

## ANNEX L

### Stage 2 Community Engagement Report

## TABLE OF CONTENTS

	<b>Page</b>
<b>1 INTRODUCTION.....</b>	<b>3</b>
1.1 Background.....	3
1.2 The Assignment .....	3
1.3 Purpose and Objectives of Community Engagement.....	4
1.4 Structure of the Report.....	5
<b>2 DETAILS OF CE CHANNELS AND ACTIVITIES .....</b>	<b>6</b>
2.1 Introduction .....	6
2.2 CE Activities .....	6
2.3 Channels for Enquiry, Comment and Opinion .....	7
2.4 Project Website and Facebook Page .....	7
2.5 Other Publicity Materials .....	7
2.6 Media Coverage during CE2 .....	9
<b>3 SUMMARY OF MAJOR COMMENTS AND RESPONSES.....</b>	<b>10</b>
3.1 General.....	10
3.2 Major Comments.....	12
3.3 Comments from EDC .....	20
3.4 Comments from HC .....	21
<b>4 CONCLUSION .....</b>	<b>22</b>
<b>5 WAY FORWARD .....</b>	<b>24</b>

\*



## **Appendices**

<b>Appendix A</b>	CE2 Digest, Pamphlet, Poster, Banner and Exhibition Panels
<b>Appendix B</b>	Newspaper Advertisement
<b>Appendix C</b>	Gist for Focus Group Meeting and 2 Community Forums
<b>Appendix D</b>	Summary of Views Received from Opinion Survey
<b>Appendix E</b>	Media Coverage during Community Engagement 2
<b>Appendix F1</b>	Meeting Minutes and Discussion Paper for the Meeting with Planning, Works and Housing Committee of the Eastern District Council on 29 November 2016
<b>Appendix F2</b>	Meeting Minutes and Papers for the Meetings with the Task Force on Harbourfront Developments on Hong Kong Island of the Harbourfront Commission on 19 October 2016
<b>Appendix F3</b>	Meeting Minutes and Presentation Materials for the Meetings with the Task Force on Harbourfront Developments on Hong Kong Island of the Harbourfront Commission on 12 January 2017
<b>Appendix F4</b>	Meeting Minutes and Presentation Materials for the Meetings with the Task Force on Harbourfront Developments on Hong Kong Island of the Harbourfront Commission on 10 March 2017
<b>Appendix F5</b>	Meeting Minutes and Presentation Materials for the Meetings with the Task Force on Harbourfront Developments on Hong Kong Island of the Harbourfront Commission on 29 May 2017
<b>Appendix G</b>	Written Comments from Professional Institutions/ Organisations

## **1 INTRODUCTION**

### **1.1 Background**

- 1.1.1 In May 2009, the Planning Department (PlanD) commissioned the Hong Kong Island East harbour-front Study (HKIEHS) to formulate a comprehensive plan for enhancing the Hong Kong Island East Harbourfront. Among the various proposed harbourfront enhancement initiatives, a preliminary conceptual plan of a pedestrian Boardwalk of about 2km long was proposed to be constructed underneath the Island Eastern Corridor (IEC) from Oil Street to Hoi Yu Street to enhance connectivity along the North Point waterfront. The proposed Boardwalk conceptual plan was well received by the public during the HKIEHS public engagement exercise.
- 1.1.2 In January 2012, the Civil Engineering and Development Department (CEDD) commissioned a topical study on the proposed Boardwalk underneath the existing IEC structure (Topical Study) to establish the preliminary engineering feasibility of the proposal and to assess possible implications of the Protection of the Harbour Ordinance (Cap. 531) (PHO) to facilitate further project planning and implementation.
- 1.1.3 Based on the findings of the Topical Study, the proposed scheme under the HKIEHS was refined (the Refined Scheme). It was assessed that some parts of the proposed Boardwalk would fall within the definition of “reclamation” in the context of the PHO.
- 1.1.4 CEDD presented the Refined Scheme to the Task Force on Harbourfront Developments on Hong Kong Island (HKTF) of Harbourfront Commission (HC) and highlighted relevant legal advice sought in relation to the PHO. The Task Force endorsed the Refined Scheme and the Government agreed to take forward the Project first by ascertaining its compliance with the PHO.
- 1.1.5 In March 2015, AECOM Asia Co Ltd. was commissioned by CEDD to carry out an assignment under “Agreement No. CE41/2014 (HY) Boardwalk underneath Island Eastern Corridor – Investigation” (the Study). The Study is to conduct a review of the feasibility of the proposed Boardwalk under the IEC, which includes a demonstration of its compliance with the PHO before proceeding with the detailed design and construction of the Project, as well as carrying out community engagement

### **1.2 The Assignment**

- 1.2.1 The scope of the proposed Boardwalk underneath the IEC (the Project) comprises:
- (a) provision of a Boardwalk of about 2 km long for a pedestrian walkway, a cycle track including cycling facilities such as parking space and rental kiosks underneath the section of IEC between Oil Street and Hoi Yu Street;
  - (b) beautification and revitalization of existing facilities that have interface with the Boardwalk, such as the Tong Shui Road Pier and IEC structures;
  - (c) provision of access points and/or connections with private or public developments along the Boardwalk to ensure proper catchment of the population in neighbouring areas to make use of new facilities including the Boardwalk;
  - (d) provision or beautification of landing facilities along suitable locations of the Boardwalk for possible water transport connections;
  - (e) provision of associated activity spaces and facilities such as viewing platforms, fishing platforms, art and other forms of display, lighting facilities and seating; and

- (f) associated geotechnical, structural, electrical and mechanical, marine, drainage, sewerage, greening and landscaping works, waterworks, utilities and traffic engineering works, environmental mitigation measures and other related works.

1.2.2 The main objectives of the Study are to:

- (a) review the recommendations and findings of the Topical Study;
- (b) produce a recommended scheme for the proposed Boardwalk through identification and evaluation of alternative options for key elements of the Project, and updating the Refined Scheme taking into account all latest changes and constraints;
- (c) carry out assessment on the recommended scheme under the PHO and prepare the cogent and convincing materials for the reclamation with reference to Environment, Transport and Works Bureau Technical Circular No. 1/04 and the requirement for “overriding public need test” as laid down in the judgement of the Court of Final Appeal on 9 January 2004 in respect of the judicial review on the Draft Wan Chai North Outline Zoning Plan (No. S/H25/1);
- (d) collate opinions from stakeholders and the public on the Project;
- (e) assist to gain support from stakeholders and the public through public engagement;
- (f) check that the Project will meet all statutory requirements including but not limited to the Roads (Works, Use and Compensation) Ordinance (Cap. 370) and the Town Planning Ordinance (Cap. 131);
- (g) produce details to enable the Government to demonstrate compliance with the PHO and take forward the Project to the subsequent detailed design and construction stages, including but not limited to the following:
  - (i) schematic design;
  - (ii) buildability considerations;
  - (iii) operation and maintenance considerations;
  - (iv) programme and cost estimates;
  - (v) plans and details required for initiating all necessary statutory processes; and
- (h) carry out an environmental assessment for the Project on environmental implications.

**1.3 Purpose and Objectives of Community Engagement**

- 1.3.1 As the proposed Boardwalk involves “reclamation” under the PHO, the Study adopts a step by step approach in demonstrating satisfaction of the overriding public need test. In addition to the various technical assessments to demonstrate the various needs (social, economic, and environmental) of the community for the proposed Boardwalk, the community engagement (CE) exercise is a meaningful tool for collecting the public views and for establishing a compelling and present need of the community for the proposed Boardwalk where appropriate.

1.3.2 The objectives of CE were three-fold:

- To solicit the views of the community on the details, including the alignment and facilities of the Boardwalk proposals;
- To engage the public in the formulation of the Boardwalk proposals (evolution from Refined Scheme, structural options of the recommended scheme) and gain community support on the recommended scheme;
- To gauge the views of the public for the proposed Boardwalk and hence the associated necessary reclamation.

1.3.3 The Stage 1 community engagement (CE1) exercise was conducted from February 2016 to March 2016. Based on public views and the findings from technical assessments, the recommended Boardwalk scheme was formulated for further collecting public views during the Stage 2 community engagement (CE2) from November 2016 to July 2017.

## **1.4 Structure of the Report**

1.4.1 This Section presents the background and the objectives of the CE for the Study. Details of CE channels and activities during CE2 are summarized in Section 2 of the Report. Views received from the public and stakeholders during various CE activities are collated and summarized in Section 3 of the Report. Section 4 and Section 5 lay out the way forward of the Project.

## 2 DETAILS OF CHANNELS AND ACTIVITIES

### 2.1 Introduction

- 2.1.1 During the CE2 from 29 November 2016 to 28 January 2017, various activities including meeting with the HKTF and the Planning, Works and Housing Committee of the Eastern District Council (EDC), focus group meeting and community forums were held. Progress of the Study, findings of CE1 and the recommended Boardwalk scheme were disseminated to the public and stakeholders via the project website and Facebook page established in CE1, as well as CE2 Digest and pamphlet, etc. The public and stakeholders were also invited to provide their comments and opinions via the project hotline, email, fax and mail. An opinion survey by way of an opinion collection form was conducted on the project website, as well as during various CE2 activities. Highlights of the CE activities and channels are summarized below.

### 2.2 CE Activities

- 2.2.1 A summary of the CE2 activities carried out are listed below:

Table 2.1– List of CE 2 Activities

Date	Activity	Venue
19 Oct 2016	Consultation with the HKTF	Conference Room, 15/F, North Point Government Offices,
Stage 2 Community Engagement Activities (29 November 2016 to 28 January 2017)		
29 Nov 2016	Commencement of CE2	-
29 Nov 2016	Consultation with the Planning, Works and Housing Committee of EDC	Conference Room, 11/F, Eastern Laws Court Building
15 Dec 2016	Focus Group Meeting	Activity Room 1, Hong Kong Central Library
17 Dec 2016	1st Community Forum	Dr Seaker Chan Shu Kui Hall, North Point
12 Jan 2017	Consultation with the HKTF	Conference Room, 15/F, North Point Government Offices
14 Jan 2017	2nd Community Forum	Quarry Bay Community Hall
28 Jan 2017	Completion of CE2	-

## 2.3 Channels for Enquiry, Comment and Opinion

2.3.1 During CE2, the public and stakeholders were invited to submit their enquiries or provide their views via the following channels, which were the same as CE1:

- (i) Email: [boardwalk@cedd.gov.hk](mailto:boardwalk@cedd.gov.hk)
- (ii) Hotline: (852) 2231 4408
- (iii) Fax: (852) 2577 5040
- (iv) Mail: Hong Kong Island & Islands Development office  
Civil Engineering and Development Department  
13/F, North Point Government Offices,  
333 Java Road,  
North Point, Hong Kong

2.3.2 To facilitate the public and stakeholders to provide opinions on the Boardwalk proposal, an opinion survey was conducted. Views were collected through an opinion collection form (see Table 2) available on the project website and distributed during the CE2 activities. Online submission was also available on the website.

Table 2 – Questions in the opinion collection form for CE2

問題 1 - 設計風格和氛圍：你對於行人板道的設計風格和氛圍有什麼看法？你喜歡地標式、簡約或自然的風格呢？你喜歡繽紛、活潑或恬靜的氛圍呢？

**Q1 - ON DESIGN CHARACTER AND AMBIENCE**

What are your aspirations on the design character and ambience for the Boardwalk? Would you like an iconic, simplistic or natural design? Would you like a colourful, lively or tranquil ambience?

問題 2 - 連接性和暢達性：你對於建議的連接點有什麼意見？

**Q2 - ON CONNECTIVITY AND ACCESSIBILITY**

What are your views on the proposed access points?

問題 3 - 其他意見：你有沒有其他意見？

**Q3 - OTHER VIEWS**

Do you have any other views?

## 2.4 Project Website and Facebook Page

2.4.1 A project website ([www.boardwalk.gov.hk](http://www.boardwalk.gov.hk)) and a Facebook page ([www.facebook.com/boardwalkiec/](http://www.facebook.com/boardwalkiec/)) were launched before CE1 to disseminate the updated information and progress of the Study to the public and stakeholders. These were also used for disseminating updated information for CE2, whereas the CE1 Report and photos have also been uploaded to this project website for public information.

## 2.5 Other Publicity Materials

### 2.5.1 CE2 Digest and Pamphlet

The CE2 digest and pamphlet were published on 29 November 2016. Apart from distribution during focus group meeting, community forums and other meetings, as well as having them uploaded onto the project website, the pamphlets were distributed to the residents in the vicinity of the proposed project site between Hing Fat Street and Tai Koo Shing (see Figure 2.5.1).



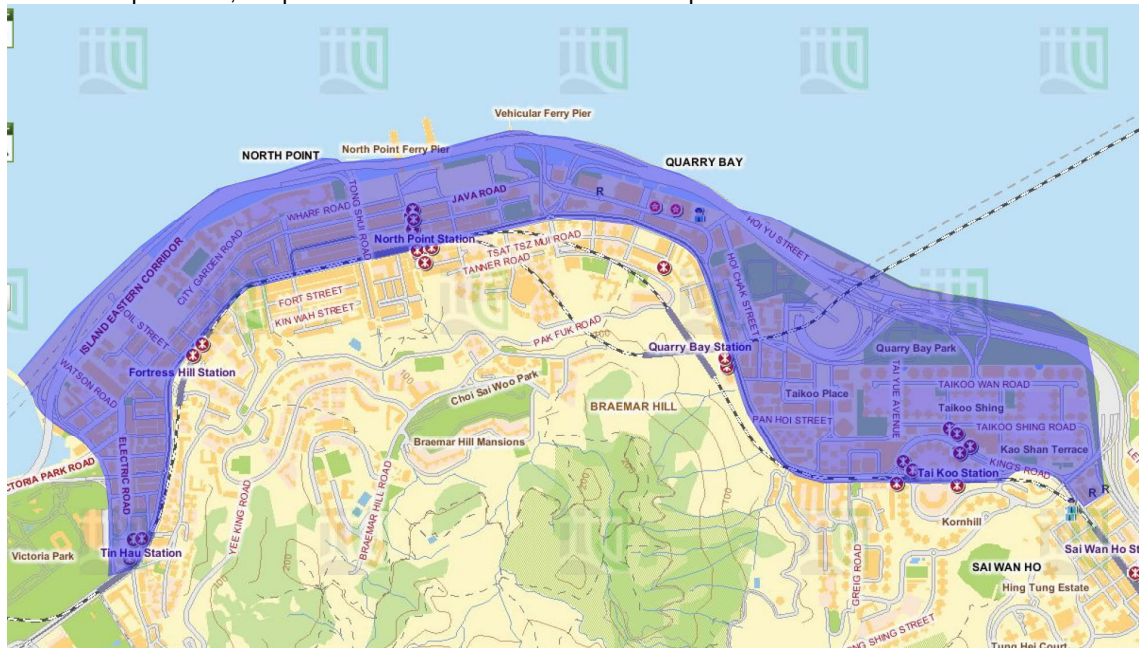
The CE2 digest presented the background, CE1 findings, recommended Boardwalk scheme, considerations of the PHO, an additional access from the hinterland, activity nodes and activities of CE2. The pamphlet is a summary of the digest. The digest and the pamphlet are shown in Appendix A.

## 2.5.2 Posters, Banners and Advertisements

Posters for promoting the CE activities were distributed to the owner incorporations and cooperation committees in the vicinity of the proposed project site between Hing Fat Street and Tai Koo Shing (see Figure 2.5.1). Also, banners were put up at several government facilities for promoting the CE activities and showing channels for enrolment, enquiry, comment and opinion. Photos of the banners at some locations are shown in Appendix A.

Advertisements were placed in 3 newspapers, Headline Daily (頭條日報)(Chinese), Sing Tao Daily (星島日報)(Chinese) and The Standard (English) on 9 December, 12 December 2016 and 6 January 2017 to promote the CE activities. Images of the newspaper advertisement are shown in Appendix B.

Figure 2.5.1 – Coverage (hatched in blue) of the residential buildings that received the pamphlet and owner incorporations, cooperation committees that received the poster



## 2.6 Media Coverage during CE2

- 2.6.1 During CE2, the project was featured on eight newspapers and one online news platform. Majority of the media coverage focused on the design details of the recommended proposal including the extended width, simplified design, new access points, fishing platform, cycle track, etc. A few media mentioned the additional piled dolphins and structures and their reclamation area, in the context of the PHO.
- 2.6.2 The eight newspapers were South China Morning Post (南華早報), Oriental Daily News (東方日報), Headline Daily (頭條日報), Ta Kung Pao (大公報), Hong Kong Economic Journal (信報), Apple Daily (蘋果日報), Sing Tao Daily (星島日報) and The Standard. The online news platform was Apple Daily Latest News (蘋果日報即時新聞).

- 2.6.3 Views from professionals and various stakeholders on the proposal were also featured in TVB Jade's "A Closer Look" (時事多面睇) aired on 27 December 2016.
- 2.6.4 Please refer to Appendix E for the list of media coverage during CE2.



### **3 SUMMARY OF MAJOR COMMENTS AND RESPONSES**

#### **3.1 General**

- 3.1.1 During CE2, one focus group meeting, 2 CE forums, as well as consultation with Planning, Works and Housing Committee of EDC and HKTF were held. An opinion survey was conducted. Various channels were established to collect views from the public and stakeholders.
- 3.1.2 After the two-month CE2 exercise, the public generally supports constructing the Boardwalk as quickly as possible so as to open up the harbourfront from North Point to Quarry Bay, enhance the connectivity along the Island East harbourfront, and provide the dearly needed open space to the local residents.
- 3.1.3 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 have requested more access points from the hinterland to the Boardwalk for facilitating public enjoyment of the Boardwalk.
- 3.1.4 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.
- 3.1.5 At the same time, there had been requests that due consideration should be given to the PHO. The space underneath the IEC structure should be fully utilised, so as to reduce the impact to the Victoria Harbour.
- 3.1.6 The detailed records of the CE activities and the views received in respect of the Boardwalk scheme presented in CE2 are enclosed in the Appendices as follows:

**Appendix C** Gist for Focus Group Meeting and two Community Forums

**Appendix D** Summary of Views Received from Opinion Survey

**Appendix E** Media Coverage during Community Engagement 2

**Appendix F1** Meeting Minutes and Discussion Paper for the Meeting with Planning, Works and Housing Committee of the Eastern District Council on 29 November 2016.

**Appendix F2** Meeting Minutes and Papers for the Meetings with the Task Force on Harbourfront Developments on Hong Kong Island of the Harbourfront Commission on 19 October 2016

**Appendix F3** Meeting Minutes and Presentation Materials for the Meetings with the Task Force on Harbourfront Developments on Hong Kong Island of the Harbourfront Commission on 12 January 2017

**Appendix F4** Meeting Minutes and Presentation Materials for the Meetings with the Task Force on Harbourfront Developments on Hong Kong Island of the Harbourfront Commission on 10 March 2017

**Appendix F5** Meeting Minutes and Presentation Materials for the Meetings with the Task Force on Harbourfront Developments on Hong Kong Island of the Harbourfront Commission on 29 May 2017

**Appendix G** Written Comments from Professional Institutions/ Organisations

3.1.7 The major comments received during various activities in the CE2 exercise are categorized and summarized in the following paragraphs.

## **3.2 Major Comments**

### **3.2.1 Provision and Alignment of “Boardwalk Underneath Island Eastern Corridor”**

#### ***Comments from Focus Group Meeting***

- a) Participants supported the Project. Some participants commented that the proposed Boardwalk should not have an uniform width all along in order to create pocket space to allow different kinds of activities/uses by the public at various locations.

#### **Comments from Community Forums**

- b) The vast majority in the two community forums were in support of the Project. They agreed that the space under the IEC should be utilized to provide the general public with a pleasant environment. Some participants hoped the project could be implemented as soon as possible so as to let the general public enjoy the Victoria Harbour by walking, jogging, cycling and doing other activities along the harbourfront.
- c) A few participants considered that the extended width of 10 meters of the proposed Boardwalk was still too narrow, hoping to extend further in terms of width and scale of the project to allow more flexibility increase. Some suggested expanding certain part of the Boardwalk to create larger space to allow people to stay, gather and enjoy the view. One participant suggested further extending the Boardwalk to the area directly underneath IEC to optimize the use of space and provide shelters in inclement weather.
- d) Some people suggested having viewing platforms in the form of a glass box, which would allow the visitors to enjoy the beauty of the harbour under different weather conditions.

#### **Written Comments**

- e) Hon Kwok Wai-keung, JP, a member of the Legislative Council, conducted a survey from 20 to 24 January 2017, and received 152 completed responses. According to the survey analysis, the majority of the public within the North Point district and nearby residents were in support of the Project because there was a high demand for a comprehensive harbourfront facility in the community.
- f) Hong Kong Institute of Urban Design (HKIUD) expressed their reservation on the alignment of the recommended scheme. They considered that the elevated IEC offered a real opportunity for efficient and sustainable use of the space beneath and the space need to be better exploited in a dense city with a high demand for space. They commented that from an urban design perspective, the engineering model put forward in CE2 had a high impact to the surroundings, and was located entirely outside the alignment of the IEC, leaving the area under IEC vacant. The aspects of climate protection from rain or sunlight and the opportunity to revitalize the “left-over” area under the IEC were ignored.
- g) The Society for Protection of the Harbour expressed concerns on the extent of reclamation and the alignment of Boardwalk running beyond the IEC footprint which might not be in compliance with the minimum reclamation requirements. They demanded that the Boardwalk alignment should be shifted directly under the IEC footprint as far as possible so as to better utilise the space under the IEC.

