk will enhance and uplift the landscape amenity to the space under the IEC and make significant and beneficial refinements to the landscape character of the North Point harbourfront. Plan showing the locations of the design features is appended in **Annex 2**. Typical section of cascade seating is appended in **Annex 3**.

10. Six viewing platforms are proposed along the proposed Boardwalk for public enjoyment of the panoramic views of Victoria Harbour. A fishing platform will be provided near Tong Shui Road with cascade seating design having regard to the preference of the anglers. The levels of the viewing platforms and fishing platform are generally lower than the proposed Boardwalk which will bring users closer to the Harbour. The artist impression of the viewing platforms and the fishing platform is appended in **Annex 4**.

11. Upon the completion of the proposed Boardwalk, the near shore areas of the Harbour between the Boardwalk structure and the existing shoreline will be physically segregated. To allow the passage of vessels to the inner water area, three movable bridges (including two at the proposed Boardwalk, and one at an access point) are proposed. The artist impression of the movable bridges is appended in **Annex 5**. The two movable bascule bridges at the proposed Boardwalk resemble birds flying freely above the Victoria Harbour. The movable swing bridge at access point would adopt a low vertical profile to minimize the potential visual impact to the adjacent residential blocks.

12. To allow the users to enjoy the panoramic views of Victoria Harbour, we will use laminated glass balustrade along the Boardwalk except at the link bridges and movable bridges where mesh type balustrade will be used. Artist impression of the balustrade can be found from viewing platform shown in **Annex 4**.

13. Shared zone and leisure zone are introduced along the proposed Boardwalk. Based on the previous community engagement exercises, the public in general supported a 10m wide proposed Boardwalk for the provision of sufficient space for the safe use among different users without conflict. Sharing the open space between different users, e.g. pedestrians, cyclists and pet owners, etc., in a respectful manner under a flexible management mode has been advocated and put on trial at different harbourfront spaces opened in recent years (e.g. the Belcher Bay Promenade and the Water Sports and Recreation Precinct in Wan Chai), with positive compliments received by Members of the public. The shared zone provides an opportunity for users to utilize the vibrant open spaces together. On the other hand, the leisure zone could serve as promenade where users would relax and enjoy.

14. Shelters with suitable scale would be provided along the proposed Boardwalk at selected locations outside the shading of IEC. The artist

impression of the shelter near Tong Shui Road and at the upper deck of North Point Vehicular Ferry Pier is appended in **Annex 6**.

### **North Point Promenade**

15. The eastern and western sections of the proposed Boardwalk will be connected by the existing North Point Promenade (NPP). It is anticipated that the NPP in future will become a focal point between the two sections of the Boardwalk. To provide better connection between the two sections, the existing NPP will be slightly modified. Within the 20m wide NPP, the existing 4.5m wide pathway abutting the water frontage would be maintained, while a continuous 6m wide shared zone would be provided at the back. The trees of special interest and existing fitness equipment will not be affected. Plan showing the design approach at the North Point Promenade is appended in **Annex 7**.

### **Ancillary Facilities of the proposed Boardwalk**

16. To create a user-friendly environment and in response to the comments received during previous community engagement exercises, ancillary facilities, including vending machines, utilities provision for movable kiosks, drinking fountains, bicycle rental facilities, toilets, management office, etc. would be provided at suitable locations along the proposed Boardwalk.

### **WAY FORWARD**

17. Upon completion of the statutory procedures, we plan to invite tender for the construction works contract in Q3 2021. In parallel, we plan to seek funding approval from the Legislative Council for the proposed works in 2021. Our current target is to commence the construction works in 2021 for phased completion starting from end 2024.

### **ADVICE SOUGHT**

18. Members are invited to take note of the latest progress and design of the proposed Boardwalk.

### **ATTACHMENT**

**Annex 1 -** Design Concept

**Annex 2 -** Location Plan of Design Features

**Annex 3 -** Typical Section of Cascade Seating

**Annex 4 -** Artist Impression of Viewing Platform and Fishing Platform

- Annex 5 -** Artist Impression of the Movable Bridge
- Annex 6 -** Artist Impression of Shelter
- Annex 7 -** Design Approach at the North Point Promenade

**Civil Engineering and Development Department**  
**May 2021**



備註：以上插圖為構想圖

Remarks: The above illustrations are artist impressions.