### **3.2.2 Design Character and Ambience**

#### **Comments from Focus Group Meeting**

- a) The majority of the participants of the focus group meeting agreed that the concept of shared use of public spaces should be promoted in the design of the proposed Boardwalk to allow greater variety of activities and to enhance vibrancy. Fixed planter boxes or designated cycle track might become limitations for different uses. Integrated green space such as lawn area should be encouraged.
- b) A professional member suggested adding new planters or artificial greenery to enhance the visual quality of the columns of the IEC. Besides, the proposed projection of images would be nice during night time, however, it would not be visible during the day.
- c) Some participants commented that the colour tone of the proposed Boardwalk should differentiate the Boardwalk from the existing IEC. On the other hand, there were views that the design and colour tone should be subtle. Some other pointed out that colour and patterns of the proposed uses and design could be further studied in the detailed design stage later.
- d) Some participants commented that the proposed Boardwalk should not have an uniform width all along in order to allow different kinds of activity/uses by the public at various locations. One of the participants suggested collaborating with artists on the display of artwork along the Boardwalk.
- e) Some participants urged the Government to maximize the potential of the Boardwalk so that more people could enjoy the harbourfront. One participant opined that the study area represented only part of the harbourfront in Hong Kong and hence it was not necessary to include everything on the Boardwalk.

#### **Comments from Community Forums**

- f) The vast majority of the two community forums agreed that the general design should adopt the theme of naturalistic and simplicity, and introduce more day light onto the Boardwalk. The number of proposed lighting feature should be reduced. With simplicity as the design theme, the budget should be lower.
- g) There were participants suggested having a vibrant design for the Boardwalk, which allowed for all kinds of activities on sections of the Boardwalk. It should also cater for hosting various events and functions in order to attract more visitors.
- h) Some participants supported the provision of viewing platforms that would allow dynamic or gathering activities without blocking the pedestrian flow on the passageways.
- i) There were views suggesting that the project should aim at becoming a major landmark of the city for years to come, which could assist to promote the beautiful harbour of Hong Kong.
- j) Some participants commented that the Boardwalk was in close proximity to residential development, hence the design should be community-oriented.
- k) A participant suggested making reference to the design of Quarry Bay Park, Kwun Tong Promenade and Ma On Shan Promenade where the walkway and cycle track were being separated to ensure the safety of visitors. Some commented that the design theme was very common in Hong Kong and suggested incorporating some overseas elements and special features in the Project.
- l) Some participants raised their concern on the choice of material for constructing the Boardwalk, and commented that those used in Quarry Bay Park often led to unpleasant sound when being stepped on. Some other participants recommended using transparent material for Boardwalk and glass railing to allow the user and nature blend in together, yet it should be durable. There were discussion on the durability of the glass railing, and impacts to cyclists when they crashed into the railing; some suggested that transparent parapet with metal railing would be a better option.

- m) Some participants suggested enhancing the greenery along the Boardwalk and hoped that plantings were able to mitigate the visual impact from the IEC especially for the lower floors of the Provident Centre. Some suggested the project to reserve certain planting area to allow the community to get involved in planting at the Boardwalk, which would help lowering the maintenance cost.
- n) A participant commented that the IEC and the Boardwalk should be visually compatible, while some disagreed and commented that they were two separate structures and compatibility was not needed.

#### **Written Comments**

- o) There were comments requesting more plantings and trees along the Boardwalk and a covered walkway throughout the Boardwalk to provide a better walking experience and attract more people to stay and enjoy. But they hoped the Boardwalk would not become another tourism spot like the Golden Bauhinia Square.
- p) According to the website questionnaires and emails received, 433 responded to the question on design and ambience of the Boardwalk. The majority (323 nos., 74.6%) of the respondents agreed to adopt a simplistic or natural design as the general theme for the Boardwalk. There were 59 (about 13.6%) respondents who preferred a tranquil ambience while 45 (about 10.4%) suggested a colourful and lively design for the Boardwalk. Also, there were 6 (about 1.4%) who hoped that the Boardwalk could become an iconic landmark.

#### **Newspaper Report**

- q) A comment on a newspaper considered that the Boardwalk should adopt a simplistic design. It suggested that the public should accept the concept of shared use of public spaces among recreational activities and recommended that the management agent of the future Boardwalk should not restrict the uses and activities within the Boardwalk. People should have more tolerance and mutual respect for different uses of the scarce waterfront public spaces.

### **3.2.3 Connectivity, Accessibility and Proposed Access Points**

#### **Comments from Focus Group Meeting**

- a) There were comments that more access points should be added to the proposed Boardwalk. One participant opined that there should be adequate space for both cyclists and pedestrians for the proposed link bridge connecting to the Boardwalk from Provident Centre.
- b) Some participants suggested re-aligning Hoi Yu Street so that most of the proposed facilities would be directly linked to the Boardwalk to enhance connectivity, and the public would not need to cross the road to use the cycle rental kiosk. Another participant suggested that traffic calming measures with special design should be implemented at Hoi Yu Street so that people would know that they were entering a special area.

#### **Comments from Community Forums**

- c) Majority of the participants agreed to the proposed access points, but some requested for more access points between the North Point Vehicular Ferry Pier and Hoi Yu Street for easy and convenient access by the elderly; and many participants agreed that the access points should be beautified. Some participants and residents of Provident Centre worried that the access point through Provident Centre would have adverse impact to the local residents. Another participant suggested slightly adjusting the access point near Tin Chiu Street to Tin Chiu Street, so as to allow a clear path from inland towards the harbourfront.

- d) Some participants commented that there was not sufficient connectivity towards the harbourfront. The pedestrian crossing facilities toward the harbourfront at both Hoi Yu Street and Healthy Street East were poor, and these inner streets should be widened. Participants also pointed out that the current Hoi Yu Street's connection with the harbourfront to the east was relatively narrow.
- e) Some participants were concerned about the emergency vehicular access arrangement; and suggested that the project should provide enough spacing for maneuvering of emergency vehicles and a clear path leading to the Boardwalk.
- f) A participant commented that a continuous connection of the Boardwalk was crucial. He suggested extending the proposed Boardwalk and cycle track towards both eastward and westward to create a continuous connection from Central Harbourfront, Wanchai, North Point to Sai Wan Ho.
- g) There was consensus from the public engagement that clearer signages were needed in the future to lead people towards the Boardwalk.

#### **Written Comments**

- h) There were written comments proposing to extend the Boardwalk further to the east and west on both ends so as to enhance the connectivity with other existing or planned Boardwalk. They also considered the proposed access points to be reasonable.
- i) Out of the 152 questionnaires received from the survey conducted by the LegCo member Hon Kwok Wai Keung, 146 (about 96%) respondents were in support of providing an access point from Provident Garden. 53 (about 32%) respondents preferred the Boardwalk to be able to connect to other districts such as Chai Wan, Quarry Bay, Wan Chai North, Central and Kennedy Town, in order to align a comprehensive Boardwalk for the Hong Kong Island. 35 (about 23%) of them preferred to have a continuous instead of a piecemeal Boardwalk. 29 (about 19%) respondents suggested enhancing the connectivity with other transportation means. 8 (about 5%) respondents requested more directional signage.

### **3.2.4 Boardwalk Management, Noise concern and Safety Concern**

#### **Comments from Focus Group Meeting**

- a) Majority of the professionals considered that there should not be designated spaces for specific uses. Instead, there should be more space-sharing for different kinds of activities. Another member suggested that "designated" fishing area should be changed into "recommended" fishing area so that Boardwalk users would not be restricted to fish at specific locations.

#### **Comments from Community Forums**

- b) Some participants and a resident of Provident Centre supported restricting the opening hours of the Boardwalk to avoid disturbance to nearby residents during night time, and suggested the Government to consult the stakeholders. A few suggested opening up a portion of the Boardwalk to allow 24-Hours access.
- c) Participants had concerns on the safety, management and securities measures of the whole 2km long Boardwalk. A few worried whether accident on IEC might affect the safety of the Boardwalk users.
- d) Street hawkers issues were discussed. Some participants were against allowing street hawkers within the Boardwalk area. Many suggested to make reference to Tuen Mun's Gold Coast and Singapore's Sentosa Island, where certain area of the boardwalk are open for weekend market.

- e) Majority of the participants suggested having a vibrant Boardwalk which allowed all kinds of activities, including singing and performing, picnic, skateboarding and pets-walking. They complained there were too many restrictions in parks within Hong Kong, and hoped the future Boardwalk management would adopt fewer restrictions.
- f) A participant pointed out that special consideration should be given to crowd control during large-scale events.

**Written Comments**

- g) Hon Kwok Wai Keung suggested that the residents of Providence Centre should be consulted on the opening hours, the access point location and management details of the Boardwalk. The majority of the residents agreed to restrict opening hours of the Boardwalk, alas in other Leisure and Cultural Services Department (LCSD)'s park. The public were also concerned about the adequacy of open space, public hygiene, air and noise impact of the Boardwalk.

**3.2.5 Intended Uses and Proposed Facilities**

**Comments from Focus Group Meeting**

- a) There were queries on whether the proposed water playground would be fixed which would limit the variety of uses. It was also recommended that the Dragon Boat Association should be consulted to find out whether the proposed design of the Boardwalk could facilitate dragon boat racing activities.
- b) There were enquiries as to whether the design had considered the application of renewable energy such as cycle track with solar panel paving and wind turbine.

**Comments from Community Forums**

- c) Majority of the participants supported the idea of water playground which would allow the public to interact with the water. Some suggested providing a waterslide towards the Victoria Harbour. They commented that the proposed water playground should be under the sun but not under the IEC. A few queried whether the water playground facilities and space as shown in the perspectives were feasible. Participants also recommended restoring the old "North Point Swimming Shed" to provide swimming facilities with the improving water quality of Victoria Harbour.
- d) Many of the participants suggested that public toilets should be provided along the Boardwalk, and the suggestion of installing temporary portable toilets was also raised. A few participants considered it acceptable if toilets would be provided nearby instead of on the Boardwalk.
- e) Other facilities suggested include shelters from rain and sun, viewing platforms, vending machines, drinking fountains, refreshment kiosks, Wi-Fi services and electric socket. Currently there were quite a number of anglers fishing underneath the IEC near Hoi Yu Street. Some participants suggested that a fishing platform at the same location could be added.
- f) One participant commented that since the harbour was already impaired by the IEC, the whole area underneath the corridor should be used to create more open space especially for elderly and children.
- g) Some residents of the Provident Centre claimed that they were already suffering from the noise pollution from IEC. They suggested adding a noise barrier between their estate and the Boardwalk in order to mitigate the noise impact to the residents.
- h) Some participants were worried about the already congested area of North Point, for example Java Road. They were concerned that the area would get even more crowded if a new



attraction were to be placed there. They suggested adding more parking spaces and loading/unloading bays in the area.

#### **Written Comments**

- i) There was a suggestion to provide a refreshment kiosk near Oil Street. Another comment suggested having exercise corners with exercise equipment and rain shelters for the elderly to achieve LCSD's goal of "Sports for All Day".
- j) According to the website questionnaires and emails received, 280 respondents provided feedback to the question on facilities/functions to be included in the project. Among them, 11 (about 4%) respondents recommended to include facilities/functions such as exercise kiosk, weekend market and performing platform. 22 (about 8%) and 20 (about 7%) of the comments recommended having more access points and more bicycle parking facilities respectively.

#### **Newspaper Report**

- k) According to an interviewee in a newspaper report, anglers tended to walk along the harbourfront to search for the most advantageous position that would have the most catch. Anglers worried that if there would be a designated fishing spot, it would limit the area that they could fish. They preferred a more flexible arrangement.

### **3.2.6 Discussion on whether to allow Pet to enter the Boardwalk**

#### **Comments from Community Forums**

- a) Some participants considered pet as part of their community and therefore supported allowing pets on the Boardwalk. Some suggested that the Boardwalk should provide facilities for pet use, promote a safe and harmonious environment for them and allow for interaction between people and pets. There were comments suggesting that at least a portion of the Boardwalk should allow pet. However, some thought that untrained pet should not be allowed.
- b) The nearest pet garden within the whole district was located at the Quarry Bay Park, which was considered remote from North Point. Some participants suggested adding another pet garden along the Boardwalk to cater for the demand. If there would be a pet garden provided along the Boardwalk, a participant suggested providing sufficient number of dog latrines and imposing guidelines for pet walkers.
- c) A participant suggested having a comprehensive planning of pet garden for both Quarry Bay Park and the project and linked them together to create a larger space for pets. There was also recommendation on having a seamless connection of pet garden from North Point to Wan Chai North.
- d) There were, however, some participants who had reservation on allowing pets on the Boardwalk, as they considered the Boardwalk to be people-oriented.

#### **Written Comments**

- e) According to the website questionnaires and emails received, 40 (about 9.3%) respondents requested allowing pet to enter the Boardwalk.

### **3.2.7 Cycle Track and Related Comments**

#### **Comments from Focus Group Meeting**

- a) Some professional members commented that the design of the proposed Boardwalk should be flexible in encouraging space sharing, and designated cycle track design should not be required. Some pointed out that the purpose of the cycle track provision would affect its design. For



instance, design of a cycle track for commuting purpose would be different from one for leisure in view of the speed involved. The project team should determine the purpose of the cycle track provision prior to the development of the design.

- b) A professional member commented that more cycle rental kiosks should be put in place. Some participants also enquired whether it would be feasible to use the North Point Vehicular Ferry Pier as a cycle rental kiosk. It was also suggested that CEDD and PlanD should coordinate and provide cycle rental kiosks in Wan Chai and Quarry Bay/Hoi Yu Street to better coordinate the planning of the cycle rental kiosks from west to east of the harbourfront area.
- c) Another member commented that the locations, scale and design of bicycle parking should be carefully selected as they were related to cyclist's preferences/purpose of their trips.

#### **Comments from Community Forums**

- d) There were diverse views on whether to allow cycling, skateboarding, scooters and roller-skating activities on the Boardwalk. Many participants had concerns on the cycling activities for fear of endangering pedestrians' safety. Some preferred restricting cycling while others suggested separating the pedestrian walkway from the cycle track. If there would be a cycle track, participants suggested there should be enough clearance and level difference between the seating benches and the cycle track so as to ensure safety of the general public.
- e) A participant also commented on the steep gradient at certain section of the Boardwalk and worried that the level change might cause accidents.

#### **Written Comments**

- f) Some expected that cycling facilities were imperative. Another comment preferred an unobstructed cycling pathway.
- g) According to Hon Kwok Wai Keung, the only public cycle track on the Hong Kong Island was at the Quarry Bay Park. Residents of North Point were looking forward to having a continuous harbourfront cycle track connecting North Point to Admiralty and Central.

- h) HKIUD commented that cycling should only be encouraged in situations that created opportunities both for recreational and commuting purposes as it was difficult to introduce a safe system. Unlike the cycle track in New Territories where there were wider spaces and longer tracks, the cycle track proposed in this Boardwalk was an 'add on' to an existing waterfront in a situation that was fraught with legalities. They were also worried that young cyclists living nearby had to cross major roads to get to this waterfront. Besides, they would unlikely be able to use this as a means of transport to schools etc as there was no other cycle track provision in the area. The Boardwalk should therefore be provided with a safe and comfortable waterfront pedestrian environment, with leisure cycling use as that on the Aldrich Bay waterfront.
- i) According to the website questionnaires and emails received, the vast majority of the respondents (233 nos., about 53.8%) supported the provision of a cycle track along the Boardwalk. 11 (about 2.5%) of them commented that should be separation between pedestrians and cyclists.
- j) Hong Kong Cycling Alliance submitted written comments on 22 January 2017. In the submission, Hong Kong Cycling Alliance stated that 340 Hong Kong people cycled from Kennedy Town to Quarry Bay to support the Stage 2 proposal to enable and encourage cycling along the IEC Boardwalk. Most of them also supported the creation of a harbourfront cycle track that would run from Kennedy Town to Chai Wan.

#### **Newspaper Report**

- k) Members of the cycling groups, "HK Cycling Alliance" and "A Green Harbourfront Cycle Path for Hong Kong Island" held an event to cycle around the Hong Kong Island to express their request to the government to provide a cycle track within the Project. They were looking forward to having a "Hong Kong Harbourfront Cycle Path" at the northern Hong Kong Island in order to connect other districts such as Kennedy Town and Heng Fa Chuen while providing a leisure and tourism spot in the city centre. The Hon Kwok Wai Keung supported the event and commented that the ancillary cycling facilities in Hong Kong Island were poor and hoped that cycling could become part of an option for daily commuting. A former LegCo member the Hon Yiu Chung Yim considered that cycling could improve both the traffic and air quality of the city.

### **3.2.8 Implementation issues**

#### **Comments from Focus Group Meeting**

- a) A professional member suggested providing some pilings for expansion/enhancement works opportunities in the future.

#### **Comments from Community Forums**

- b) Participants asked about various implementations issues such as project cost, implementation schedule and phasing, completion date, structural engineering issues and funding procedure. They also asked when the Legislative Council would approve the funding for the project.
- c) Several participants raised concern on the structural safety of the North Point Vehicular Ferry Pier and questioned whether the pier would be relocated; they recommended the government taking this opportunity to optimize that particular area. Some suggested the design of the Boardwalk should make use of the existing structure/footing of the IEC and adopt simplicity approach to minimize the reclamation area and lower the construction cost.
- d) Some hoped to speed up the public consultation for early implementation of the Project while some considered the schedule was within a reasonable timeframe.

### **3.2.9 Implication of the PHO on the project**

#### **Comments from Focus Group Meeting**

- a) A professional member pointed out that the most important part of the study was to fulfill the requirements of the PHO. Issues such as colour tone/pattern of the design could be decided at a later stage.

**Comments from Community Forums**

- b) With regard to the PHO, some participants considered that the Project had an overriding public need as it would not have adverse impact on the Victoria Harbour.

**Written Comments**

- c) HKIUD made reference to the judgment of the High Court in July 2013, suggesting the Government to re-consider the prospect of passing the overriding public need test under the PHO, in particular when there was a less intrusive option of the alignment. They further stated that meeting public aspirations might not necessarily be equal to meeting an “overriding public need”. While this might have to be decided by the court through Judicial Review, protracted litigation processes might only delay the harbourfront enhancement initiative however well-intentioned it might be.

**3.2.10 Other Views**

**Comments from Community Forums**

- a) Comments from the elderly and person with disabilities should be collected.
- b) Some participants inquired about the mitigation measures on the air quality and noise issue generated from the IEC. They thought the traffic noise on the IEC would lower the public's intention to stay within the Boardwalk and suggested adding noise barrier along the IEC to reduce the noise to a comfortable level. In this regard, since noise barrier might lead to visual impact against the residents of Providence Centre, another stakeholder engagement with the affected residents should be arranged. Some participants suggested the government to take this opportunity to conduct a traffic impact assessment on the impact of the Boardwalk towards Electric Road and Java Road.
- c) A participant suggested that a more attractive and interesting name should be given to this Project.

**Written Comments**

- d) The Hong Kong Institute of Architects (HKIA) submitted written comments on 10 April 2017. In the submission, HKIA expressed that the Institute was in support in principle to the development of the Boardwalk underneath IEC. The Project should proceed immediately without further delay.
- e) Details of comments are presented in Appendix F.

**3.3 Comments from EDC**

- 3.3.1 At the meeting held on 29 November 2016, a number of Members expressed concern over the Boardwalk proposal, and hoped that the department(s) concerned could design the Boardwalk, cycle track, fishing zone and other facilities under consideration of safety, aesthetics and practicality. Members generally hoped that the department(s) concerned could commence the works of Boardwalk as soon as possible, with a view to providing additional recreational and leisure space to residents of the district.

### **3.4 Comments from HC**

- 3.4.1 At the meeting held on 19 October 2016, members expressed their concern on the alignment and the architectural design of the Boardwalk. They commented that the Boardwalk should create a sense of place with multiple uses and an interesting and simple design. Some members opined that the proposed alignment should make full use of the space underneath the IEC. At the meeting held on 12 January 2017, members gave suggestions on the Boardwalk facilities, additional access points, estimated project cost, and Boardwalk alignment. Some members expressed their concern on the compliance with the minimum reclamation requirements and suggested the Boardwalk alignment should utilise the shaded area under the IEC.

## **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.

## **5 WAY FORWARD**

- 5.1.1 Views on the proposed Boardwalk scheme were collected from a wide range 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.
- 5.1.2 While the Boardwalk received general support and many urged for its early implementation, we noted the diverse views on the alignment presented in CE2. Taking into the account the views received, the project team will further refine the Boardwalk scheme. The comments on the design and facilities will be carefully studied and reviewed for the formulation of the refined scheme for public discussion and comments under CE3 of the Study. The cogent and convincing materials will be prepared to demonstrate the overriding public need for the proposed Boardwalk, to document the community engagement activities and feedback on public views, to present the reclamation requirements of the Boardwalk scheme and conduct an appraisal of minimum reclamation.

## Appendix A

### Stage 2 Digest, Pamphlet, Poster, Banner and Exhibition Panels









12





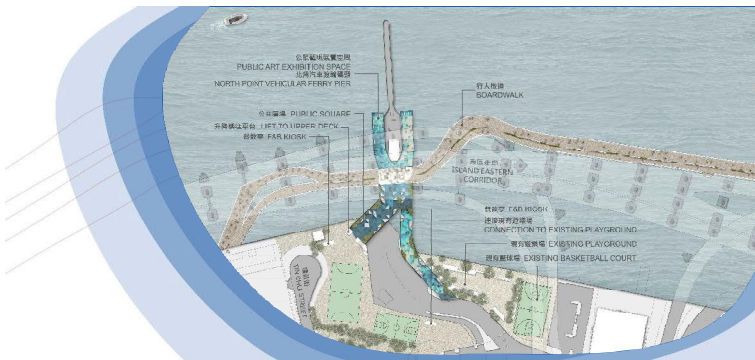


# 北角 汽車渡輪 碼頭

## NORTH POINT VEHICULAR FERRY PIER

優化建議的設計目標旨在為行人板道為現有的北角汽車渡輪碼頭帶來生氣。行人板道將透過碼頭的上層，上層範圍可用於戶外多用途活動空間，作為表演場地、展覽空間及其他活動。碼頭的上層將融入綠化設計，包括提升現有北角汽車渡輪碼頭的特選處，並與周邊綠化空間的規劃配合。從而創造一個既具健康及生活氣息，同時亦能連接上層設施與周邊綠化空間的連接點。此外，遊人也可利用新建的升降機或樓梯由碼頭上層前往周邊的休憩用地，使用建議的餐飲亭及咖啡亭等配套設施。

The design intention of the enhancement proposal is to revitalize the existing North Point Vehicular Ferry Pier by the boardwalk. The boardwalk passes through the upper deck of the pier, which can be used as an outdoor multi-purpose activity space for performances, exhibitions, events, etc. The hard and soft landscape on the deck is designed to enhance the amenity value of the existing pier and help its integration with the nearby open space to create an area promoting healthy living. The existing ramp leading to the upper deck of the pier connects the boardwalk to the surrounding recreational facilities. Also, a new lift and staircase are proposed to connect the upper deck of the pier to the nearby developing open space in which supporting facilities such as food and beverage kiosks and sport courts are proposed.



# 海裕 街

## HOI YU STREET

這座行人板道東面入口的設計，旨在為行人板道提供一個入口。我們建議提供單車棚、咖啡亭及餐飲亭等設施，除了美觀的人行出入口，設計同時結合了不同形式的公共藝術，如雕塑、裝置藝術、地面圖案及影像投影等，以營造一個具藝術吸引力的入口。我們亦建議增設一個噴水區，為此處增添活力。

It serves as an entrance on the eastern end of the boardwalk. This access point is designed to ensure smooth pedestrian flow from various directions. Cycle parking kiosk and food and beverage kiosk are suggested. To highlight the access to the boardwalk, public artworks in different formats such as sculptures, art walls, floor patterns and light projections are introduced to make this an artistic and attractive entrance. To vitalize the space underneath the EEC, we also propose a water playground here.



## 7 第二階段社區參與 STAGE 2 COMMUNITY ENGAGEMENT

我們誠意邀請您參與社區諮詢，分享您對擬建行人板道的意見。(請聯絡我們或於本網頁網站登記留聲)  
We invite you to participate in our forums to share your views on the proposed boardwalk. (Please contact us or visit the study website for registration)



社區論壇1	Community Forum No.1	社區論壇2	Community Forum No.2
日期/時間 17/12/2016 (星期六) 14:30 - 17:00	Date/Time 17/12/2016 (Saturday) 14:30 - 17:00	日期/時間 14/1/2017 (星期六) 14:30 - 17:00	Date/Time 14/1/2017 (Saturday) 14:30 - 17:00
地點 香港北角道第210號 北角道第210號樓上會議室 陳樹渠大書室	Location Dr Seaker Chan Sha Kui Hall, The North Point Kai-Fong Welfare Association, 210 Java Road, Hong Kong	地點 香港鰂魚涌第1號 鰂魚涌社區綜合大樓地下 鰂魚涌社區會堂	Location Quarry Bay Community Hall, Quarry Bay Community Complex, 1 Greg Road, Quarry Bay, Hong Kong



## 8 未來路向及你的意見 WAY FORWARD AND YOUR VIEWS

### 未來路向

收集到的公眾意見將有助政府進一步完善行人板道的建議方案。我們會繼續與有關方面合作，以確保行人板道具有適當的公眾需要。

### WAY FORWARD

Public views collected will further assist the Government to refine the recommended scheme. We will continue to prepare the expert and convincing material to demonstrate the overriding public need for the proposed boardwalk.

### 您的意見

歡迎在2017年1月26日或之前透過郵遞、傳真、電郵或本網頁的意見調查表，向政府表達您的意見。

### YOUR VIEWS

Please send us your views by post, fax and email or via electronic comment form at the study website (<http://www.boardwalk.gov.hk>) on or before 26 January 2017.

### Q1 設計風格和氛圍 ON DESIGN CHARACTER AND AMBIENCE

你對行人板道的設計風格和氛圍有什麼看法？你希望板道，能帶給市民怎樣的設計風格和氛圍？  
What are your aspirations on the design character and ambience for the boardwalk? Would you like an iconic, symbolic or natural design? Would you like a colourful, lively or tranquil ambience?

### Q2 連接性和可達性 ON CONNECTIVITY AND ACCESSIBILITY

你對板道的連接性有什麼意見？  
What are your views on the proposed access points?

### Q3 其他意見 OTHER VIEWS

你還有其他意見嗎？  
Do you have any other views?

## 聯絡我們 CONTACT US

土木工程拓展署港島及離島拓展處  
Hong Kong Island & Islands Development Office,  
Civil Engineering and Development Department

地址 / Address  
香港北角道第333號北角政府合署13樓  
13/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

電話 / Telephone (852) 2231 4408 傳真 / Fax (852) 2577 5040

電郵 / Email [boardwalk@cedd.gov.hk](mailto:boardwalk@cedd.gov.hk)

網址 / Website <http://www.boardwalk.gov.hk/>



備註：凡有「公眾諮詢」字樣的活動，均屬由土木工程拓展署負責舉辦的公眾諮詢活動。有關活動的資料，包括活動時間、地點、內容等，均會透過多種渠道，包括本處網頁、傳真、電郵、電話、傳單及報章等，向公眾提供。凡有「公眾諮詢」字樣的活動，均屬由土木工程拓展署負責舉辦的公眾諮詢活動。有關活動的資料，包括活動時間、地點、內容等，均會透過多種渠道，包括本處網頁、傳真、電郵、電話、傳單及報章等，向公眾提供。

Disclaimer: A person or an organization providing any comments and suggestions to the Civil Engineering and Development Department on the "Boardwalk Underpinning Marine Eastern Corridor Investigation" will be deemed to have given consent to the Civil Engineering and Development Department to publish or while publish the comments and suggestions in the name of the individuals and organizations. If you do not agree to this arrangement, please state so when providing comments and suggestions.



第2階段社區參與  
STAGE 2 COMMUNITY ENGAGEMENT

我們誠意邀請您參與社區論壇，分享你對擬建行人板道的意見。（請聯絡我們或於本研究網站登記留座）  
We invite you to participate in our forums to share your views on the proposed boardwalk.  
(Please contact us or visit the study website for registration)



社區論壇1

Community Forum No.1

日期/時間  
17/12/2016 (星期六)  
14:30 - 17:00

地點  
香港北角渣華道210號  
北角區街坊福利事務促進會  
陳樹渠大會堂

Date/Time  
17/12/2016 (Saturday)  
14:30 – 17:00

Location  
Dr Seaker Chan Shu Kui Hall,  
The North Point Kai-Fong Welfare  
Advancement Association, 210  
Java Road, Hong Kong



社區論壇2

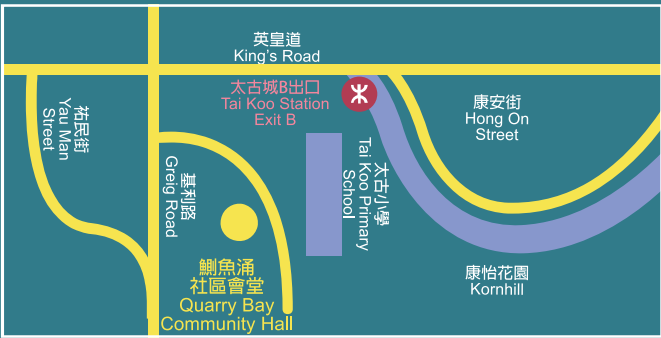
Community Forum No.2

日期/時間  
14/1/2017 (星期六)  
14:30 - 17:00

地點  
香港鰂魚涌基利路1號  
鰂魚涌社區綜合大樓地下  
鰂魚涌社區會堂

Date/Time  
14/1/2017 (Saturday)  
14:30 – 17:00

Location  
Quarry Bay Community Hall,  
Quarry Bay Community Complex,  
1 Greig Road, Quarry Bay,  
Hong Kong



Q1 設計風格和氛圍  
ON DESIGN CHARACTER  
AND AMBIENCE

你對於行人板道的設計風格和氛圍有什麼看法？你喜歡地標式、簡約或自然的風格呢？你喜歡繽紛、活潑或恬靜的氛圍呢？  
What are your aspirations on the design character and ambience for the boardwalk? Would you like an iconic, simplistic or natural design? Would you like a colourful, lively or tranquil ambience?

Q2 連接性和暢達性  
ON CONNECTIVITY AND  
ACCESSIBILITY

你對於建議的連接點有什麼意見？  
What are your views on the proposed access points?

Q3 其他意見  
OTHER VIEWS

你有沒有其他意見？  
Do you have any other views?

聯絡我們 CONTACT US

土木工程拓展署港島及離島拓展處  
Hong Kong Island & Islands Development Office,  
Civil Engineering and Development Department

地址 / Address  
香港北角渣華道333號北角政府合署13樓  
13/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

電話 / Telephone (852) 2231 4408 | 傳真 / Fax (852) 2577 5040 | 電郵 / Email boardwalk@cedd.gov.hk

網址 / Website  
http://www.boardwalk.gov.hk/

聲明：凡在《東區走廊下之行人板道研究》過程中向土木工程拓展署提供意見和建議的個人或團體，將被視作同意土木工程拓展署可將部分或全部的內容（包括個人姓名及團體名稱，但聯絡資料如電話及電郵地址等則會保密）公布。如你不同意這個安排，請於提供意見和建議時作出聲明。

Disclaimer : A person or an organisation providing any comments and suggestions to the Civil Engineering and Development Department on the "Boardwalk underneath Island Eastern Corridor - Investigation" shall be deemed to have given consent to the Civil Engineering and Development Department to partially or wholly publish the comments and suggestions (including the names of the individuals and organisations, but contact information, e.g. telephone number and email address will be kept confidential). If you do not agree to this arrangement, please state so when providing comments and suggestions.

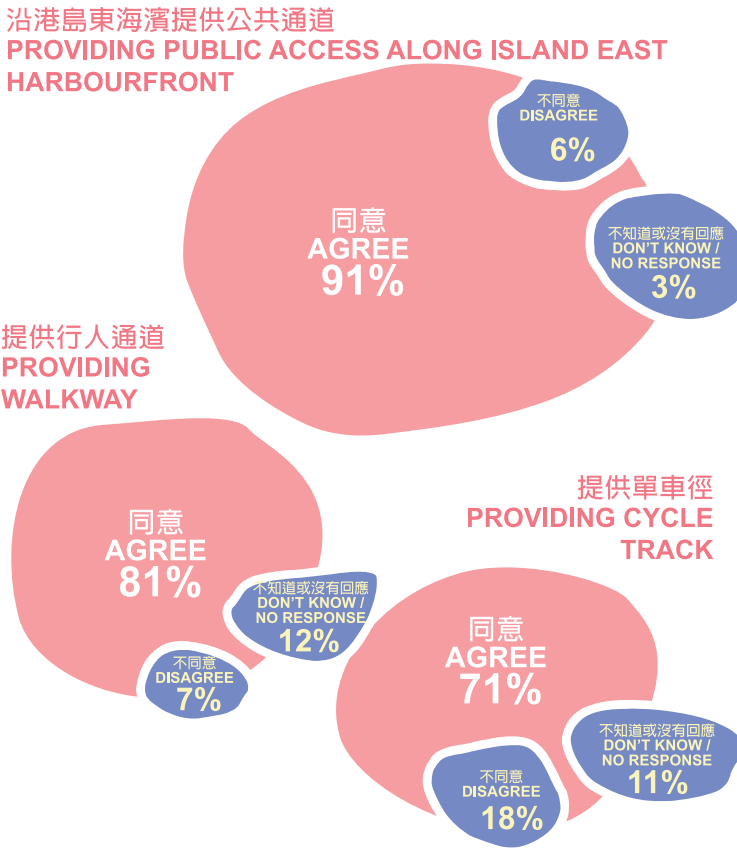


研究概覽 STUDY OVERVIEW

土木工程拓展署於2015年3月展開《東區走廊下之行人板道研究》（下稱「本研究」），檢討在東區走廊下興建一條2公里長的行人板道，連接北角的油街至鰂魚涌的海裕街的可行性，並確保項目可符合《保護海港條例》的規定。我們於2016年2月至3月進行了《第一階段社區參與》的工作。《第一階段社區參與》的意見經整理及分析後，已收納於《第一階段社區參與》的報告當中。報告已上載至本研究網站（<http://www.boardwalk.gov.hk>）。

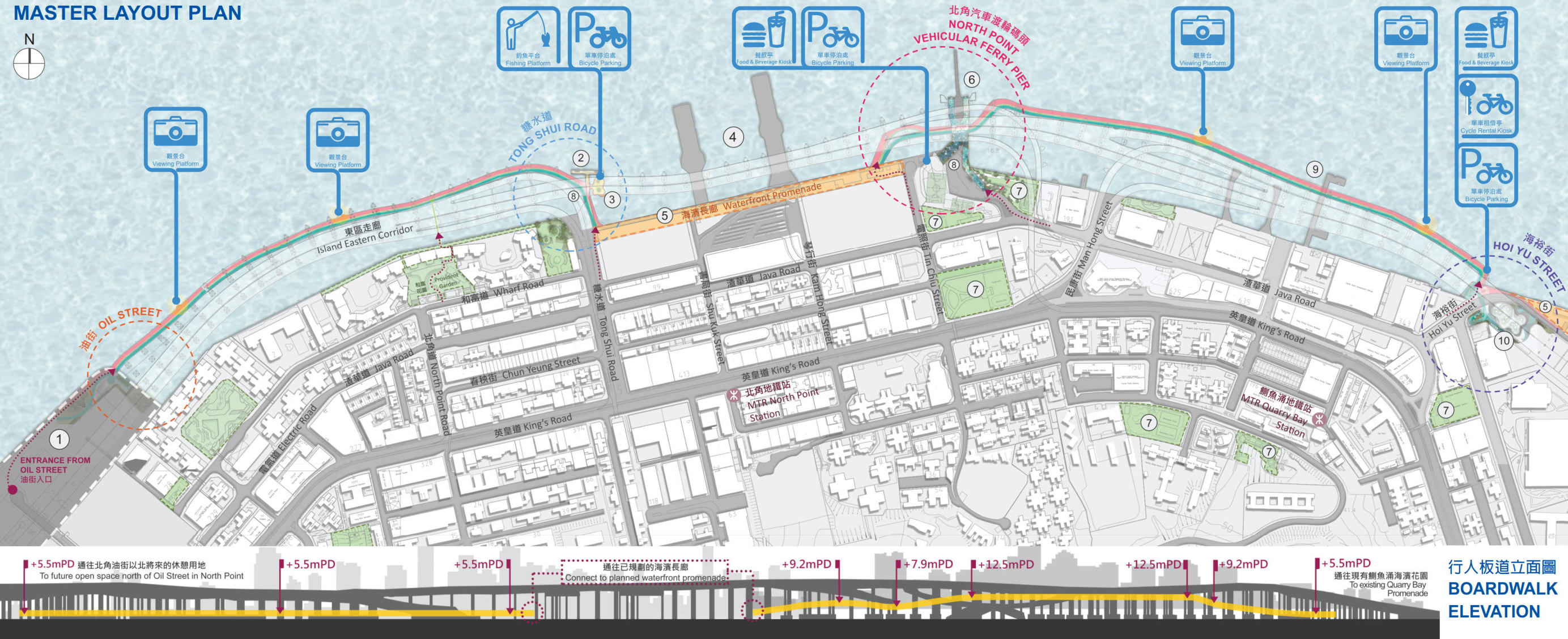
Civil Engineering and Development Department commissioned the "Boardwalk underneath Island Eastern Corridor – Investigation" (the Study) in March 2015 to review the feasibility of the proposed 2km-long boardwalk underneath the Island Eastern Corridor (IEC), connecting Oil Street in North Point to Hoi Yu Street in Quarry Bay, and demonstrate its compliance with the Protection of the Harbour Ordinance (PHO). We conducted Stage 1 Community Engagement from February to March 2016. Public opinions from the Stage 1 Community Engagement have been compiled and analyzed in the Stage 1 Community Engagement Report which has been uploaded to the study website (<http://www.boardwalk.gov.hk>).

第一階段社區參與問卷調查撮要  
HIGHLIGHTS OF QUESTIONNAIRE SURVEY  
FROM STAGE 1 COMMUNITY ENGAGEMENT





整體規劃藍圖  
MASTER LAYOUT PLAN



圖例 LEGEND

- 行人板道 Boardwalk
- 行人板道入口 Proposed Boardwalk Entrance
- 觀景台 Viewing Platform
- 活動點 Activity Node
- 現有主要休憩用地 Major Existing Open Space
- ① 《灣仔北及北角海濱城市設計研究》中將來的海濱休憩用地 Future Waterfront Open Space under the Urban Design Study for the Wan Chai North and North Point Harbourfront Areas
- ② 現有公眾碼頭 Existing Public Pier
- ③ 擬議釣魚平台 Proposed Fishing Platform
- ④ 北角渡輪碼頭 North Point Ferry Pier
- ⑤ 已規劃的海濱長廊 Planned Waterfront Promenade
- ⑥ 現有北角汽車渡輪碼頭 Existing North Point Vehicular Ferry Pier
- ⑦ 現有遊樂場 Existing Playground
- ⑧ 擬議活動空間 Proposed Activities Space
- ⑨ 北角(消防處)碼頭 North Point (Fire Services Department) Pier
- ⑩ 擬議嬉水遊樂場 Proposed Water Playground

行人板道立面圖  
BOARDWALK ELEVATION

行人板道優化方案

我們建議興建一條10米闊的行人板道，為不同的社交和康樂活動提供足夠的共用空間。行人板道的橫向和縱向走線與《第一階段社區參與》中提出的方案相同。舉例來說，行人板道的高度主要在主水平基準之上5.5米至12.5米之間。另外，為了加強行人板道和內陸之間的連接，我們會在和富花園現有的海濱休憩用地提供一條額外的通道連接行人板道。

THE REFINED PROPOSAL

A 10m-wide boardwalk scheme is proposed to provide sufficient space for the shared use among various social and recreational activities. The alignment and longitudinal profile of the boardwalk remain the same as in the previous proposal put forward under the Stage 1 Community Engagement. For instance, the height of the boardwalk mostly ranges from 5.5mPD to 12.5mPD. Separately, to enhance the connectivity between the boardwalk and the hinterland, an additional access point is proposed at the Provident Garden through the existing waterfront open space.

設計概念

- 行人板道設計將著重以下各方面：
- 重新拉近城市與水之間的距離
  - 培養地方歸屬感
  - 推廣健康生活
  - 與公眾互動

DESIGN CONCEPT

- The boardwalk design places emphasis on:
- City and water reconnection
  - Cultivation of a sense of place
  - Promotion of healthy life-style
  - Interaction with the public

行人板道設施

考慮到行人板道位於東區走廊之下，會為北角海旁建構出一個獨特的公共空間，設計必須顧及不同使用者享用海濱的需要。行人板道與內陸連接點的設計將融入多元化的設施，提供更大彈性進行各式各樣的活動。這些設施包括觀景台、釣魚區、長椅、餐飲設施、單車租借設施、單車停泊設施、公眾藝術等。

BOARDWALK FACILITIES

The proposed boardwalk is a unique public space along the North Point harbourfront under the IEC. It is important to create an enjoyable waterfront area for all user groups. Various facilities are therefore proposed along the boardwalk as well as its access points to offer higher flexibilities for different events. The facilities include viewing platforms, fishing area, benches, food and beverage kiosks, cycle renting kiosks, bicycle parking, public artworks, and more.

額外與內陸的連接 - 和富道

為加強行人板道和內陸之間的連接，我們會在和富花園現有的海濱休憩用地提供一個額外的連接點通往行人板道。

ADDITIONAL ACCESS FROM THE HINTERLAND - WHARF ROAD

To enhance the connectivity and accessibility of the boardwalk with the hinterland, a link bridge connecting the boardwalk to the existing waterfront public open space at the Provident Garden is proposed.

10米闊的行人板道建議方案涉及《保護海港條例》的考慮如下：

The implications for a 10m-wide boardwalk scheme under the PHO are as follows:

填海範圍

約 510 平方米  
(16個額外保護樁柱予擬建行人板道，及1個額外樁柱予和富花園的連接橋)

Reclamation Area

Approximately 510 m<sup>2</sup>  
(16 additional piled dolphins for the proposed boardwalk, and 1 additional piled structure for the link bridge to Provident Garden)

覆蓋海面範圍

約 17,500 平方米

Decked Area above the Sea

Approximately 17,500 m<sup>2</sup>

受影響水域範圍

約 40,500 平方米

Affected Water Area

Approximately 40,500 m<sup>2</sup>





# 東區走廊下 之行人板道研究

## BOARDWALK UNDERNEATH ISLAND EASTERN CORRIDOR - INVESTIGATION

土木工程署  
Civil Engineering and  
Development Department

AECOM

### 第2階段社區參與活動 Stage 2 Community Engagement Activities

我們誠意邀請你參與社區論壇，分享你對行人板道的意見。

(請聯絡我們或於本研究網站登記留座)

We invite you to participate in our community forums to share your views on the proposed boardwalk.