圖則名稱 Drawing Title

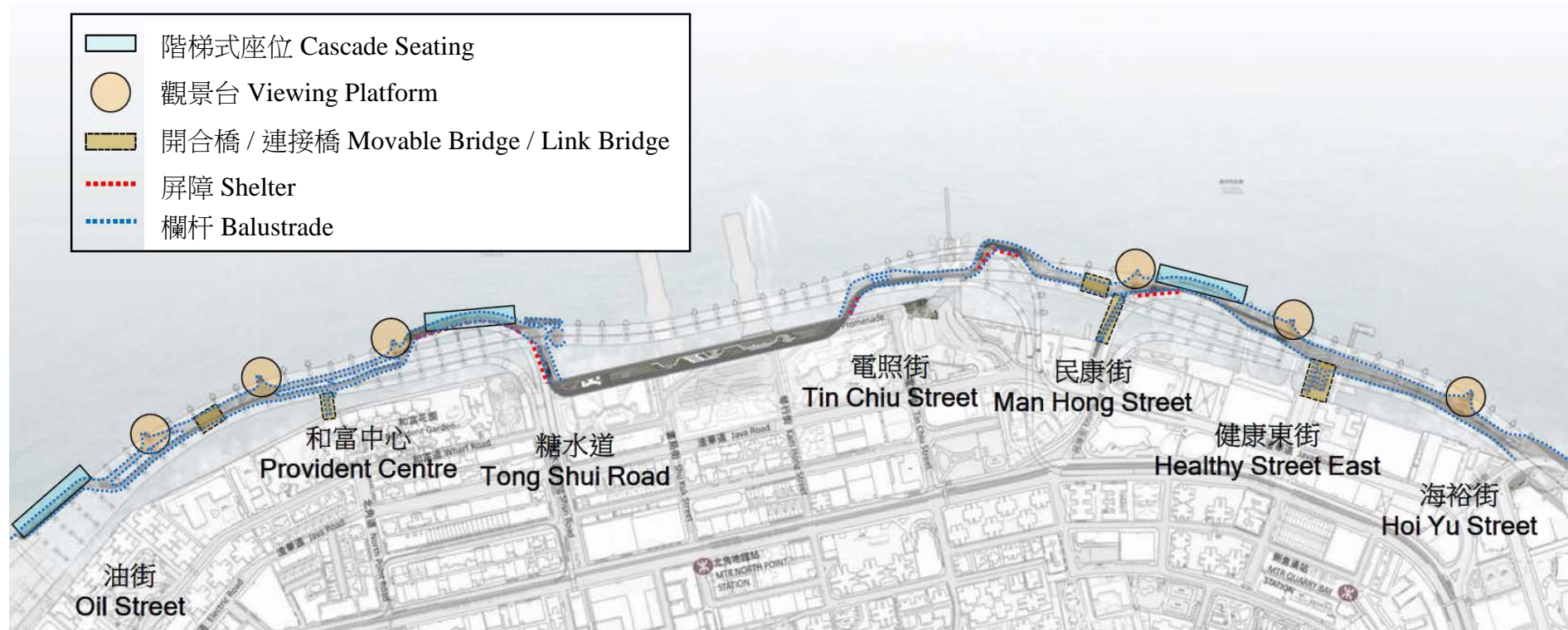
東區走廊下之行人板道 – 設計理念

Boardwalk underneath Island Eastern Corridor – Design Concept



土木工程拓展署  
CIVIL ENGINEERING AND  
DEVELOPMENT DEPARTMENT