(Please contact us or visit the study website for registration)

#### 社區論壇 1 Community Forum No.1

日期/時間 Date/Time  
17/12/2016  
(星期六 Saturday)  
14:30 – 17:00

地點 / Venue  
香港北角遼寧道210號  
北角區街坊福利事務促進會  
陳樹渠大禮堂  
Dr Seaker Chan Shu Kui  
Hall, The North Point  
Kai-Fong Welfare  
Advancement Association,  
210 Java Road, Hong Kong

#### 社區論壇 2 Community Forum No.2

日期/時間 Date/Time  
14/1/2017  
(星期六 Saturday)  
14:30 – 17:00

地點 / Venue  
香港基利路1號  
鯉魚涌社區綜合大樓地下  
鯉魚涌社區會堂  
Quarry Bay Community Hall  
G/F, Quarry Bay Community  
Complex, 1 Greig Road,  
Hong Kong

隨著2017年1月28日擬定的發展意向書，促實施的主持將有助我們《保護海港條例》的規定，進一步完善行人板道的規劃方案，讓市民大眾得以享用充滿活力的港灣。  
Please send us your views on or before 28 January 2017. Your invaluable support will further assist us to refine the recommended scheme in compliance with the Protection of the Harbour Ordinance to enable public enjoyment of a vibrant harbourfront.

網址 / Website:

<http://www.boardwalk.gov.hk/>

歡迎發表意見  
Welcome your  
views

土木工程署管理處及發展局發展處

Hong Kong Island & Islands Development Office

Civil Engineering and Development Department

電話 / Phone: (852) 2231 4408

傳真 / Fax: (852) 2577 5040

電郵 / Email:

[boardwalk@cedd.gov.hk](mailto:boardwalk@cedd.gov.hk)

地址 / Address:

香港北角遼寧道333號

北角政府綜合大樓13樓

13/F, North Point Government

Offices, 333 Java Road, North

Point, Hong Kong

備註：凡向《東區走廊下之行人板道研究》提供意見之人士均須知悉，其提供之資料及建議將作為公眾諮詢的一部分，並可能向公眾展示。如欲收回或更改意見，請於公眾諮詢期內向有關部門提出。公眾諮詢期結束後，有關部門將根據公眾意見作出決定。

Disclaimer: A person or an organisation providing any comments, and suggestions to the Civil Engineering and Development Department on the Boardwalk underneath Island Eastern Corridor, Investigative and Development, shall be deemed to have given consent to the Civil Engineering and Development Department to partially or wholly publish the comments and suggestions (including the names of the individuals and organisations), but content information, a telephone number and email address will be kept confidential. If you do not agree to this arrangement, please state so when providing comments and suggestions.

# 東區走廊下 之行人板道研究

## BOARDWALK UNDERNEATH ISLAND EASTERN CORRIDOR - INVESTIGATION



**第2階段社區參與活動**  
Stage 2 Community Engagement Activities

我們誠意邀請你參與社區論壇，分享你對行人板道的意見。(請聯絡我們或於本研究網站登置留言)  
We invite you to participate in our community forums to share your views on the proposed boardwalk.  
(Please contact us or visit the study website for registration)

社區論壇 1 Community Forum No.1	日期/時間 Date/Time 17/12/2016 (星期六 Saturday) 14:30 - 17:00	地點 香港北角浪濤閣210號 北角海旁發展局辦事處會議室 Welfare Advancement Association, 210 Java Road, Hong Kong	
社區論壇 2 Community Forum No.2	日期/時間 Date/Time 14/1/2017 (星期六 Saturday) 14:30 - 17:00	地點 鰂魚涌社區綜合大樓地下 鰂魚涌社區會堂 Quarry Bay Community Hall G/F, Quarry Bay Community Complex, 1 Giesing Road, Hong Kong	






歡迎發表意見  
Welcome your views

**網址 / Website**  
<http://www.boardwalk.gov.hk/>

**電郵 / E-mail**  
[boardwalk@cedd.gov.hk](mailto:boardwalk@cedd.gov.hk)

**電話 / Phone**  
(852) 2231 4408

**傳真 / Fax**  
(852) 2577 5040

備註：凡在《東區走廊下之行人板道》論壇中上之任何有關建議事項均屬初步建議，此等初步意見，工程發展局將於公眾諮詢期間內，包括個人及團體層面，也尋求和公眾就此等初步建議，交換不同意見或意見，讓公眾對該建議有更清晰的了解。  
 Disclaimer: As a prelude to an investigation gathering any preliminary suggestions, the Civil Engineering Development Bureau undertakes the "Boardwalk underneath Island Eastern Corridor" investigation. All the preliminary suggestions submitted by the public, whether individual or group, will be taken into account and the public will be invited to exchange their views and opinions with the public on the preliminary suggestions. This will help the public to have a clearer understanding of the project.



土木工程發展局  
Civil Engineering and  
Development Bureau

AECOM

[illegible]

**10米開行的人行道建議方案步及《保護海港條例》的考慮如下：**  
The implications for a 10m-wide boardwalk scheme under the PHO are as follows:

填海範圍 約 510 平方米 (14個圓形外牆柱在填埋行人板道， 及1個圓形外牆柱和蘭花苑的连接橋)	Reclamation Area Approximately 510 m <sup>2</sup> (16 additional piled structures for the proposed boardwalk, and 1 additional piled structure for the link bridge to Provident Garden)
覆頂海面範圍 約 17,500 平方米	Decked Area above the Sea Approximately 17,500 m <sup>2</sup>
受影響水喉範圍 約 40,500 平方米	Affected Water Area Approximately 40,500 m <sup>2</sup>

註1：「**覆頂海面範圍**」為行人板道結構所覆蓋的海面範圍。  
Note 1: "Decked Area above the Sea" is the area on plan of the elevated boardwalk structures that cross over the water.

註2：「**受影響水喉範圍**」為行人板道結構與海岸線之間可能受到掣肘使用的水域範圍。  
Note 2: "Affected Water Area" is the area of the harbour between the boardwalk structures and the existing shoreline, where harbour/marine uses may be restricted.

**第五階段工程圖則**  
**STAGE 5 CONCEPT ENGINERING**

我們非常歡迎各界人士踴躍提供意見和查詢。如蒙賜教，請親臨下列辦事處或致電查詢。  
We invite you to participate or contact us for further to share your views on the proposed boardwalk.  
(Please contact us or visit the website for registration.)

查詢熱線  
查詢電話：(區號) 2775 3226  
14:30 – 17:00

地址  
香港北角廣福道10號  
North North Point High Street  
Advanced Association, 210  
Jin Lai Road, Hong Kong

查詢熱線  
查詢電話：(區號) 2775 3276  
14:30 – 17:00

地址  
新界西貢廣福道10號  
New Territories North West Highway  
Advanced Association, 210  
Jin Lai Road, Hong Kong

**社區諮詢小組**  
**COMMUNITY FORUM No.3**

諮詢時間  
(區號) 2775 3226  
14:30 – 17:00

地點  
廣福道廣福中心對面下層  
1 Seng Road, Quarry Bay,  
Hong Kong

歡迎各界人士踴躍提供意見和查詢。  
We welcome all people to provide their views and enquiries.

01 設計意向說明  
ON DESIGN CHARACTER  
& AMBIENCE

02 步行系統可行性  
ON CONNECTIVITY AND ACCESSIBILITY

03 其他意見  
OTHER VIEWS

關於本項工程，我們希望聽取公眾的意見，以確保有關工程能符合大家的期望。

What are your observations on the proposed design character and ambience?

關於這項工程，我們希望聽取公眾的意見，以確保有關工程能符合大家的期望。

What are your views on the proposed connectivity and accessibility?

關於這項工程，我們希望聽取公眾的意見，以確保有關工程能符合大家的期望。

What do you think about other aspects?

CECO 土木及建築有限公司  
Civil Engineering and Construction Company Limited

**AECOM**





Fortress Hill Road Playground



Healthy Village Playground



Java Road Playground



King's Road Playground



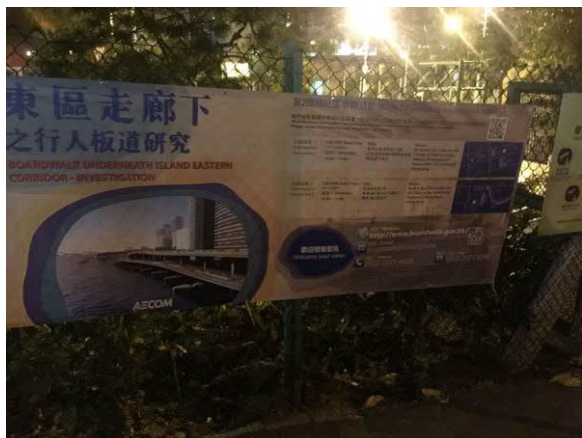
Pak Fuk Road Playground



Provident Garden



Quarry Bay Park



Tin Chiu Street Children's Playground



## Appendix B

### Newspaper Advertisement



# 東區走廊下 之行人板道研究

## 第2階段社區參與活動

擬建行人板道旨在為港島東海濱提供一條連貫的行人通道，讓現時由於私人地段而令公眾無法享用的港島東海濱得以連貫起來。

我們誠意邀請您參與社區論壇，分享您對行人板道的意見。

### 社區論壇時間表

社區論壇 1	社區論壇 2
日期及時間 17/12/2016 (星期六) 14:30 - 17:00	日期及時間 14/1/2017 (星期六) 14:30 - 17:00
地點 香港北角渣華道210號 北角區街坊福利事務促進會 陳樹渠大會堂	地點 香港基利路1號 鰂魚涌社區綜合大樓地下 鰂魚涌社區會堂

(請聯絡我們或於本研究網站登記留座)



**CEDD** 土木工程拓展署  
Civil Engineering and  
Development Department

**AECOM**

#### 聯絡詳情

地址：香港北角渣華道333號北角政府合署13樓  
電話：(852) 2231 4408  
傳真：(852) 2577 5040  
電郵：boardwalk@cedd.gov.hk  
網址：http://www.boardwalk.gov.hk/





# 東區走廊下 之行人板道研究

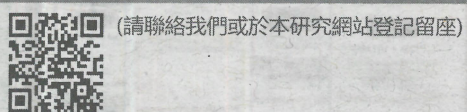
## 第2階段社區參與活動

擬建行人板道旨在為港島東海濱提供一條連貫的行人通道，讓現時由於私人地段而令公眾無法享用的港島東海濱得以連貫起來。

我們誠意邀請您參與社區論壇，分享您對行人板道的意見。

### 社區論壇時間表

社區論壇 1	社區論壇 2
<b>日期及時間</b> 17/12/2016 (星期六) 14:30 – 17:00	<b>日期及時間</b> 14/1/2017 (星期六) 14:30 – 17:00
<b>地點</b> 香港北角渣華道210號 北角區街坊福利事務促進會 陳樹渠大會堂	<b>地點</b> 香港基利路1號 鰂魚涌社區綜合大樓地下 鰂魚涌社區會堂



**CEDD** 土木工程拓展署  
Civil Engineering and  
Development Department

**AECOM**

### 聯絡詳情

地址：香港北角渣華道333號北角政府合署13樓  
 電話：(852) 2231 4408  
 傳真：(852) 2577 5040  
 電郵：boardwalk@cedd.gov.hk  
 網址：http://www.boardwalk.gov.hk/



## BOARDWALK UNDERNEATH ISLAND EASTERN CORRIDOR - INVESTIGATION

### Stage 2 Community Engagement Activities

The proposed boardwalk aims to provide a continuous pedestrian connection along the Island East harbourfront, which is currently not accessible due to the presence of private lots immediately abutting the harbour.

We invite you to participate in our community forums to share your views on the proposed boardwalk.

#### Community Forums Timetable

Community Forum No.1	Community Forum No.2
<b>Date and Time</b> 17/12/2016 (Saturday) 14:30 – 17:00	<b>Date and Time</b> 14/1/2017 (Saturday) 14:30 – 17:00
<b>Venue</b> Dr Seaker Chan Shu Kui Hall, The North Point Kai-Fong Welfare Advancement Association, 210 Java Road, Hong Kong	<b>Venue</b> Quarry Bay Community Hall G/F, Quarry Bay Community Complex, 1 Greig Road, Hong Kong



(Please contact us or visit the study website for registration)



**AECOM**

#### Contact Details

Address: 13/F, North Point Government Offices,  
333 Java Road, North Point, Hong Kong  
Telephone: (852) 2231 4408  
Fax: (852) 2577 5040  
Email: [boardwalk@cedd.gov.hk](mailto:boardwalk@cedd.gov.hk)  
Website: <http://www.boardwalk.gov.hk/>





# 東區走廊下 之行人板道研究

## 第2階段社區參與活動

擬建行人板道旨在為港島東海濱提供一條連貫的行人通道，讓現時由於私人地段而令公眾無法享用的港島東海濱得以連貫起來。

我們誠意邀請您參與社區論壇，分享您對行人板道的意見。

### 社區論壇時間表

社區論壇 1	社區論壇 2
日期及時間 17/12/2016 (星期六) 14:30 - 17:00	日期及時間 14/1/2017 (星期六) 14:30 - 17:00
地點 香港北角渣華道210號 北角區街坊福利事務促進會 陳樹渠大會堂	地點 香港基利路1號 鰂魚涌社區綜合大樓地下 鰂魚涌社區會堂

(請聯絡我們或於本研究網站登記留座)



 土木工程拓展署  
Civil Engineering and  
Development Department

**AECOM**

#### 聯絡詳情

地址：香港北角渣華道333號北角政府合署13樓  
電話：(852) 2231 4408  
傳真：(852) 2577 5040  
電郵：boardwalk@cedd.gov.hk  
網址：http://www.boardwalk.gov.hk/





# 東區走廊下 之行人板道研究


## 第2階段社區參與活動

擬建行人板道旨在為港島東海濱提供一條連貫的行人通道，讓現時由於私人地段而令公眾無法享用的港島東海濱得以連貫起來。

我們誠意邀請您參與社區論壇，分享您對行人板道的意見。

### 社區論壇時間表

社區論壇 1	社區論壇 2
<b>日期及時間</b> 17/12/2016 (星期六) 14:30 - 17:00	<b>日期及時間</b> 14/1/2017 (星期六) 14:30 - 17:00
<b>地點</b> 香港北角渣華道210號 北角區街坊福利事務促進會 陳樹渠大會堂	<b>地點</b> 香港基利路1號 鰂魚涌社區綜合大樓地下 鰂魚涌社區會堂

 (請聯絡我們或於本研究網站登記留座)

**CEDD** 土木工程拓展署  
Civil Engineering and  
Development Department

**AECOM**

### 聯絡詳情

地址：香港北角渣華道333號北角政府合署13樓  
 電話：(852) 2231 4408  
 傳真：(852) 2577 5040  
 電郵：boardwalk@cedd.gov.hk  
 網址：http://www.boardwalk.gov.hk/



## BOARDWALK UNDERNEATH ISLAND EASTERN CORRIDOR - INVESTIGATION

### Stage 2 Community Engagement Activities

The proposed boardwalk aims to provide a continuous pedestrian connection along the Island East harbourfront, which is currently not accessible due to the presence of private lots immediately abutting the harbour.

We invite you to participate in our community forums to share your views on the proposed boardwalk.

#### Community Forums Timetable

Community Forum No.1	Community Forum No.2
<b>Date and Time</b> 17/12/2016 (Saturday) 14:30 – 17:00	<b>Date and Time</b> 14/1/2017 (Saturday) 14:30 – 17:00
<b>Venue</b> Dr Seaker Chan Shu Kui Hall, The North Point Kai-Fong Welfare Advancement Association, 210 Java Road, Hong Kong	<b>Venue</b> Quarry Bay Community Hall G/F, Quarry Bay Community Complex, 1 Greig Road, Hong Kong



(Please contact us or visit the study website for registration)

**AECOM**

#### Contact Details

Address: 13/F, North Point Government Offices,  
333 Java Road, North Point, Hong Kong  
Telephone: (852) 2231 4408  
Fax: (852) 2577 5040  
Email: [boardwalk@cedd.gov.hk](mailto:boardwalk@cedd.gov.hk)  
Website: <http://www.boardwalk.gov.hk/>





# 東區走廊下 之行人板道研究

## 第2階段社區參與活動

擬建行人板道旨在為港島東海濱提供一條連貫的行人通道，讓現時由於私人地段而令公眾無法享用的港島東海濱得以連貫起來。

我們誠意邀請您參與社區論壇，分享您對行人板道的意見。

### 社區論壇時間表

社區論壇 2	
<b>日期及時間</b> 14/1/2017 (星期六) 14:30 - 17:00	
<b>地點</b> 香港基利路1號 鰂魚涌社區綜合大樓地下 鰂魚涌社區會堂	

(請聯絡我們或於本研究網站登記留座)



**CEDD** 土木工程拓展署  
Civil Engineering and  
Development Department

**AECOM**

#### 聯絡詳情

地址：香港北角渣華道333號北角政府合署13樓  
 電話：(852) 2231 4408  
 傳真：(852) 2577 5040  
 電郵：boardwalk@cedd.gov.hk  
 網址：http://www.boardwalk.gov.hk/





# 東區走廊下 之行人板道研究

## 第2階段社區參與活動

擬建行人板道旨在為港島東海濱提供一條連貫的行人通道，讓現時由於私人地段而令公眾無法享用的港島東海濱得以連貫起來。

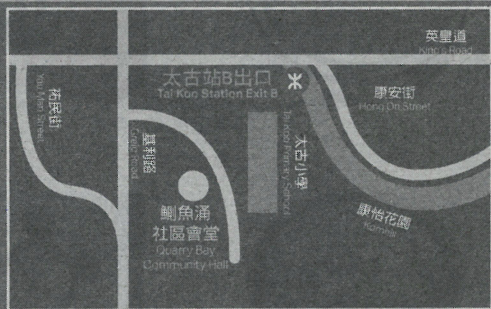
我們誠意邀請您參與社區論壇，分享您對行人板道的意見。

### 社區論壇時間表

#### 社區論壇 2

日期及時間  
14/1/2017 (星期六)  
14:30 - 17:00

地點  
香港基利路1號  
鰂魚涌社區綜合大樓地下  
鰂魚涌社區會堂



(請聯絡我們或於本研究網站登記留座)

**CEDD** 土木工程拓展署  
Civil Engineering and  
Development Department

**AECOM**

#### 聯絡詳情

地址：香港北角渣華道333號北角政府合署13樓  
電話：(852) 2231 4408  
傳真：(852) 2577 5040  
電郵：boardwalk@cedd.gov.hk  
網址：http://www.boardwalk.gov.hk/



頭條日報

WWW.STHEADLINE.COM

74 • CHINA



FRI 06 | 01 | 2017



## BOARDWALK UNDERNEATH ISLAND EASTERN CORRIDOR - INVESTIGATION

### Stage 2 Community Engagement Activities

The proposed boardwalk aims to provide a continuous pedestrian connection along the Island East harbourfront, which is currently not accessible due to the presence of private lots immediately abutting the harbour.

We invite you to participate in our community forum to share your views on the proposed boardwalk.

#### Community Forum Timetable

Community Forum No.2	
<b>Date and Time</b> 14/1/2017 (Saturday) 14:30 – 17:00  <b>Venue</b> Quarry Bay Community Hall G/F, Quarry Bay Community Complex, 1 Greig Road, Hong Kong	



(Please contact us or visit the study website for registration)



土木工程拓展署  
Civil Engineering and  
Development Department

**AECOM**

#### Contact Details

Address: 13/F, North Point Government Offices,  
333 Java Road, North Point, Hong Kong  
Telephone: (852) 2231 4408  
Fax: (852) 2577 5040  
Email: [boardwalk@cedd.gov.hk](mailto:boardwalk@cedd.gov.hk)  
Website: <http://www.boardwalk.gov.hk/>



## Appendix C

### Gist for Focus Group Meeting and Community Forums

Boardwalk Underneath Island Eastern Corridor – Investigation  
 Stage 2 Public Consultation  
 Focus Group Meeting  
 Gist of Meeting

Date : 15 December 2016  
 Time : 7:30pm to 9:00pm  
 Venue : Activity Room 2, Hong Kong Central Library

Participants:

Name	Organization
1. Martin Turner	Hong Kong Cycling Alliance
2. Nick Andrew	Hong Kong Cycling Alliance
3. Chan Ka Leung	Hong Kong Cycling Alliance
4. Kenneth To	The Hong Kong institute of Planners
5. Chan Chi Man	AES
6. Kathy Ip	Hong Kong Public Space Initiative
7. Mandy Wong	Hong Kong Public Space Initiative
8. Yuling Wong	Hong Kong Public Space Initiative
9. Canon Wong	Hong Kong Public Space Initiative
10. Koko Mueller	Royal Hong Kong Yacht Club
11. Julian TH Kwong	Community for Road Safety
12. Vincent Ng	The Hong Kong Institute of Architects
13. Jackey Cheung	The Hong Kong Institute of Architects
14. Wendell Chan	Friends of the Earth

Representatives from CEDD

Mr. C.B. Mak	Chief Engineer/HK(1)
Mr. C.T. Lam	Senior Engineer 2 (HK Island Div 1)

Representatives from AECOM

Mr. Simon Wong
Mr. Jimmy Lau

Representative from ADO

Mr. Wilson Chan
-----------------

Facilitator:

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

Note-taker

Ms. Cheung Hoi Yee	PlanArch Consultants Ltd.
--------------------	---------------------------

## Gist of Comments

### A. Design Concept and Aspects of the Proposed Boardwalk

#### (i) Design Concept

- Majority of participants agreed that the concept of shared use of public spaces should be promoted in the design of the proposed boardwalk to allow greater variety of activities and enhance vibrancy. Fixed planter boxes or designated cycle track/ paths might become limitations to the public. Integrated green space such as lawn area should be encouraged.
- A few participants expressed that the proposed boardwalk should not have a uniform width all along in order to facilitate different kinds of activity/ uses by the public at various locations.
- One participant expressed that the study area only forms part of harbourfront planning of Hong Kong that it is not necessary to include everything in here.
- One participant asked whether pets will be allowed on the proposed boardwalk.
- One participant enquired whether the design has considered the application of renewable energy such as cycle track with solar panel paving and wind turbine.

#### (ii) Maximizing Potential of the Space underneath IEC

- Some participants urged CEDD to maximize the potential of the boardwalk so that more people can enjoy the harbourfront. The design and width of the boardwalk could limit use and access by the public.
- Another participant suggested to collaborate with artists from Oil Street Art Space for the display of art work along the boardwalk.

#### (iii) Colour Tone/ Appearance

- While some participants expressed that colour tone of the proposed boardwalk should be bright in order to differentiate from the existing IEC, a participant said that design and colour tone should be subtle. Another participant pointed out that colour and patterns of the proposed uses and design can be further studied in detailed design stage.
- Another participant suggested adding new planters or fake greenery to enhance the visual quality of the columns of the IEC on the outside. Besides, proposed projection of images would be nice during night time, however, it would not be visible in daylight.

#### (iv) Visibility

- One participant expressed that visibility of the proposed boardwalk might affect attractiveness of the space since it would be blocked by

the existing IEC and nearby buildings.

(v) Accessibility

- Commented that there are only two access points at two ends of the promenade, and no pedestrian access to the proposed boardwalk and the promenade from Shu Kuk Street and Kam Hong Street could be found in the current design.

(vi) Quality of Public Space

- One participant suggested that there should be more shading for public to stay, and the public should also be allowed to carry out different activities along the boardwalk and they are not limited to the proposed activity nodes. Proposed water playground should be in an area with sunlight and odour from the Victoria Harbour should be mitigated.

B. Intended uses on the Proposed Boardwalk

- (i) Majority of participants agreed that there is no need to designate spaces for specific uses. Instead, the culture of space sharing should be adopted and reflected in the boardwalk design in order to allow the public to freely enjoy the space available for different kinds of activities.
- (ii) Some participants expressed that it would be a management issue if a location on the proposed boardwalk becomes designated since the public would not be able to do whatever they want on the boardwalk.
- (iii) One participant suggested that “designated” fishing area should be changed into “recommended” fishing area so that boardwalk users will not be restricted to specific locations to fish.
- (iv) One participant enquired whether the proposed water playground would be fixed/designated space that limits variety of uses. It is also recommended for the study team to liaise with the Dragon Boat Association to find out whether the proposed design boardwalk can facilitate dragon boating racing activities.

C. Design of the Proposed Cycle Track

- (i) Some participants expressed that design of the proposed boardwalk should be flexible to encourage space sharing and for users’ enjoyment, and cycle track design does not need to be special.
- (ii) Some participants pointed out that the purpose of the cycle track will affect its design. For instance, design of a cycle track for commuting purpose will be different from the one for leisure in view of the speed involved. Study team should confirm the purpose of the cycle track prior to development of the design.

D. Planning of Cycle Rental Kiosk

- (i) One participant commented that only 1 cycle rental kiosk could be found in

the current design and more than 1 kiosks should in place.

- (ii) Another participant enquired whether it would be feasible to use the North Point Vehicular Ferry Pier for a cycle rental kiosk.

Suggested CEDD and Planning Department to develop a provisional plan on the proposed cycle rental kiosks in Wan Chai and Quarry Bay/Hoi Yu Street to better coordinate the planning of the cycle rental kiosks from west to east of the harbourfront area.

E. Design of the Proposed Bicycle Parking

- (i) Commented that locations, scale and design of bicycle parking should be carefully selected as they are related to cyclists preferences/ purpose of their trips. He said that there is no need to have multi-storey bicycle parking facility.

F. Opportunities for Future Expansion

- (i) Construction would take several years and the boardwalk might be at capacity by the time of completion. He suggested to consider reserving some capacity of the boardwalk for future expansion to maintain sustainable development from engineering perspective, such as reserving some piling for future expansion/ enhancement works.

G. Interfacing of harbourfront facilities and Hoi Yu Street

- (i) One participant suggested to divert Hoi Yu Street so that most facilities there will be directly linked to the boardwalk, and the public will not need to cross the road to use the cycle rental kiosk. Another participant suggested that traffic calming measures with special design should be implemented at Hoi Yu Street so that people will know that they are entering a special area.

H. Interfacing of the Proposed Boardwalk and Provident Centre

- (i) One participant commented that there should be adequate space for both cyclists and pedestrians for the proposed link bridge connecting to the boardwalk from Provident Centre

I. Others

- (i) One participant pointed out that the most important part of the study is to fulfil the requirements of the Protection of the Harbour Ordinance. Issues such as colour tone/pattern of the design could be decided in latter stage.

-End-

東區走廊下之行人板道研究  
第二階段社區參與  
社區論壇 1

日期：2016 年 12 月 17 日

時間：下午 2 時 30 分

地點：香港北角渣華道 210 號北角區街坊福利事務促進會陳樹渠大會堂

出席人士：	機構
1 Hui Ka Lam	
2 Leung Pik Shan	Office of Legislative Councilor Kwok Wai Keung
3 Yoko Cheung	
4 Chan King Shing	
5 Stephen Choi	
6 Li Tze Hoi	
7 Lee Ping Kuen	Association of Engineering Professionals in Society
8 Yip Siu Kong	
9 Chan Wai Long Justin	
10 CK Man	
11 Ng Man Wai	
12 Tsui Ngar Kok	
13 Ko Him Man	
14 Chow To Lai	
15 Edmond Chan	
16 Janson	
17 Kwok Wai Keung	Legislative Council Member
18 Yong Ma Shan Yee	北角區街坊福利事務促進會
19 余煦光	北角街坊會
20 Peter Wu	
21 Lawrence Chan	
22 Chow Wing Yee	
23 Chan Shu Keung	
24 Leung Tsan Bun	
25 Yuen Leung	
26 Leung Yu Wai	
27 Edwin Lee	
28 Stella Leung	
29 Mrs Li	
30 Mathew Kwok	



31	Liu Eliot	
32	Denis Law	
33	W C Lo	
34	Lau Tan Cheong	
35	Ho Kau Wan	
36	To Shing Choi	
37	Leung	
38	Tse Kai Bun	
39	Martin Turner	
40	Grace Leung	

#### 土木工程拓展署：

李鉅標先生, JP	Mr. LEE Kui Biu, Robin, JP	港島及離島拓展處處長
陳本標先生	Mr. CHAN Bun Pui, Bosco	港島及離島拓展處副處長
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
林可欣女士	Ms. LAM Ho Yan, Cathy	工程師

#### 顧問：

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
柳欣榮先生	Mr. Jimmy Lau	艾奕康有限公司
李孝斌先生	Mr. Wilson Lee	一道空間有限公司
何小芳女士	Ms. Betty Ho	建港規劃顧問有限公司（協論員）
鄭沛勤先生	Mr. Cheng Pui Kan	建港規劃顧問有限公司（記錄員）

## 社區論壇意見總結

### 1 支持工程

- ◆ 參加者普遍支持工程，認為可以善用東區走廊下的空間用作行人板道。要求政府應盡快落實行人板道，讓區內市民享用設施，以進行步行，緩步跑，單車等活動，以及方便市民觀賞維多利亞港。
- ◆ 有參加者表示上次社區參與活動距離是次論壇時間雖短，但已經修訂了詳細的設計，欣賞工程的進度。亦有參加者表示不少海濱長廊工程多年來沒有寸進，希望未來的發展步伐可以加快。
- ◆ 有參加者認為行人板道在東區走廊下建造，不會影響維港海面，亦具有凌駕性公眾需要。

### 2 設計風格和氛圍

- ◆ 有參加者認為以地標式的設計風格可以讓行人板道成為社區聚焦點。有參加者認為難得行人板道接近海灣，可以供市民及遊客使用，應採用地標式的風格設計，以貫徹香港靚海灣，甚至可以美譽全世界。
- ◆ 但同時也有不少參加者建議採用簡約和自然風格，並認為設計應方便市民近距離接觸維多利亞港。亦有參加者認為簡約和自然的設計風格可以減低成本。
- ◆ 有參加者建議可參考觀塘海濱的風格，也有參加者認為應配合現時鰂魚涌海濱花園的風格。但亦有參加者認為建議的設計在香港其他的地方也可以見到，不夠特別。建議增加一些具外國元素及特色的設施。
- ◆ 由於比較接近民居，有不少參加者喜歡恬靜和休閒的氛圍，以及應避免行人板道成為交通要道。但亦有參加者希望行人板道有繽紛和活潑的氛圍。

### 3 連接性和暢達性

- ◆ 參加者普遍支持擬議的連接點，認為分佈平均。但有參加者及和富中心居民擔心和富中心對出的連接點會影響居民，亦有參加者質疑該連接通道未必需要。不少參加者建議政府要就連接點詳細諮詢和富中心的居民。
- ◆ 有參加者關注行人板道的緊急救護設計，認為工程必須提供足夠的連接及空間讓救護車在緊急時進入行人板道或在附近停泊。亦有參加者指出英皇道及渣華道的交通十分繁忙，擔心在緊急時救護車不能及時到達行人板道。
- ◆ 有參加者關注北角汽車渡輪碼頭的空間將如何與行人板道連接。
- ◆ 有參加者建議行人板道的設計可參考馬鞍山海濱長廊，將行人及單車分隔。亦有參加者建議行人板道應分隔行人徑、跑步徑及單車徑，以策安全。

- ◆ 不少參加者表示現時連接北角海濱的道路不便利，例如海裕街現時連接海濱向東方向的通道十分窄，以及由海裕街及健康東街通往海濱的行人過路設施不方便。建議擴闊連接點內街的行人路。有參加者擔心如果未來有大量人使用板道，可能會影響當區市民。
- ◆ 參加者普遍認為必須從外圍吸引市民進入行人板道，因此區內要有清晰的指示。有參加者建議在電照街附近的行人板道的連接點應向東移，讓山上的居民可以更直接經電照街進入行人板道，令人流更暢通。
- ◆ 參加者認為整體的連接十分重要，有建議將行人板道及單車徑與東面及西面的海濱長廊連接，亦有建議將行人板道連接至灣仔和中環海濱。
- ◆ 有參加者指出行人板道的東面，即鰂魚涌海濱花園，現時設有寵物公園。建議行人板道的寵物空間應與鰂魚涌海濱花園的寵物公園配合，不應「斷樞禾蟲」，要整體考慮寵物的活動空間。
- ◆ 有參加者建議板道的闊度和斜度須考慮輪椅使用者。
- ◆ 有參加者指出行人板道的連接須考慮大型活動的人群管理。

#### 4 行人板道的管理

- ◆ 參加者對應否容許寵物進入行人板道有不同意見。有參加者認為行人板道應容許貓狗進入，但有參加者擔心如果行人板道容許狗隻進入的話會影響其他人，建議應訂下規矩以保障行人的安全。也有參加者認為不准帶寵物進入。
- ◆ 有參加者及和富花園居民支持訂下行人板道的開放時間，以免影響居民睡覺。有和富花園居民建議和富中心 1 至 17 座對開的行人板道的開放時間應為早上九時至晚上十時。亦有參加者要求政府應就此收集和富中心居民的意見。
- ◆ 有參加者關注整段行人板道的安全、管理及保安措施。
- ◆ 有不少參加者擔心單車會對行人構成危險，有參加者建議應防止單車駛入行人板道，以及建議將行人及單車分隔。亦有參加者關注會否容許滑板、滑板車及滾軸溜冰鞋的使用者進入。
- ◆ 有參加者認為行人板道應不准擺賣，但亦有參加者建議政府參考屯門黃金海岸及新加坡聖淘沙的行人板道，劃出部份地方作週末或週日市集，令海邊環境更吸引，又能鼓勵創意工業發展。

#### 5 建議的用途及配套設施

- ◆ 參加者普遍認為行人板道要提供足夠的洗手間讓市民使用。
- ◆ 有參加者指出既然東區走廊已經架於海面範圍，應考慮把東區走廊下的地方覆蓋，以增加供長者休息和小朋友遊玩的地方。
- ◆ 參加者普遍支持與水接觸的嬉水設施，例如讓人滑落維多利亞港的滑梯。有參加者指出現時維港的水質已提高以舉辦渡海泳，應可提供更多與維港有關的嬉水設施。亦有參加者建議在行人板道增設游泳設施，讓市民可以安全地

游泳，游泳設施可以在水漲時將海水保留及過濾，提供幾十米長的水池，讓市民游泳，既安全又環保。

- ◆ 有參加者建議減少擬議的燈光裝置，令行人板道更環保。
- ◆ 有參加者指出現時海裕街近天橋底一帶有不少人釣魚，建議日後在該處增設釣魚台。
- ◆ 有參加者建議在行人板道增設涼亭，讓跑步人士及散步人士在突然下雨時避雨。有參加者認為遮蔭處的設計須顧及近海天氣變化，必須同時可以遮太陽及擋風雨。
- ◆ 有參加者指出以前在渣華道的海濱長廊（北角海濱花園）有狗公園（寵物角），有不少北角居民使用。但現時距離北角最近的寵物公園位於鰂魚涌海濱花園，不方便北角居民。建議海濱長廊應設有寵物花園。另外，有參加者表示如果容許寵物進入行人板道的話，須設有足夠的狗廁所。
- ◆ 有參加者建議增設自動售賣汽水機。
- ◆ 有參加者指出現時北角海濱一帶的交通已經十分繁忙，區內對泊車位的需求很大，渣華道亦有很多旅遊巴士停泊。擔心行人板道落成後會吸引更多人流，令英皇道及渣華道的交通不勝負荷，因此交通配套例如旅遊巴及私家車停泊區等一定要足夠。
- ◆ 有參加者建議增加讓人停留而同時又不阻礙人流的局部擴闊的平台。亦有參加者建議可設有玻璃箱形式的全天候觀景點，好讓市民和遊客可在不同的天氣情況之下都可欣賞到美麗的港灣。
- ◆ 有和富中心居民表示和富中心本身已受東區走廊的噪音影響，建議在和富中心附近的行人板道增設隔音屏障，減少對居民的影響。
- ◆ 有參加者建議行人板道的設計須容許日後舉辦不同種類的活動。

## 6 其他意見

- ◆ 有參加者建議增加北角區內公園和休憩設施。
- ◆ 有參加者要求政府評估行人板道對電氣道及渣華道的交通影響。
- ◆ 有參加者關注在設計及立項後，當局預計在哪一年申請撥款，以及將會在何時動工及完成。
- ◆ 有參加者關注行人板道的承載能力是否足以承受大量人群。
- ◆ 有參加者關注在大風或颱風時行人板道會否對公眾開放。

東區走廊下之行人板道研究  
第二階段社區參與  
社區論壇 2

日期：2017 年 1 月 15 日

時間：下午 2 時 30 分

地點：香港鰂魚涌基利路 1 號鰂魚涌社區綜合大樓地下鰂魚涌社區會堂

出席人士：	機構
1. Chan Ho Ming	
2. Wilson Chung	Miracle Consultancy Group Limited
3. Ada Li	Miracle Consultancy Group Limited
4. Boris Lo	
5. Eric Hon	
6. Giovanni Chang	
7. Tse Lai Nam	香港眾志
8. Wong Lee Lee	
9. Sylvia Lee	
10. Rebecca Ngan	愛護動物協會
11. Lam Yat Sing	
12. Kan Po Chun	
13. Catriona Johnstone	
14. April Kun	規劃署
15. Ashtyn Chau	
16. Cyrus Chow	
17. Lam Ka Wai	
18. SK Chan	
19. KH Chan	
20. Agatha Tong	
21. Lee Yuen Chun	
22. Lee Wai Leng	
23. Li Yim Ha	
24. Leung Ju Wai	
25. Benny Yip	
26. Vivian Wong	
27. James Tang	
28. Peter Chow	
29. Daniel Chan	
30. Pui Sou Hong	

31. Tong Tak Ki	
32. Stella Leung	
33. Kowk Chung Ho	
34. 李專張	
35. Lisa Gainsley	
36. Norman Tsui	
37. Marcus Ng	
38. Siu Wai Kwong	
39. Juwin Tse	

土木工程拓展署：

黃國輝先生	Mr. Alfred Wong	總工程師／港島(1)
林振德先生	Mr. LAM Chun Tak	高級工程師
林可欣女士	Ms. LAM Ho Yan, Cathy	工程師

顧問：

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
柳欣榮先生	Mr. Jimmy Lau	艾奕康有限公司
李孝斌先生	Mr. Wilson Lee	一道空間有限公司
何小芳女士	Ms. Betty Ho	建港規劃顧問有限公司（協論員）
吳智恩小姐	Miss Elizabeth Ng	建港規劃顧問有限公司（記錄員）

## 社區論壇意見總結

### 1 支持工程

- ◆ 參加者都表示支持工程，認為可以善用空間，並為市民提供一個美觀的環境。
- ◆ 參加者普遍認為應加快工程進度，盡快落成行人板道讓當區居民及其它市民享用。
- ◆ 有參加者詢問政府部門能否在《保護海港條例》下，給與此項工程特殊考慮。

### 2 設計風格和氛圍

- ◆ 大部分參加者都傾向認為項目設計應採取自然簡約風格，營造恬靜氛圍。亦有建議採用地標式風格，營造繽紛、活潑和恬靜的氛圍。
- ◆ 有部分參加者建議提供有蓋可遮蔭的地方。亦有參加者認為設計應讓自然光盡量照到行人板道。
- ◆ 應加強行人板道與東區走廊的配合，以減低負面的視覺影響。但亦有參加者認為東區走廊及行人板道可被視為兩項分開的工程，不需互相配合。
- ◆ 建議加強綠化。
- ◆ 建議以樹木作視覺屏障，減低東區走廊的負面視覺影響。
- ◆ 行人板道為綫性空間形態，應鼓勵靜態活動及移動、而廣場則可以鼓勵動態活動及遊人聚集。
- ◆ 有部分參加者認為行人板道只有 10 米寬太窄。有建議增加行人板道的面積及闊度以增加用途的可能性。
- ◆ 關注地面材料，不贊成使用木板鋪面，並指出鰂魚涌海濱花園的木板鋪面在使用者跑步時會產生噪音，亦關注木板鋪面的保養問題。有參加者建議在部分板道使用透明物料來加強使用者與自然的接觸。

### 3 連接性和暢達性

- ◆ 參加者普遍支持建議的連接點，有部分參加者認為行人板道的連接點應更密。有建議在海裕街和北角渡輪碼頭之間，再加多一個連接位點。
- ◆ 行人板道應向東伸延至西灣河太康街附近河太康街附近，方便市民來往各區。亦有參加者詢問行人板道與灣仔北及北角海濱和在北角近油街處的接駁情況。
- ◆ 認為應美化連接點。
- ◆ 行人板道的寵物公園應與西面（灣仔北及北角）海濱有無縫的連接。
- ◆ 擔心行人板道出入口距離太遠，關注長者會否要走太多路。
- ◆ 有參加者認為現時鰂魚涌海濱花園有非常高的使用量，即使沒有單車徑，大量的使用者（包括跑步/散步人士）已令該範圍十分擁擠。他認為鰂魚涌海

濱花園的用量超過了其承載量，並指此項工程應慎重考慮承載量的問題。

#### 4 行人板道的管理

- ◆ 有不少參加者認為普遍公園的管理太多限制，認為行人板道應容納多元化的活動，例如唱歌表演、野餐、踏滑板及讓寵物進入等。有參加者舉出獲灣仔區議會支持的中環灣仔繞道工程臨時海濱長廊為例，指出康文署管轄的公園亦有限制較少，及動物與市民和平共處的例子，建議康文署可採取簡易管理模式，以減少使用限制。亦有提議考慮康文署以外的管理者和管理模式。
- ◆ 關注北角村舊址外 20 米寬海濱作為的私人發展項目的一部分，是否仍有彈性設置單車徑及休憩設施。
- ◆ 關注行人板道的開放時間，詢問近和富中心部分會否因業權問題影響開放時段。有建議最少有部分板道應 24 小時開放。

#### 5 建議的用途及配套設施

- ◆ 應提供能吸引行人停留的設計和設施。
- ◆ 支持單車徑的建議，亦有人支持在香港島北岸提供連貫的單車徑。
- ◆ 詢問單車徑的設計是否符合一貫的標準與準則。
- ◆ 關注斜坡的斜度是否適合輪椅使用者。
- ◆ 建議板道應同時允許使用滾軸溜冰、滑板和其他運動。
- ◆ 應容許更多元化的活動在行人板道上進行，以吸引行人在行人板道上停留。但亦有參加者認為應鼓勵使用者只在廣場或擴闊的平台而非沿途聚集，以免阻礙人流。
- ◆ 現有設計缺乏遮太陽及擋風雨的設施，影響使用者的舒適度。建議伸延行人板道至東區走廊底，以善用空間及在不同的天氣情況之下提供遮蔽。
- ◆ 有不少參加者關注是否開放行人板道予寵物進入的問題。有參加者認為寵物亦是社區的一分子，他們的需要也應被關注，應為他們提供一個安全、可以共融的環境，並建議加設寵物使用的設施，以加強使用者與寵物間的互動和共融。有參加者認為就算不會開放整段行人板道予寵物使用，亦應開放部分予該用途。但亦有參加者認為設計應以人為主，未有受訓的動物不宜進入行人板道或公園。另有參加者關注寵物造成的氣味及衛生問題，並認為需適當的設置寵物便溺處；有建議指可參考柏架山道及鰂魚涌海濱花園的例子。認為政府應一方面提供寵物公園作硬體，另一方面應加強有關與動物共融的社區教育以強化軟體。
- ◆ 設計圖上的嬉水設施十分吸引，並詢問設計圖的嬉水設施及空間感是否符合實況。
- ◆ 詢問飲食亭的規模、數量及模式為何，會否設置座位。
- ◆ 應該在適當位置（例如行人板道的兩端）設置飲水機和洗手間，供行人板道