南拓展處  
SOUTH DEVELOPMENT OFFICE



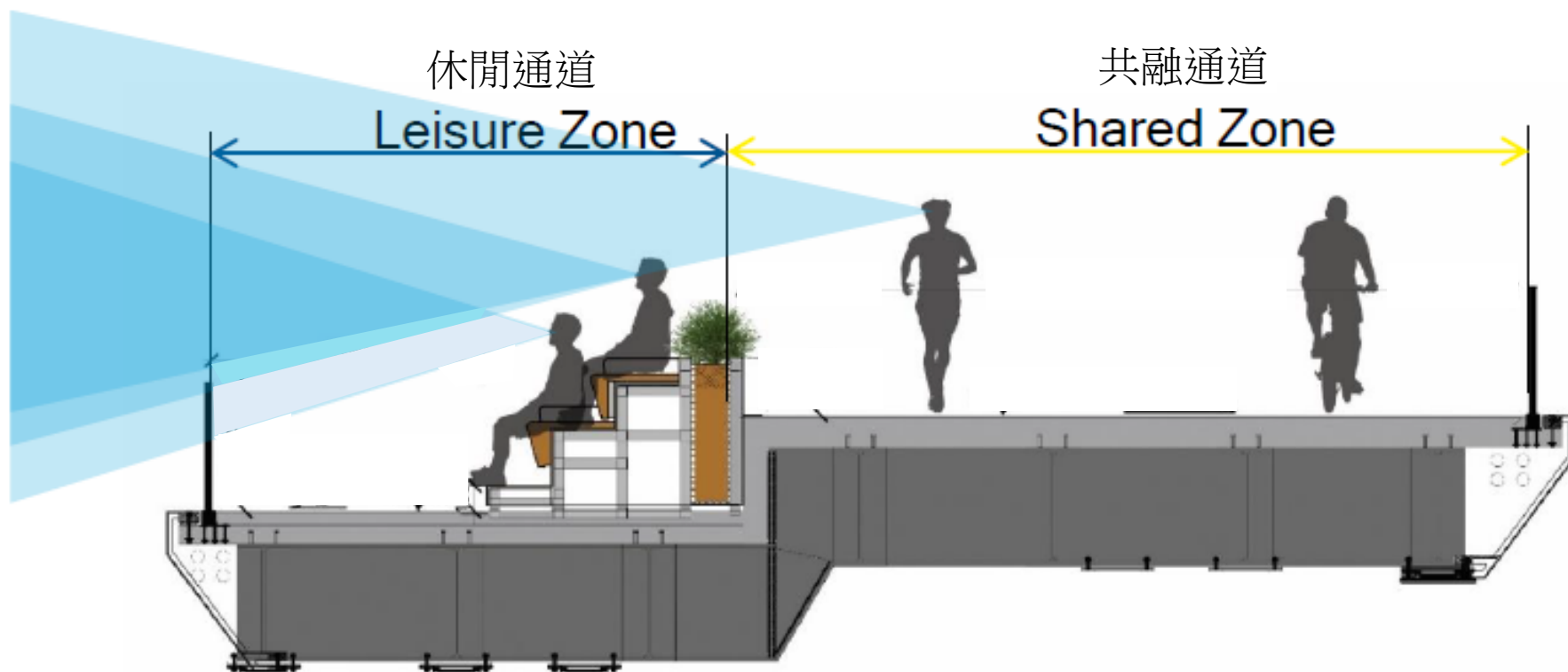
圖則名稱 Drawing Title

東區走廊下之行人板道 – 設計特色位置圖  
Boardwalk underneath Island Eastern Corridor –  
Location Plan of Design Features