使用者（例如跑步人士）使用。

- ◆ 有關洗手間的設置，有參加者指出資料上沒有提供洗手間的位置，並關注洗手間造成的氣味問題。參加者建議在不影響附近居民的情況下，在行人板道的連接位置設置洗手間。參加者理解洗手間的設置關乎排污的問題，但認為如果洗手間與行人板道距離太遠的話會對長者造成不便，並詢問設置臨時洗手間的可能性。亦有參加者表示如果在鄰近的休憩範圍有洗手間的話，行人板道上沒有洗手間也可以接受。
- ◆ 建議提供小型攤檔，亦有建議在周末可以設置臨時墟市。
- ◆ 建議減少行人板道與維港之間的障礙（如欄杆），以拉近使用者與海的距離。有見維港海水質素的改善，建議提供海灘或有關在維港游泳的設施，例如重設北角泳棚。
- ◆ 有見康文署的綠化大使計劃邀請社區人士協助推動綠化，認為應藉此項工程提供空間予公眾人士參與種植，可讓公眾持續參與綠化，亦可節省政府種植的開支。
- ◆ 詢問行人板道會否設置充電插頭及 Wi-Fi 無線上網設施。

## 6 安全考慮

- ◆ 關注緊急情況下的救護及急救安排。
- ◆ 認為應分隔單車徑和人行道，以確保兩樣設施的使用者都能樂在其中。
- ◆ 有關若東區走廊發生意外時會否危害行人板道及單車徑使用者的安全。
- ◆ 認為單車徑與長椅之間的應有足夠的距離，和詢問長椅有否減低意外機會的設計及單車徑與行人道有否高度差距或其他區分，以保障各行人板道使用者的安全。
- ◆ 關注行人板道不同段落的高度差距可能會讓單車在下坡時十分高速，構成安全問題。
- ◆ 關注透明的玻璃欄河能否為單車徑使用者提供足夠的保護，並建議使用具透視設計的金屬欄河。
- ◆ 關注在擬議在北角汽車渡輪碼頭的上層作行人板道的同時，若下層維持運送危險品的用途會有安全風險。
- ◆ 行人板道上需有足夠的照明，以提供安全感。

## 7 環境影響

- ◆ 詢問有何措施應對東區走廊引致的空氣質素問題。
- ◆ 詢問有何措施應對由東區走廊帶來的噪音問題，認為噪音將降低使用者在行人板道停留的意欲，並指應加設隔音屏障以提高使用行人板道時的舒適度。但參加者同時認為擔心隔音屏障會帶來視覺影響，需要諮詢和富中心等住宅的居民。

- ◆ 欄河的設計應盡量減少對景觀的影響，如採用透明的玻璃。而設計亦應以堅固耐用為考慮。

## 8 工程與落實

- ◆ 詢問工程成本。
- ◆ 行人板道的設計應盡量利用現有的東區走廊結構，亦有建議橋墩及護墩採用簡約設計，以減少填海面積和減低建築成本。
- ◆ 關注資金問題，並詢問工程將會以政府、私人、或公私營合作的模式注資。
- ◆ 關注工程會否對當區的經濟產生負面影響或負擔。
- ◆ 詢問工程進度及時間表，及工程會否分期進行。
- ◆ 建議將單車徑伸延至港島半山或南區，供市民練習山路單車，或接駁至九龍半島。
- ◆ 詢問到目前為止有否收到強烈的反對意見可以在現階段討論或解決。
- ◆ 相對現時「東區走廊下之行人板道」，認為應給予工程一個有趣及吸引的名稱。
- ◆ 條例詢問工程的結構問題。
- ◆ 關注北角汽車渡輪碼頭的結構安全，詢問會否搬遷北角汽車渡輪碼頭，且認為可藉此項工程一併優化北角汽車渡輪碼頭。
- ◆ 對於有關《保護海港條例》的考慮，認為除了應注意條例對本項工程的影響和可能造成的阻力，亦應考慮本項工程對條例應用上可能造成的先例及影響。
- ◆ 公眾參與活動亦應主動聆聽和吸納長者及傷殘人士的意見。

## Appendix D

### Summary of Views Received from Opinion Survey

## Summary of Comments Received during Stage 2 Community Engagement

問題 1 - 設計風格和氛圍：你對於行人板道的設計風格和氛圍有什麼看法？你喜歡地標式、簡約或自然的風格呢？你喜歡繽紛、活潑或恬靜的氛圍呢？

### Q1 - ON DESIGN CHARACTER AND AMBIENCE

What are your aspirations on the design character and ambience for the boardwalk? Would you like an iconic, simplistic or natural design? Would you like a colourful, lively or tranquil ambience?

Summary	Numbers	Percentage
simplistic or natural	323 / 433	(74.6%)
tranquil ambience	59 / 433	(13.6%)
colourful / lively	45 / 433	(10.6%)
iconic	6 / 433	(1.4%)

問題 2 - 連接性和暢達性：你對於建議的連接點有什麼意見？

### Q2 - ON CONNECTIVITY AND ACCESSIBILITY

What are your views on the proposed access points?

#### Summary:

- connectivity and accessibility are both prominent elements to provide easy access for the public
- access points in the boardwalk to be connected with the public transport interchange so as to provide residents a more convenient and better enjoyment of the boardwalk facilities
- a continuous flow for both the walking and cycle path is necessary.
- the boardwalk should be easily accessible by increasing the number of access points to promote the usage of the boardwalk and relieve the traffic congestion nearby
- to provide adequate signage to enhance the accessibility for pedestrians

問題 3 - 其他意見：你有沒有其他意見？

### Q3 - OTHER VIEWS

Do you have any other views?

- 233/433 (53.8%) propose that the cycle track should be provided for the boardwalk
- the cycle track is beneficial to public health and the development of green transport
- 11/433 (2.5%) of them commented that should be strict regulation to separate the pedestrian and cyclist

## Appendix E

### Media Coverage during Stage 2 Community Engagement

**Media Coverage during Stage 2 of the Community Engagement Exercise (Between October 2016 and February 2017)**

Name of Medium	Publishing Date	Title
1. South China Morning Post	19.10.2016	Hong Kong government pushes for wider harbourfront boardwalk
2. 東方日報	19.10.2016	東廊行人板道擬擴闊拓單車徑
3. 巴士的報	20.10.2016	海委會批評東區行人板道設計概念偏離簡約
4. 頭條日報	23.11.2016	刪去波浪形設計外圍 東廊行人板道回歸簡約
5. 大公報	23.11.2016	東廊行人板道採簡約設計
6. 信報	23.11.2016	東區海濱板道擴闊至 10 米
7. 蘋果日報	4.12.2016	單車橫跨北角鰂魚湧
8. 蘋果日報即時新聞	4.12.2016	東廊擬建 2 公里行人板道 橋墩垂釣恐成絕響
9. South China Morning Post	4.12.2016	Minor reclamation needed for construction of Hong Kong harbourfront walkway, but opposition not expected
10. 東方日報	5.12.2016	填海 510 米 東廊行人板道冀 2020 年落成
11. 大公報	5.12.2016	測試《保護海港條例》限度影響深遠
12. 大公報	5.12.2016	增和富花園入口 海裕街嬉水區
13. 大公報	5.12.2016	新方案擴至 10 米闊 相容單車徑 東區板道填海增 70%或掀訴訟
14. 星島日報	5.12.2016	東廊板道填海少 拓展署有信心過關
15. 頭條日報	5.12.2016	增單車及釣魚設施 東廊建般道最快 2018 年動工
16. “A Closer Look” (時事多面睇)	27.12.2016	海濱板道
17. 蘋果日報即時新聞	22.1.2017	非建制議員撐建單車走廊 許智峯: 單車應定位為交通工具
18. 東方日報	23.1.2017	團體促東廊板道建單車徑
19. 蘋果日報	23.1.2017	300 人踩單車撐港島單車徑
20. The Standard	23.1.2017	Cycle wheels in motion with harbor path push
21. 星島日報	4.2.2017	東廊板道應鼓勵空間共用 - 吳永順

Appendix F1  
Meeting Minutes and Discussion Paper for the Meeting  
with Planning, Works and Housing Committee of the  
Eastern District Council on 29 November 2016

**東區區議會轄下  
規劃、工程及房屋委員會  
第六次會議紀錄**

日期：2016 年 11 月 29 日（星期二）

時間：下午 2 時 30 分

地點：東區區議會會議室

<b><u>出席委員</u></b>	<b><u>出席時間(下午)</u></b>	<b><u>離席時間(下午)</u></b>
丁江浩議員	2 時 30 分	會議結束
王志鍾議員	2 時 30 分	會議結束
王振星議員	5 時 30 分	會議結束
王國興議員, BBS, MH	2 時 30 分	4 時 15 分
古桂耀議員	2 時 30 分	會議結束
何毅淦議員	2 時 30 分	會議結束
李進秋議員	2 時 30 分	會議結束
李鎮強議員	2 時 30 分	會議結束
林心廉議員	2 時 32 分	會議結束
林其東議員	2 時 30 分	會議結束
林翠蓮議員, MH	2 時 35 分	5 時 35 分
邵家輝議員	2 時 30 分	會議結束
洪連杉議員	2 時 30 分	6 時正
徐子見議員	2 時 30 分	5 時 50 分
張國昌議員	2 時 32 分	6 時 45 分
梁兆新議員	2 時 35 分	6 時 35 分
梁國鴻議員 (主席)	2 時 30 分	會議結束
許林慶議員	2 時 30 分	5 時正
郭偉強議員	2 時 30 分	5 時 50 分
麥德正議員	2 時 35 分	5 時 43 分
黃建彬議員, BBS, MH, JP	2 時 30 分	會議結束
黃健興議員	2 時 30 分	5 時 30 分
楊斯竣議員	2 時 30 分	會議結束
趙家賢議員	2 時 30 分	5 時 50 分
趙資強議員	2 時 30 分	會議結束
劉慶揚議員	2 時 30 分	會議結束
蔡素玉議員, BBS, JP	2 時 30 分	5 時正
鄭志成議員 (副主席)	2 時 30 分	會議結束
鄭達鴻議員	2 時 38 分	4 時 55 分
黎志強議員	2 時 30 分	會議結束



顏尊廉議員, MH	2 時 30 分	會議結束
羅榮焜議員, MH	2 時 30 分	會議結束
龔栢祥議員, MH	2 時 30 分	會議結束
江澤濠先生, MH (增選委員)	2 時 30 分	4 時 20 分

### **致歉未能出席者**

梁穎敏議員  
江玉歡女士 (增選委員)

### **定期列席的政府部門代表**

黎浩雋先生	東區民政事務處 東區民政事務助理專員(2)
黃思敏女士	東區民政事務處 高級聯絡主任(2)
林振德先生	土木工程拓展署 高級工程師 2(港島發展部 1)
黎惠珊女士	規劃署 高級城市規劃師/港島(2)
何敏儀女士	港島東區地政處 高級產業測量師/港島東(3)
黃偉良先生	食物環境衛生署 東區衛生總督察 1
陳惠蓮女士	房屋署 高級房屋事務經理(港島及離島)
伍偉賢先生	房屋署 屋宇保養測量師(港島東)
陳婉君女士	屋宇署 屋宇測量師/B-BC2
華佩儀女士	東區民政事務處 高級行政主任(區議會)
李淑嫻女士 (秘書)	東區民政事務處 一級行政主任(區議會)2

### **應邀出席的部門及機構代表**

麥志標先生	土木工程拓展署 總工程師/港島(1)
陸榮傑先生	艾奕康亞洲有限公司 執行董事
黃健民先生	艾奕康亞洲有限公司 執行董事
柳欣榮先生	艾奕康亞洲有限公司 董事
李孝斌先生	一道空間 董事
趙汝富先生	路政署 總工程監督/東區
許榮德先生	路政署 區域工程師/東北區
歐宏達先生	渠務署 工程師/港島東 3
陳啟康先生	房屋署 高級屋宇保養測量師(西九龍及西貢)
李廣浩先生	渠務署 總工程師/香港及離島
盧世昌先生	渠務署 高級工程師/港島東
潘瑞信先生	渠務署 高級工程師/排水系統策劃
鍾達光先生	水務署 總工程師/香港及離島區
曹文健先生	水務署 工程師/香港及離島區(供應及保養 1)

## 負責者

甄祺傑先生	路政署 署理高級工程師/港島東南區
盧偉斌先生	康樂及文化事務署 高級行政主任(策劃事務)5
黃嘉榮先生	消防處 高級消防區長(策劃組)
吳令瞻先生	消防處 救護監督(資源管理)
黃灝文先生	消防處 高級消防隊長(策劃組)3
葉倩雯小姐	雅邦規劃設計有限公司 高級城市規劃師

## 歡迎辭

梁國鴻 主席歡迎各委員及政府部門代表出席會議。

### I. 通過規劃、工程及房屋委員會第六次會議紀錄初稿

2. 委員會確認上述初稿毋須修改，並通過會議紀錄。

### II. 東區走廊下之行人板道研究 - 第二階段社區參與

(規劃、工程及房屋委員會文件第 33/16 號)

3. 梁國鴻 主席歡迎土木工程拓展署總工程師/港島(1)麥志標先生、高級工程師/2 港島發展部(1)林振德先生、艾奕康亞洲有限公司執行董事陸榮傑先生、執行董事黃健民先生、董事柳欣榮先生及一道空間董事李孝斌先生出席會議。土木工程拓展署 麥志標 先生、林振德 先生、艾奕康亞洲有限公司 柳欣榮 先生及一道空間 李孝斌 先生介紹第 33/16 號文件。

4. 26 位委員就議題發表意見及作出提問，內容摘錄如下：

- (a) 鄭達鴻 委員樂見部門在短時間內再次諮詢區議會。他歡迎署方提交簡約的設計，並請署方簡單介紹最新的設計與第一階段設計的不同之處。此外，他詢問整項工程的預計開支、署方會否提供不同工程方案以供考慮，以及增設和富道連接點的原因。他另建議署方考慮於城市花園現有教堂旁新增連接點方便市民前往行人板道；
- (b) 羅榮焜 委員認為板道設計富有心思，署方亦因應社會人士的意見而作出改善及調整，因此值得支持。不過，他希望署方特別採取安全措施，保障單車徑及釣魚區的安全；

- (c) 江澤濠 委員關注板道與日後北角至筲箕灣段海濱發展的連接，希望署方可提供有關資料。此外，他請署方交代計劃中的填海規模，另亦詢問署方有否計劃優化北角碼頭，以提供更多公共空間；
- (d) 顏尊廉 委員滿意板道設計，但亦關注板道的安全包括其承載力、緊急事故應變措施、人流疏導安排等，希望署方提供相關資料；
- (e) 龔栢祥 委員支持板道設計概念，但對單車徑的設施有所保留。由於行人板道只有十米闊，他擔心中間的長椅設施未能有效分隔行人及單車，有機會影響行人安全。為保留彈性，他建議署方靈活設計板道及單車徑，方便日後因應需要更改用途。他亦請署方注意日後的管理安排，避免構成混亂；
- (f) 趙家賢 委員表示他曾與園景師合作推動海濱發展，支持興建板道，以增強連接港島區海濱，提供更多公共空間。為確保結構有足夠負載力，他同意加建樁柱，並認同填海工程有凌駕性公眾需要。此外，他讚揚署方致力推動社區參與，並建議署方於第二階段舉辦更多工作坊，方便市民發表意見，增強市民的投入感。為推動健康生活政策及回應問卷調查結果，他支持提供單車徑，惟署方必須注意日後的管理工作，並適當分隔行人及單車使用者。他請署方參考鰂魚涌海濱花園的板道物料設計經驗，小心挑選合適建築物料，以減低日後維修保養的費用；
- (g) 麥德正 委員擔心署方未能確立凌駕性公眾需要，有機會引起市民質疑而提出司法程序推翻工程計劃，白白造成浪費。為保障利益，他建議署方活化北角渡輪碼頭，並連接至糖水道釣魚區，以減少填海的需要，同時亦可為大眾保留北角渡輪碼頭的集體回憶。他另建議署方參考西九龍海濱長廊的單車徑及單車租借營運經驗，以作借鏡；
- (h) 郭偉強 委員表示興建板道的構思及發展計劃討論已久，但工程一直未能落實，擔心現提出的多個設計概念及方案會影響工程的可行性及整體進度。他建議署方先進行較易的工程如美化東區走廊天橋底部及增設連接點等，分階段開展工程。此外，他希望署方提供預計工程時間表，說明如何具體落實計劃；
- (i) 林其東 委員支持興建板道，並請署方特別注意釣魚區的環境衛生，以及魚獲處理及食用安全問題；
- (j) 林心廉 委員支持興建板道，但亦擔心署方未能確立凌駕性公眾需要，未能如期推行計劃。他詢問署方洗手間設施的位置及排污方法；

- (k) 林翠蓮 委員感謝署方優化板道設計，並增加暢達性。她建議署方設立自動租借單車設施，避免市民利用私人單車往返板道，保障道路安全。她另提醒署方特別注意板道藝術裝置的管理，包括日常清潔及維修保養等工作，並必須提供洗手間設施。她建議署方日後再詳細考慮救護設施的安排；
- (l) 洪連杉 委員認同有必要興建板道，請署方確保工程符合法例要求，避免工程受到阻延。他希望署方可於城市花園增加額外的連接點，以加強海濱的可達性。此外，他支持增設單車徑，建議日後再詳細討論具體運作細節。他亦關注工程的時間表，詢問署方預計完成工程的日期；
- (m) 徐子見 委員支持板道計劃。他續指香港島缺乏單車徑，市民在馬路上使用單車容易構成意外，因此贊成在板道增設單車徑，同時亦可順應民意。他另詢問北角消防碼頭的發展計劃，在現有條例下進行填海工程的可行性，以及單車使用者在行人路段是否需要下車；
- (n) 張國昌 委員詢問板道的行人路段及單車徑的建築物料是否一樣，擔心容易引起混亂，令行人及單車使用者發生碰撞。此外，他希望了解署方在第一階段所收集的反對意見及其反對原因。他亦希望署方設立社交網站專頁，利用網上平台更全面收集市民的意見；
- (o) 梁兆新 委員歡迎署方吸納公眾諮詢所收集的意見，並採用簡約及美化設計。為增強海濱的暢達性，他建議署方於北角碼頭增設連接點。他另詢問擬建單車徑的闊度及行車方向，希望相關部門日後能有效監察單車徑的使用情況，制訂控制單車流量及維持秩序的措施。他另請署方交代確立凌駕性公眾需要的程序及時間表；
- (p) 蔡素玉 委員表示板道計劃已早於十多年前開始討論，現欣見計劃有初步進展。為方便市民前往板道，並於有需要時提供緊急疏散出口，她建議署方增加更多的連接點。即使現階段未能解決業權問題，署方亦應預留空間作將來發展之用；
- (q) 李進秋 委員支持興建板道，期望署方早日落實工程計劃，方便市民及遊客享用海濱。她認為板道設計美觀，但擔心嬉水區日後因意外事故而暫停運作，令整體美觀及營運效果未如理想。此外，她亦贊成增設單車徑，為海濱地段提供更多康樂設施；
- (r) 何毅淦 委員滿意整體設計。為免日後因工程造价上升或其他不明朗因素而令工程受到阻延或擱置，他希望署方盡快分階段落成計劃，以滿足公眾期望；

- (s) 古桂耀 委員表示區議會已討論板道計劃多年，現樂見署方進行諮詢。他支持增設單車徑，但希望署方增設分隔行人路的設施，以保障板道使用者的安全。此外，他認為嬉水區容易令小朋友受傷，也未能配合板道的整體設計及用途，不贊成增設嬉水區。他期望日後海濱發展能貫通港島東區及西區。他另詢問船隻申請使用北角汽車渡輪碼頭的條件及程序；
- (t) 王國興 委員表示計劃已討論超過 20 年，期望署方盡快落實工程時間表，並分階段實施計劃，先進行較易的工程。此外，他認為署方必須於板道提供緊急求助電話亭、急救設備及洗手間等設施，以應付市民所需；
- (u) 王志鍾 委員指板道計劃討論已久，不少市民表示熱切期待。他希望署方以安全為首要條件，提供符合市民需要的設施。他另詢問工程計劃能否符合法例要求；
- (v) 丁江浩 委員支持板道計劃，希望署方盡快落實工程。他支持署方增設單車徑，請署方注意安全問題。此外，他亦請署方留意海裕街一帶的海水污染問題，避免影響市民享用海濱設施。長遠而言，他希望署方可加強東區的海濱連接，建設直達小西灣的海濱長廊；
- (w) 黃建彬 委員支持板道設計，希望署方盡快展開工程。他請署方注意單車徑及釣魚區的安全，管制行車方向，並只准許釣魚人士進入釣魚區。他另請署方交代緊急救護服務的應變程序，以及緊急車輛的停泊位置；
- (x) 趙資強 委員表示計劃討論多時，為免計劃進一步延期，他希望署方盡快分階段落實工程計劃，先進行爭議性較低的工程，使市民早日享用設施。他另建議署方增加更多的連接點，如遇緊急事故可更有效疏導人流；
- (y) 楊斯竣 委員支持板道計劃。他引述鰂魚涌公園的例子，指木製的行人板道容易破損，維修工程亦需時，希望署方在挑選物料時加倍注意。他另詢問行人及單車使用者的分隔措施，以及單車租借亭的運作方式；以及
- (z) 鄭志成 副主席同意署方應注意緊急救護安排。他預計單車徑於假日的使用率甚高，但單車徑較窄，建議署方參考吐露港單車徑的經驗，於板道增設小型救護站，方便有需要時進行及時救援工作。

5. 土木工程拓展署 麥志標 先生就委員的意見及提問，回應如下：

- (a) 署方在《第一階段社區參與》收集的公眾意見，有助署方按《保護海港條例》的規定，確立擬建行人板道的凌駕性公眾需要。除一般公眾人士外，署方亦取得部分保護海港關注團體的支持。署方將於下一階段擬備「有力和令人信服」的資料，制定合適的行人板道建議方案，確保工程符合《保護海港條例》的要求，預計最快可於2018年展開詳細設計工作，隨後便會申請撥款，期望盡快展開工程，並於數年後落成；
- (b) 如單車徑及釣魚區的建議獲得確立，署方將參考全港其他單車徑及釣魚區的運作及管理經驗，制定使用條款。署方亦會參考其他單車亭的營運經驗，研究引入智能租借單車設施；
- (c) 署方關注行人板道使用者的安全，並會在詳細設計和建造階段進一步深化及完善板道的結構設計，如分隔騎單車人士和行人的需要及措施、其他設施的景觀和建築設計等。署方亦會特別小心挑選合適的建築物料，以確保行人板道的質素。擬建的嬉水區只會提供水氣霧化設備，以營造氣氛，並不會影響使用者安全；
- (d) 為加強行人板道與內陸之間的連接，署方會在和富花園現有的海濱休憩用地提供一個額外的連接點通往行人板道。但由於城市花園段涉及私人地段，城市花園的連接點只能應付緊急需要。署方亦會檢視加設救護站的可行性，並尋找合適地點；
- (e) 署方已於網上設立專頁及社交網站連結，亦已印製宣傳單張及海報，以加強宣傳效果。署方歡迎各委員及公眾積極參與第二階段的公眾參與活動；以及
- (f) 本計劃的行人板道屬《港島東海旁研究》的一部分，日後政府將繼續落實海濱的長遠發展。

6. 梁國鴻 主席總結時請委員踴躍支持題述活動。

**III. 要求改善西灣河街聖十字徑排水系統**

(規劃、工程及房屋委員會文件第 34/16 號)

7. 梁國鴻 主席歡迎路政署總工程監督/東區趙汝富先生、區域工程師/東北

**Boardwalk underneath Island Eastern Corridor Study**

**Stage 2 Community Engagement**

**Purpose**

This paper is to brief members on the major findings of the Stage 1 Community Engagement (CE1) for the proposed boardwalk underneath the Island Eastern Corridor (IEC) and seeks members' views on the recommended boardwalk scheme as raised in the Stage 2 Community Engagement (CE2).

**Background**

2. Civil Engineering and Development Department commissioned the “Boardwalk underneath Island Eastern Corridor – Investigation” (the Study) in March 2015 to review the feasibility of a proposed 2km-long boardwalk from Oil Street to Hoi Yu Street underneath the IEC and to demonstrate the project's compliance with the Protection of Harbour Ordinance (PHO).

3. We conducted CE1 for two months from February to March 2016. We engaged a wide spectrum of stakeholders, including the Eastern District Council (EDC), Task Force on Harbourfront Developments on Hong Kong Island of the Harbourfront Commission, academics and professional institutes, green groups, cyclist groups, harbour concern groups as well as local residents. In particular, we consulted EDC on 1 February 2016 and EDC generally supported the proposal.

**Findings from CE1**

4. During CE1, we conducted a questionnaire survey. 1 306 completed questionnaires were received. Based on the findings from CE1, we could conclude that the public generally agreed that there was a compelling and present need for the boardwalk in order to open up the North Point harbourfront to the public and provide a continuous connection along the Island East harbourfront.

5. Other major feedback from the participants is summarised below:

- (i) It is recognised that the harbourfront from North Point to Quarry Bay is currently occupied by private lots, roads, utilities, jetties as well as the IEC, which have created both a physical and visual barrier to the harbour along the Island East harbourfront. There is strong public support for a continuous harbourfront in the area concerned in order to enable public enjoyment of the harbour.
- (ii) It is generally accepted that there is a public need to provide easy access to the waterfront from the hinterland in this area. There are also views that more access points to the boardwalk should be provided to encourage patronage. The boardwalk would serve to increase public right of access to the harbourfront and also provide a better walking environment to and along the harbourfront.
- (iii) There are views that a boardwalk of 7.5m wide as proposed would not be sufficient to meet the public need for a safe and interesting harbourfront connection. They demand for a wider boardwalk in order to maximise the use of the boardwalk and ensure proper and conflict-free enjoyment of the harbour by all user groups including both pedestrians and cyclists.
- (iv) It is generally agreed that the boardwalk would encourage residents of the local community to adopt a healthy lifestyle by walking on the boardwalk or making use of the ancillary facilities provided. In addition, most agree that the boardwalk would introduce new possible leisure activities to the Eastern District and also bring about creative uses of the space, including event organisation, art display and even light installations. It could enhance positive social interactions among patrons.
- (v) The majority agrees that the boardwalk would increase pedestrian flow and hence bring in local business opportunities. Some propose to put on street performances and holiday markets on the boardwalk for vibrancy of our harbourfront areas.
- (vi) In addition to a pedestrian walkway as the core component of the boardwalk, the facilities proposed to be provided under the boardwalk scheme, namely the cycle track, cycle rental kiosks, bicycle parking, viewing platforms, seating,



food & beverage kiosks and fishing platform, are primarily welcomed as meeting the needs of the community.

- (vii) Some participants also suggest that more landscaping and greening features could be incorporated to improve the visual quality and landscaping characters of the harbourfront in the district.

## **The Recommended Boardwalk Scheme**

6. In response to public views as collated in CE1, a 10m-wide boardwalk scheme is proposed in order to meet the public need for a boardwalk that provides sufficient space for the shared use among various social and recreational activities. The boardwalk would have a general width of 10 metres throughout, while its alignment and longitudinal profile remain the same as in the previous proposal put forward under CE1. The height of the boardwalk would mostly range from 5.5mPD to 12.5mPD. The facilities proposed under the CE1 will be incorporated. Separately, to enhance the connectivity between the boardwalk and the hinterland, an additional access point is proposed at the Provident Garden through the existing waterfront open space. The master layout plan of the recommended boardwalk scheme with the access points is at **Annex 1**.

7. As for the architectural treatment, the boardwalk structure is to strike a balance between structural efficiency and aesthetic quality. The boardwalk aims to create a comfortable environment for the pedestrians and cyclists to travel beneath the IEC. The artist's impression of the boardwalk is at **Annex 2**. During the detailed design stage, we will further refine the structural design of the proposed boardwalk.

8. We would further develop the landscape and architectural design for the boardwalk with cycle track and other facilities. We aim at creating a vibrant, accessible and quality waterfront along the Island East harbourfront so as to meet public aspirations. The recommended scheme would also include other proposals such as architectural and beautification works for the IEC, Tong Shui Road Pier, North Point Vehicular Ferry Pier and the access points at Hoi Yu Street and Tin Chiu Street.

## **Stage 2 Community Engagement**

9. We will conduct CE2 for two months from late November 2016 to late January 2017. During CE2, we will report to the public the above findings of CE1 and consult

them on the recommended scheme. Suitable consultation sessions will be arranged with a view to building consensus on the eventual scheme for the boardwalk. All the materials of CE2, including the consultation digest, will be uploaded to the project website in due course.

## **Way Forward**

10. Public views collected from CE1 have assisted us establish an overriding public need of the proposed boardwalk as required under the PHO. We have also refined the proposed scheme. We would continue listening to public opinions as expressed in CE2 and further refine the recommended scheme as appropriate.

11. Members are invited to note the progress of the Study and comment on the recommended boardwalk scheme and the CE2.

## **Annex**

Annex 1 – Recommended Scheme of the Boardwalk

Annex 2 – Artist’s Impression of the Boardwalk

**Civil Engineering and Development Department**

**November 2016**

行人板道建議方案—整體規劃藍圖  
Recommended Scheme of the Boardwalk - Master Layout Plan

附件一 – 行人板道的建議方案  
Annex 1 – Recommended Scheme of the Boardwalk

圖例 Legend:

 行人板道走線  
Boardwalk Alignment

 活動點  
Activity Node

 連接點  
Access Point

 觀景台  
Viewing Platform

 釣魚平台  
Fishing Platform

 單車停泊處  
Bicycle Parking

 餐飲亭  
Food & Beverage Kiosk

 單車租借亭  
Cycle Rental Kiosk

 被東區走廊覆蓋的行人板道  
Boardwalk Covered by IEC



1. 油街  
Oil Street

- 連接將來海濱休憩用地
- Connection to future waterfront open space

2. 糖水道  
Tong Shui Road

- 連接將來海濱休憩用地
- 多用途活動空間
- Connection to future waterfront open space
- Multi-purpose activity space

3. 北角汽車渡輪碼頭  
North Point Vehicular Ferry Pier

- 多用途活動空間
- 連接海濱休憩用地
- 餐飲亭
- Multi-purpose activity space
- Connection to waterfront open spaces
- Food & beverage kiosk

4. 海裕街  
Hoi Yu Street

- 東區走廊下的遊樂場
- 公眾藝術裝置
- 餐飲亭
- Playground under IEC
- Public artworks display
- Food & beverage kiosk



總體外觀  
General View



橋面視圖  
Bridge Deck View



和富道 – 連接橋  
Wharf Road – Link Bridge



Appendix F2  
Meeting Minutes and Papers for the Meetings with the  
Task Force on Harbourfront Developments on Hong  
Kong Island of the Harbourfront Commission on 19  
October 2016



**Harbourfront Commission  
Task Force on Harbourfront Developments  
on Hong Kong Island**

**Minutes of Twenty-fourth Meeting**

Date : 19 October 2016  
Time : 2:30 p.m.  
Venue : Conference Room , 15/F, North Point Government Offices,  
333 Java Road, Hong Kong

**Present**

Mr Nicholas BROOKE	Chair, Task Force on Harbourfront Developments on Hong Kong Island
Mrs Margaret BROOKE	Representing Business Environment Council
Mr LEUNG Kong-yui	Representing Chartered Institute of Logistics and Transport in Hong Kong
Mr SO Kwok-yin	Representing the Conservancy Association
Mr Anthony CHEUNG	Representing Hong Kong Institute of Architects
Dr Peter Cookson SMITH	Representing Hong Kong Institute of Planners
Sr Lesly LAM	Representing Hong Kong Institute of Surveyors
Mr Ivan HO	Representing Hong Kong Institute of Urban Design
Ir Raymond CHAN	Representing Hong Kong Institution of Engineers
Mr Paul ZIMMERMAN	Representing Society for Protection of the Harbour
Ms Jacqueline CHUNG	
Mr Stanley HO	
Mr Thomas CHAN	Deputy Secretary (Planning and Lands)1, Development Bureau (DEVB)
Mr Edward LEUNG	Senior Manager (Tourism) 2, Tourism Commission (TC)
Mr CHAN Chung-yuen	Chief Traffic Engineer/ Hong Kong, Transport Department (TD)
Mr MAK Chi-biu	Chief Engineer/ (Hong Kong 1), Civil Engineering and Development Department (CEDD)
Mr Richard WONG	Assistant Director (Leisure Services)2, Leisure and Cultural Services Department (LCSD)
Mr Louis KAU	District Planning Officer/ Hong Kong, Planning Department (PlanD)
Mr Larry CHU	Secretary

**In Attendance**

Miss Christine AU	Principal Assistant Secretary (Harbour), DEVB
-------------------	---

Ms Jenny WONG	Assistant Secretary (Harbour) Special Duties, DEVB
Miss Emily SOM	Assistant Secretary (Harbour) 2, DEVB
Mr Peter MOK	Project Manager (Harbour), DEVB
Mr LAM Chun-tak	Senior Engineer 2 (Hong Kong Island Division 1), CEDD

**Absent with Apologies**

Mrs Karen BARRETTO	Representing Friends of the Earth
Mr Evans IU	Representing Hong Kong Institute of Landscape Architects
Mr Shuki LEUNG	Representing Real Estate Developers Association of Hong Kong
Mr Walter CHAN	
Mr Hans Joachim ISLER	
Ms Vivian LEE	
Mr Vincent NG	
Mr NGAN Man-yu	
Mr Henry CHAN	
Ms Rosanna CHOI	
Mr David PONG	
Mr YEUNG Hoi-wing	
Mr Alvin YIP	

**For Agenda Item 2**

Mr Samuel LAI	Acting District Officer (Eastern), Home Affairs Department (HAD)
Mr Kenneth LEUNG	Executive Officer (District Management), HAD
Mr CHAN Kin-fung	Senior Engineer (Eastern & General), TD
Mr KUK Wai-kei	District Traffic Team (Eastern District), Hong Kong Police Force

**For Agenda Item 3**

Ms April KUN	Chief Town Planner/ Studies and Research, PlanD
Mr Patrick FUNG	Senior Town Planner/ Studies and Research 5, PlanD
Ms Wendy LEE	Town Planner/ Studies and Research 3, PlanD
Miss Vidyan NG	Town Planner Graduate/ Studies and Research 2, PlanD
Dr Eunice MAK	Director of Urban Planning, AECOM
Mr Kenny CHAN	Associate, Planning, AECOM
Dr Winnie LAW	Assistant Director, Kadoorie Institute, The University of Hong Kong

**For Agenda Item 4**

Miss Christine AU	Principal Assistant Secretary (Harbour), DEVB
Mr Peter MOK	Project Manager (Harbour), DEVB
Ms Phoebe CHAN	Chief Town Planner/ Housing & Office Land Supply (HOLS), PlanD
Mr Timothy LUI	Former Senior Town Planner/ HOLS 4, PlanD
Ms Yvonne LEONG	Senior Town Planner/ HOLS 4, PlanD
Mr LI Wai-kit	Planning Assistant/ HOLS 2, PlanD

**For Agenda Item 5**

Mr MAK Chi-biu	Chief Engineer/ Hong Kong (1), CEDD
Mr LAM Chun-tak	Senior Engineer 2 (HK Island Division 1), CEDD
Ms Cathy LAM	Engineer 23 (HK Island Division 1), CEDD
Mr Charles LUK	Executive Director, AECOM
Mr Jimmy LAU	Technical Director, AECOM
Ms Betty HO	Director, Planarch
Mr Karr YIP	Founder & Creative Director, ADO
Ms Vicky LEE	Architectural Designer, ADO

**For Agenda Item 6**

Mr Richard WONG	Assistant Director (Leisure Services)2, LCSD
Mr David CHAIONG	Chief Leisure Manager (Hong Kong West), LCSD
Ms Sylvia LIM	District Leisure Manager (Central and Western), LCSD
Mr Kent CHOI	Deputy District Leisure Manager (Central and Western)2, LCSD

**For Agenda Item 7(a)**

Mr Ben MOK	Protect Cadogan Park Alliance
Ms Cherry WONG	Protect Cadogan Park Alliance
Mr David FU	Protect Cadogan Park Alliance
Ms Cynthia LAU	Protect Cadogan Park Alliance
Ms WU Sai-mui	Protect Cadogan Park Alliance
Mr WONG Kai-chiu	Protect Cadogan Park Alliance
Prof CHIU Siu-wai	Protect Cadogan Park Alliance

**For Agenda Item 7(b)**

Ms Emily MO	Assistant Commissioner for Tourism 2, TC
-------------	--

**For Agenda Item 7(c)**

Ms Maggie MAK	Senior Engineer/Central and Western, TD
---------------	---

**Action**

**Welcoming Message**

**The Chair** welcomed all to the meeting. He introduced Mr Anthony CHEUNG, alternative representative of the Hong

Kong Institute of Architects; and Mr Louis KAU, District Planning Officer/ Hong Kong, who has taken over the post from Ms Ginger KIANG, for attending the Task Force meeting for the first time.

He also informed Members that Mr Edward LEUNG, Senior Manager of TC, attended the meeting on behalf of Ms Emily MO.

## **Item 1 Confirmation of Minutes of the 23<sup>rd</sup> Meeting**

- 1.1 **The Chair** said the draft minutes of the last meeting were circulated to Members on 12 September 2016. The revised draft minutes with Members' comments incorporated were circulated again on 20 September 2016. There being no proposed amendment, the minutes were confirmed at the meeting.

## **Item 2 Matters Arising**

- A. Temporary on-street metered parking for coaches at Hoi Yu Street, Quarry Bay, Hong Kong (Paper No. TFHK/13/2016) (paragraph 2.2 of the minutes of the 23<sup>rd</sup> meeting)

- 2.1 **The Chair** welcomed representatives of the Eastern District Office (EDO), Hong Kong Police Force and TD to the meeting. **Mr Samuel LAI** briefed Members on the findings of their review on effectiveness of the interim measure of using vacant Government land at Hoi Yu Street, Quarry Bay as a laagering point of coaches and the recommended way forward.

**The Chair** enquired about information on the provision of coach parking spaces at the ex-North Point Estate site and asked whether the current Hoi Yu Street site would be released for waterfront development when the coach parking spaces at the ex-North Point Estate were available.

- 2.2 **Mr Paul ZIMMERMAN** requested more details on the utilisation rate of the parking spaces as indicated in the paper and the survey conducted by TD, which suggested that coaches would move to the Hoi Yu Street site, after dropping off passengers.

**TD**

- 2.3 **Mr Samuel LAI** reiterated that the current temporary measure

**Item 5 Proposed Boardwalk underneath the Island Eastern Corridor – Progress Update (Paper No. TFHK/16/2016)**

- 5.1 **The Chair** welcomed representatives of CEDD and the project team to the meeting. **Mr LAM Chun-tak, Mr Jimmy LAU and Mr Karr YIP** updated Members of the progress of the proposed boardwalk underneath the Island Eastern Corridor (IEC) with the aid of a PowerPoint.
- 5.2 **The Chair** opined that rather than introducing new elements for public comments during the upcoming Stage 2 Community Engagement (CE2), the project team might rather focus on addressing concerns and questions raised by the public during Stage 1 Community Engagement (CE1).
- 5.3 **Mr Ivan HO** commented that the recommended boardwalk scheme did not fully respond to how to connect the harbour to the people. The architectural design was not satisfactory in particular the decorative lighting was not necessary and the wavy arch structures may not be able to symbolise the Victoria Harbour as it intended to.
- 5.4 **Dr Peter Cookson SMITH** opined that the project team should propose a simple, interesting and unique design for the boardwalk to suit different types of users. Tree shades and shelters should be provided along the alignment and the wavy architectural structure might not be necessary. He added that cycle track was not required as there were also sufficient facilities for leisure cycling in the New Territories.
- 5.5 **Mrs Margaret BROOKE** remarked that she was happy to see the progress and the project team might consider providing a few options on the design for the public to choose during CE2. She urged the Government to construct the boardwalk as early as possible.
- 5.6 **Mr Anthony CHEUNG** declared that his company was involved in the hotel development in ex-North Point Estate site and he would refrain from commenting on the part near the site concerned. He echoed that providing a few design options could be better than presenting only one choice to the public. He stated that HKIA considered that the boardwalk should provide both leisure and recreational functions for public enjoyment rather than just a walkway.



5.7 **Ir Raymond CHAN** commented that the proposed design did not make full use of the space underneath the IEC. He preferred a simpler design for the boardwalk.

5.8 **Mr Paul ZIMMERMAN** made the enquiries/comments below-

- (a) the alignment was different from the one previously presented to the Task Force, and detailed justifications should be provided by the project team for such change;
- (b) several design options should be provided for the community to choose;
- (c) the boardwalk would serve different uses such as walking and cycling, sit out areas and fishing platforms, etc. Food and beverage could be provided near the landings of the boardwalk;
- (d) sufficient shades, greening and fresh water drinking fountains should be provided along the boardwalk;
- (e) supported the proposed connection with Provident Centre, which could enhance connectivity with the hinterland;
- (f) lighting features should be simple and subtle;
- (g) supported the provision of a cycle track which was welcomed by many;
- (h) disappointed that the shared use with the existing fire pier could not be achieved; and
- (i) a subtle colouring scheme should be adopted for the overall design.

5.9 In response to Members' comments, **Miss Christine AU** said that CE1 had demonstrated an overwhelming positive public support on the proposed boardwalk. The views collected would form a basis for the boardwalk to provide facilities for different uses. After taking on board comments received, the study team had proposed a 10m width for the boardwalk with various activity nodes such as viewing platform, fishing platform, food and beverage kiosks and cycle track etc. so that the boardwalk could be used by the public for different activities. The proposed boardwalk scheme would be presented

to the public for comments during CE2 but the project team would further review the design and materials to seek public comments.

- 5.10 **Dr Peter Cookson SMITH** opined that the extended width and provision of activity nodes would not help establish the overriding public need as required under the Protection of the Harbour Ordinance. He did not see the need to further widening the boardwalk towards the harbour.
- 5.11 **The Chair** enquired if the widening of the boardwalk was proposed in response to community request, and whether there was any adjustment to the alignment after previous presentation to the Task Force.
- 5.12 **Mr MAK Chi-biu** made the following responses-
- (a) Based on the findings from Stage 1 Community Engagement (CE) for the Boardwalk, it could be concluded that the public generally agreed that there was a compelling and present need for the boardwalk in order to open up the North Point harbourfront to the public and to provide a continuous connection along the Island East harbourfront. In the process, the public also demanded for a wider boardwalk in order to fulfil their need to maximise the use of the boardwalk and ensure proper and conflict-free enjoyment of the harbour by all user groups including both pedestrians and cyclists. On the basis of the findings of the Stage 1 CE, we have put forward the recommended 10m wide Boardwalk scheme in Stage 2 CE for further public consultation;
  - (b) except for the width, the proposed alignment and level of the Boardwalk in the revised scheme were the same as the original scheme presented to and agreed by the Task Force in Stage 1 CE;
  - (c) on the current scheme, the consultant had carried out extensive structural analysis and taken into consideration a number of factors to ensure that it would require minimum reclamation for the proposed uses. While the architectural design was only indicative and could be further refined, some structural requirements would have to be met. The extra width for the boardwalk would also facilitate provision of activity nodes;
  - (d) the suggestions on providing shading and fresh water

supply would be taken on board;

- (e) the project team would develop an appropriate colour scheme for the boardwalk at a later stage;
- (f) the scheme with some illustration on its architectural design might be presented to the public during CE2 so as to allow the public to visualise the future appearance of the boardwalk; and
- (g) the project team would take note of Members' comments and further examine if several design options could be presented in CE2.