**CEDD** 土木工程拓展署  
CIVIL ENGINEERING AND  
DEVELOPMENT DEPARTMENT

南拓展處  
SOUTH DEVELOPMENT OFFICE





圖則名稱 Drawing Title

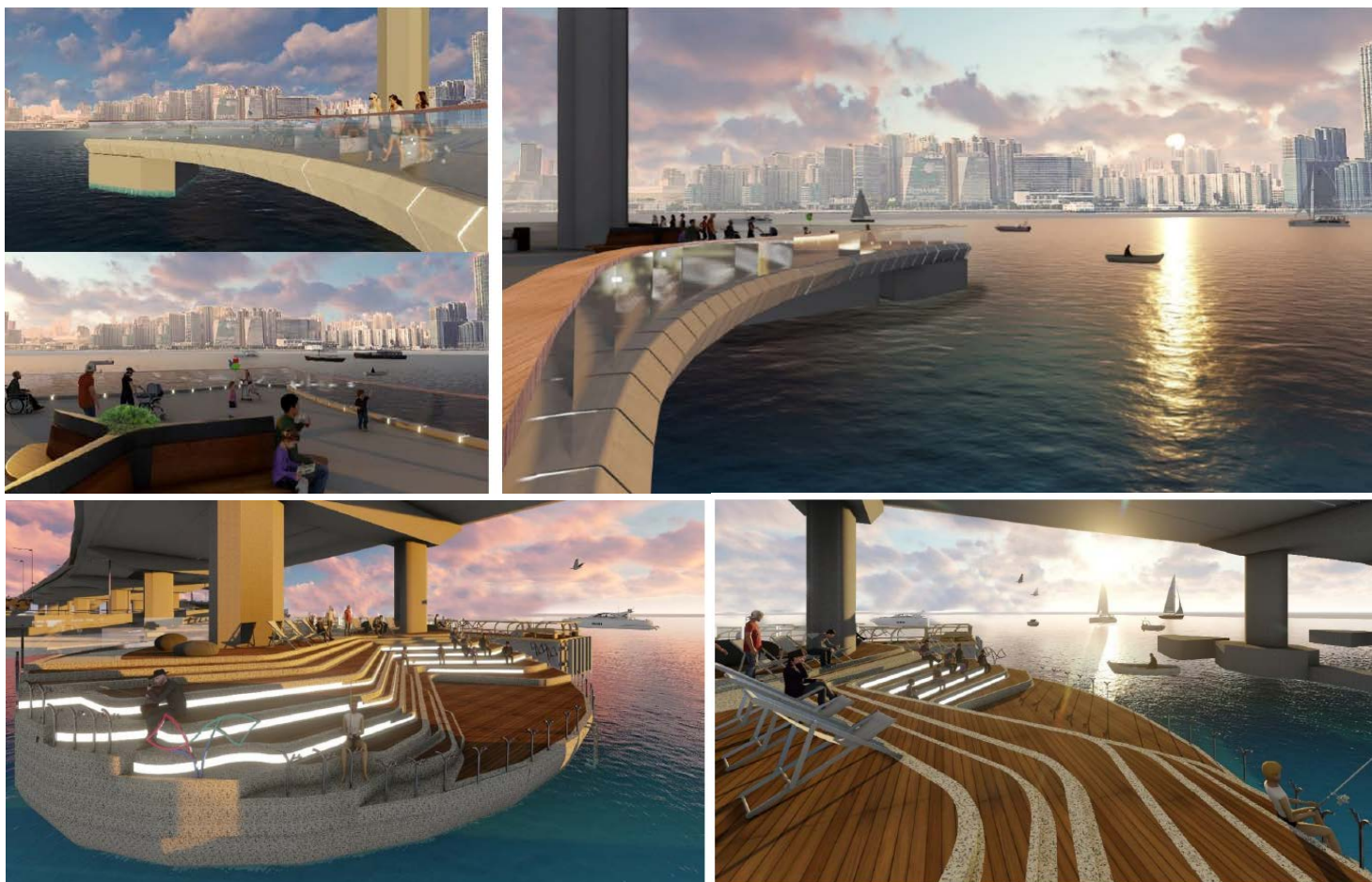
東區走廊下之行人板道 – 階梯式座位切面圖  
**Boardwalk underneath Island Eastern Corridor –  
Typical Section of Cascade Seating**



土木工程拓展署  
CIVIL ENGINEERING AND  
DEVELOPMENT DEPARTMENT

南拓展處  
SOUTH DEVELOPMENT OFFICE





備註：以上插圖為構想圖

Remarks: The above illustrations are artist impressions.

圖則名稱 Drawing Title

東區走廊下之行人板道 – 觀景台及釣魚平台的構想圖

**Boardwalk underneath Island Eastern Corridor –  
Artist Impression of Viewing Platform and Fishing Platform**



土木工程拓展署  
CIVIL ENGINEERING AND  
DEVELOPMENT DEPARTMENT

南拓展處  
SOUTH DEVELOPMENT OFFICE



備註：以上插圖為構想圖

Remarks: The above illustration is an artist impression.

圖則名稱 Drawing Title

東區走廊下之行人板道 – 開合橋構想圖  
**Boardwalk underneath Island Eastern Corridor –  
Artist Impression of the Movable Bridge**



土木工程拓展署  
CIVIL ENGINEERING AND  
DEVELOPMENT DEPARTMENT

南拓展處  
SOUTH DEVELOPMENT OFFICE





備註：以上插圖為構想圖

Remarks: The above illustration is an artist impression.

圖則名稱 Drawing Title

東區走廊下之行人板道 – 屏障構想圖

**Boardwalk underneath Island Eastern Corridor –  
Artist Impression of Shelter**



土木工程拓展署  
CIVIL ENGINEERING AND  
DEVELOPMENT DEPARTMENT

南拓展處  
SOUTH DEVELOPMENT OFFICE



備註：以上插圖為構想圖

Remarks: The above illustration is an artist impression.

圖則名稱 Drawing Title

東區走廊下之行人板道 – 於北角汽車渡輪碼頭屏障構想圖

**Boardwalk underneath Island Eastern Corridor –  
Artist Impression of Shelter at North Point Vehicular Ferry Pier**



土木工程拓展署  
CIVIL ENGINEERING AND  
DEVELOPMENT DEPARTMENT

南拓展處  
SOUTH DEVELOPMENT OFFICE