5.13 **The Chair** remarked that if only one architectural design was presented in CE2, even if it was only indicative, the public might misunderstand that the scheme was the only option.

5.14 **Mr Paul ZIMMERMAN** opined that the community should be invited to choose from some design options during CE2, so that the project team could then commence construction as soon as possible.

5.15 **Mr Ivan HO** considered that the current design of the boardwalk had not used the road structures of IEC to provide shades for users of the boardwalk. He doubted the need to adopt a universal width of 10m along the entire boardwalk. HKIA was of the view that the boardwalk should create a sense of place with multiple uses and an interesting design. The current scheme might not be able to fulfil such requirements.

CEDD

5.16 **Mr MAK Chi-biu** responded that in order to fulfil the public need in maximising the use of the boardwalk and to ensure proper and conflict-free enjoyment of the harbour by all user groups including both pedestrians and cyclists, there needs to be a wider boardwalk. The project team had also recommended four activities nodes along the boardwalk to provide different uses, and some historic characteristics were being considered to be incorporated into the future architectural design. In response to **the Chair's** enquiry about the timetable for CE2, he informed Members that CE2 would be conducted for two months from late November 2016 to late January 2017.

5.17 **Miss Christine AU** added that clear views were gathered from the public during CE1 that the boardwalk should not only be constructed for providing waterfront connection but providing

a place with diversified activities for public enjoyment. In order to satisfy these identified public needs, the minimum width of the boardwalk would have to be 10m.

5.18 **Mr Anthony CHEUNG** reiterated that it might be better to provide several design options for the community to choose during CE2.

5.19 **The Chair** asked the project team to take on board comments from Members when conducting CE2.

*[Post-meeting note: CE2 commenced on 29 November 2016 and would conclude in January 2017.]*

**Item 6 Enhancement Works of Leisure Angling Ancillary Facilities in Central and Western District Promenade (Central Section), Admiralty, Hong Kong (Paper No. TFHK/17/2016)**

6.1 **The Chair** welcomed representatives of LCSD to the meeting. **Mr David CHAIONG** briefed Members on the enhancement the Central and Western District Promenade (Central Section) by adding ancillary angling facilities with the aid of a PowerPoint.

6.2 **Mr Richard WONG** supplemented the followings-

- (a) relevant departments had worked out a simple and basic design for the ancillary facilities;
- (b) the proposed enhancement could allow members of the public to better enjoy leisure angling activities along the promenade;
- (c) display panels would be erected to provide information and educate the public on the right attitude, proper handling practices and safety rules for angling; and
- (d) venue staff had been collecting views from anglers in different LCSD venues from time to time. A survey would be conducted on the proposed facilities during the trial period.

6.3 **Mr Ivan HO** enquired about the reasons for the reduction of the estimated construction cost of the project from \$3.5M to \$2M. In addition, he requested LCSD to report on the outcome of the trial to the Task Force in a year's time.

# **Task Force on Harbourfront Developments on Hong Kong Island**

For discussion  
on 19 October 2016

TFHK/16/2016

## **Proposed Boardwalk underneath the Island Eastern Corridor**

### **Progress Update**

#### **PURPOSE**

This paper briefs members on the major findings of the Stage 1 Community Engagement (CE1) for the proposed boardwalk underneath the Island Eastern Corridor (IEC) and seeks members' views on the recommended boardwalk scheme for consultation in the Stage 2 Community Engagement (CE2).

#### **BACKGROUND**

2. The 2-km long boardwalk underneath the IEC that could link up Oil Street to Hoi Yu Street is one of the harbourfront enhancement initiatives proposed by the Hong Kong Island East Harbour-front Study completed in 2012. We commissioned the "Boardwalk underneath Island Eastern Corridor - Investigation" (the Study) in March 2015 to review the feasibility of the proposed boardwalk under the IEC and to demonstrate the project's compliance with the Protection of the Harbour Ordinance (PHO).

3. We conducted the CE1 for two months from February 2016 to March 2016 and among others, consulted the Task Force on Harbourfront Developments on Hong Kong Island of the Harbourfront Commission (HC) on 29 February 2016. The opinions collated in the CE1 have assisted the Government to establish an overriding public need for the boardwalk in compliance with the requirements of the PHO. Furthermore, in response to the public opinions collected from the CE1, we have refined the proposed scheme and formulated a recommended 10-m wide boardwalk scheme for further consultation in the CE2.

#### **FINDINGS FROM STAGE 1 COMMUNITY ENGAGEMENT**

4. During the CE1, we engaged a wide spectrum of stakeholders, including the HC, the Eastern District Council, academics and professional institutes, green groups, cyclist groups, harbour concern groups as well as local residents. We also conducted a questionnaires survey. 1 306 completed questionnaires were received. Based on the findings from CE1, we could conclude that the public generally agreed that there was a compelling and



## **Task Force on Harbourfront Developments on Hong Kong Island**

---

TFHK/16/2016

present need for the boardwalk in order to open up the North Point harbourfront to the public and provide a continuous connection along the Island East harbourfront. The report on the CE1 has been uploaded to the project website at: <http://www.boardwalk.gov.hk>.

5. Other major feedback from the participants is summarised below:

- It is recognised that the harbourfront from North Point to Quarry Bay is currently occupied by private lots, roads, utilities, jetties as well as the IEC, which have created both a physical and visual barrier to the harbour along the Island East harbourfront. There is strong public support for a continuous harbourfront in the area concerned in order to enable public enjoyment of the harbour.
- It is generally accepted that there is a public need to provide easy access to the waterfront from the hinterland in this area. There are also views that more access points to the boardwalk should be provided to encourage patronage. The boardwalk would serve to increase public right of access to the harbourfront and also provide a better walking environment to and along the harbourfront.
- There are views that a boardwalk of 7.5m as proposed would not be sufficient to meet the public need for a safe and interesting harbourfront connection. They demanded for a wider boardwalk in order to maximise the use of the boardwalk and ensure proper and conflict-free enjoyment of the harbour by all user groups including both pedestrians and cyclists.
- It is generally agreed that the boardwalk would encourage residents of the local community to adopt a healthy lifestyle by walking on the boardwalk or making use of the ancillary facilities provided. In addition, most agree that the boardwalk would introduce new possible leisure activities to the Eastern District and also bring about creative uses of the space, including event organization, art display and even light installations. It could enhance positive social interactions among patrons.
- Majority agrees that the boardwalk would increase pedestrians flow and hence bring in local business opportunities. Some propose to put on street performances and holiday markets on the boardwalk for vibrancy of our harbourfront areas.
- In addition to being a pedestrian walkway as the core component of the boardwalk, the facilities proposed to be provided under the boardwalk scheme, namely the cycle track, cycle rental kiosks, bicycle parking, viewing platforms, seating, food & beverage kiosks and fishing platform,

# **Task Force on Harbourfront Developments on Hong Kong Island**

TFHK/16/2016

are primarily welcomed as meeting the needs of the community.

- Some participants also suggest that more landscaping and greening features could be incorporated to improve the visual quality and landscaping character of the harbourfront in the District.

## **THE RECOMMENDED SCHEME**

6. In response to the public views collated in the CE1, a 10m-boardwalk scheme is proposed in order to meet the public need for a boardwalk that provides sufficient space for the shared use among various social and recreational activities. The boardwalk would have a general width of 10 metres throughout, while its alignment and longitudinal profile remain the same as in the previous proposal put forward under the CE1. The height of the boardwalk would mostly range from 5.5mPD to 12.5mPD. Separately, to enhance the connectivity between the boardwalk and the hinterland, an additional access point is proposed at the Provident Garden through the existing waterfront open space. The master layout plan of the recommended boardwalk scheme with the access points is at **Annex A**.

7. As for the architectural treatment, a wavy arch form is proposed. The goal is to create an iconic structure after striking a balance between structural efficiency and aesthetic quality. The arches could be of different sizes to facilitate the possible provision of a wide variety of leisure and recreational facilities on the boardwalk, such as public art display, seating, planters and exhibition panels, etc. The artist's impression of the boardwalk is at **Annex B**.

8. We would further develop the landscape and architectural design for the boardwalk with cycle track and other facilities. We aim at creating a vibrant, accessible and quality waterfront at the northern Hong Kong Island so as to meet public aspirations. The recommended scheme would also include other proposals such as architectural and beautification works for the IEC, Tong Shui Road Pier, North Point Vehicular Ferry Pier and the access points at Hoi Yu Street and Tin Chiu Street.

## **STAGE 2 COMMUNITY ENGAGEMENT**

9. We plan to conduct the CE2 for two months from late November 2016 to late January 2017. During the CE2, we will report to the public the above findings of the CE1 and consult them on the recommended scheme. Suitable consultation sessions will be arranged with a view to building consensus on the eventual scheme for the boardwalk. All the materials of the CE2, including the consultation digest, will be uploaded to the website in due course.

# **Task Force on Harbourfront Developments on Hong Kong Island**

---

TFHK/16/2016

## **WAY FORWARD**

10. Public views collected from the CE1 have assisted us to establish the overriding public need as required under the PHO. We have also refined the proposed scheme. We would continue to listen to public opinion in the CE2 and further refine the recommended scheme as appropriate.

## **ADVICE SOUGHT**

11. Members are invited to note the progress of the Study and comment on the recommended boardwalk scheme and the CE2.

## **ATTACHMENTS**

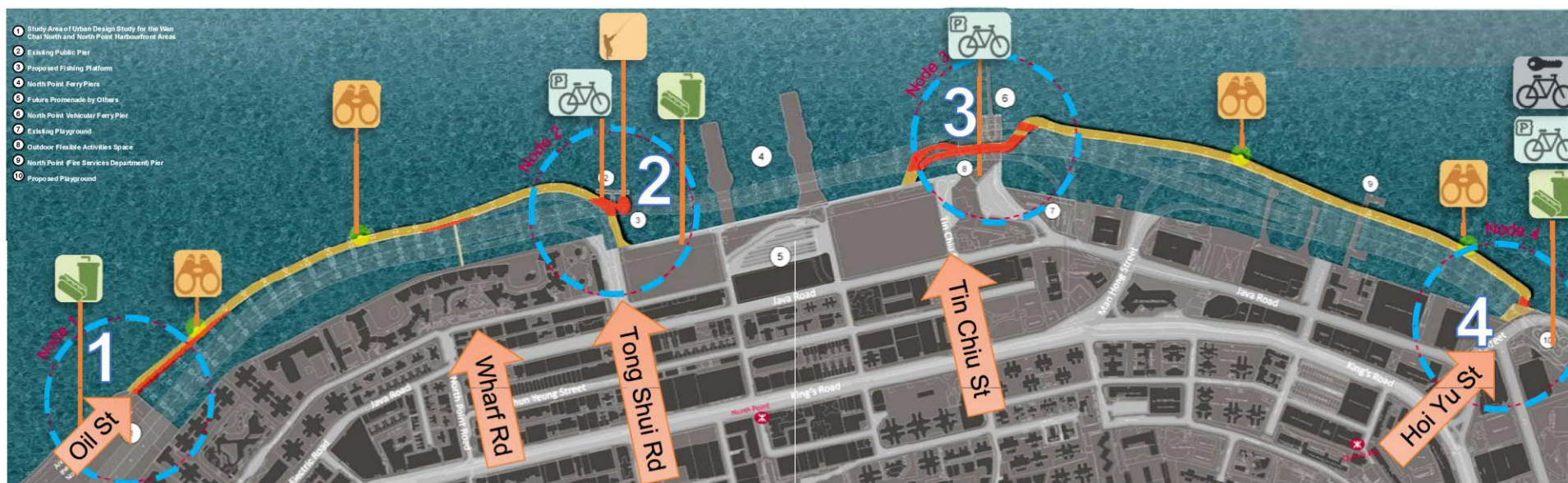
**Annex A -** Recommended Scheme of the Boardwalk

**Annex B -** Artist's Impression of the Boardwalk

**Civil Engineering and Development Department  
October 2016**

# Recommended Scheme of the Boardwalk - Master Layout Plan

## Legend:



### 1. Oil Street

- Connection to future waterfront open space
- F&B kiosk

### 2. Tong Shui Road Pier

- Landing steps
- Water taxi stand
- Fishing platform
- Bicycle parking

### 3. North Point Vehicular Ferry Pier

- Public art exhibition space
- Bicycle Parking
- Connection to waterfront open spaces

### 4. Hoi Yu Street

- Playground under IEC
- Gathering place
- F&B kiosk





北角渡輪碼頭  
NORTH POINT  
FERRY PIER

糖水道碼頭  
TONG SHUI ROAD PIER

5.5mPD

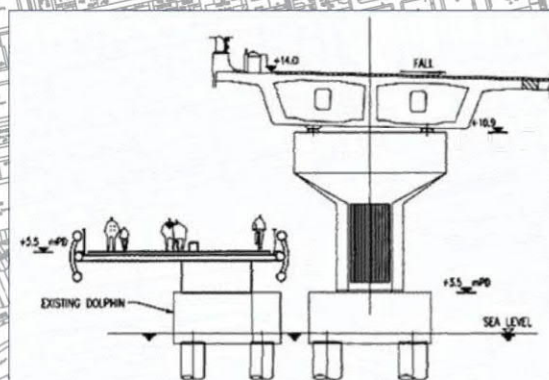
維多利亞港  
VICTORIA HARBOUR

5.5mPD

書局街  
SHU KUK STREET

糖水道  
TONG SHUI ROAD

油街  
OIL STREET



Typical Section of  
Western Portion

圖例 LEGEND :



擬建於東區走廊下之行人板道

PROPOSED BOARDWALK UNDERNEATH  
ISLAND EASTERN CORRIDOR



已規劃的休憩用地

PLANNED OPEN SPACE  
(BY OTHERS)



東區走廊

ISLAND EASTERN  
CORRIDOR

圖則名稱 drawing title

東區走廊下之行人板道

BOARDWALK UNDERNEATH THE ISLAND EASTERN CORRIDOR

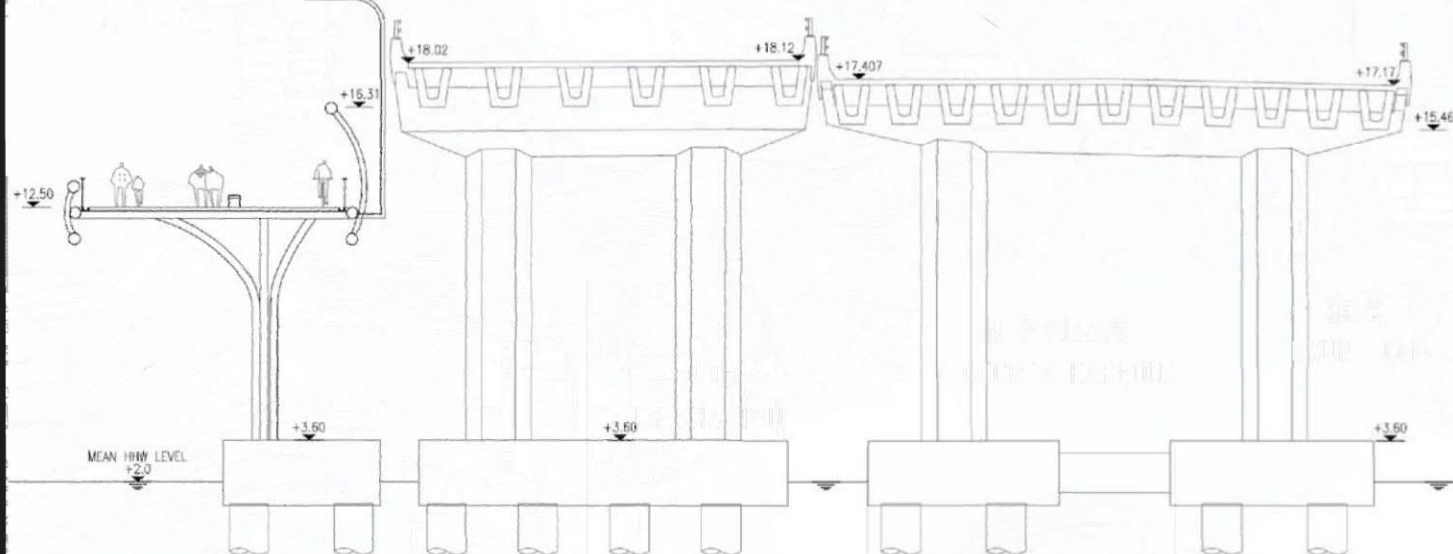
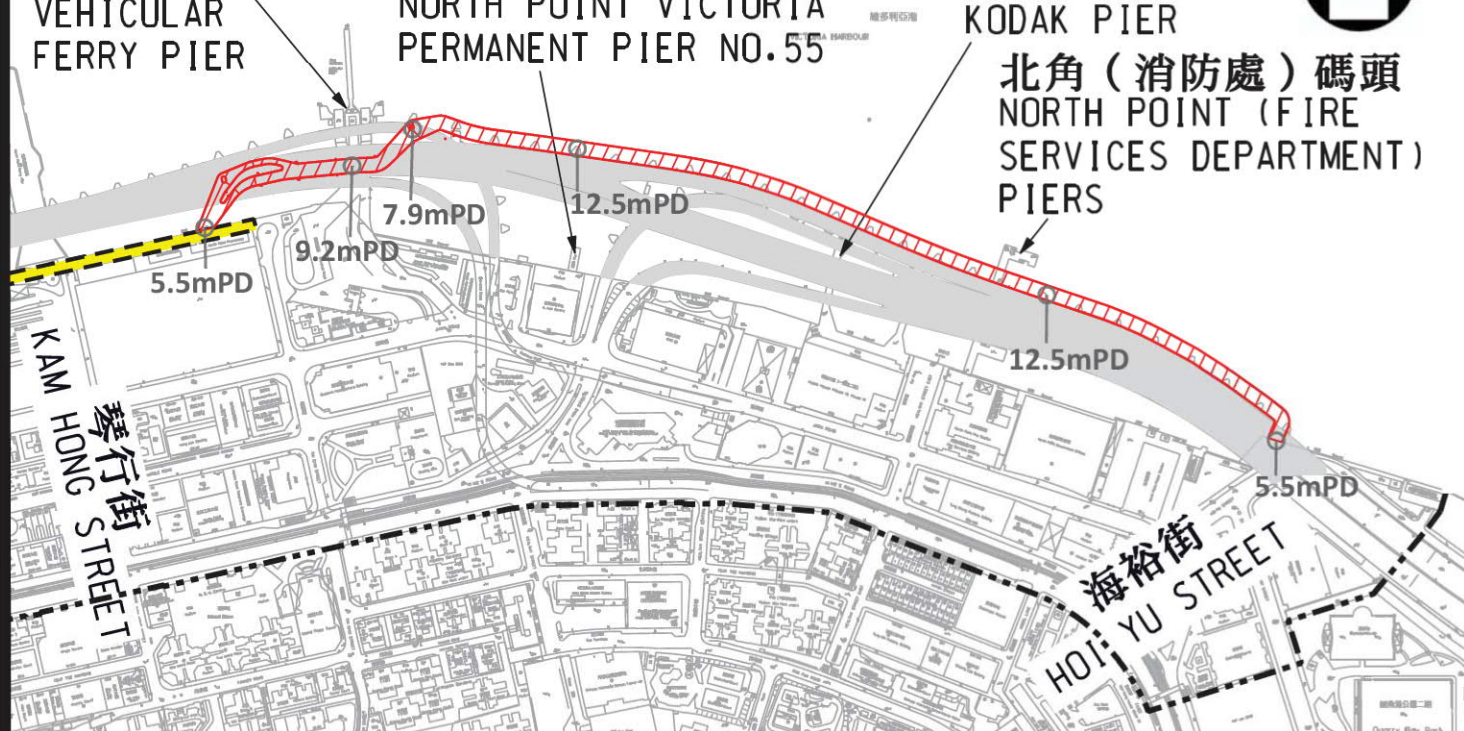


北角汽車渡輪碼頭  
NORTH POINT  
VEHICULAR  
FERRY PIER

北角維多利亞55號永久碼頭  
NORTH POINT VICTORIA  
PERMANENT PIER NO.55

北角柯達碼頭  
NORTH POINT  
KODAK PIER

北角（消防處）碼頭  
NORTH POINT (FIRE  
SERVICES DEPARTMENT)  
PIERS



Typical Section of Eastern Portion

圖例 LEGEND :

- |  |  |  |                                   |  |                            |
|--|--|--|-----------------------------------|--|----------------------------|
|  | 擬建於東區走廊下之行人板道  |  | 已規劃的休憩用地                          |  | 東區走廊                       |
|  | PROPOSED BOARDWALK UNDERNEATH<br>ISLAND EASTERN CORRIDOR |  | PLANNED OPEN SPACE<br>(BY OTHERS) |  | ISLAND EASTERN<br>CORRIDOR |

圖則名稱 drawing title

東區走廊下之行人板道

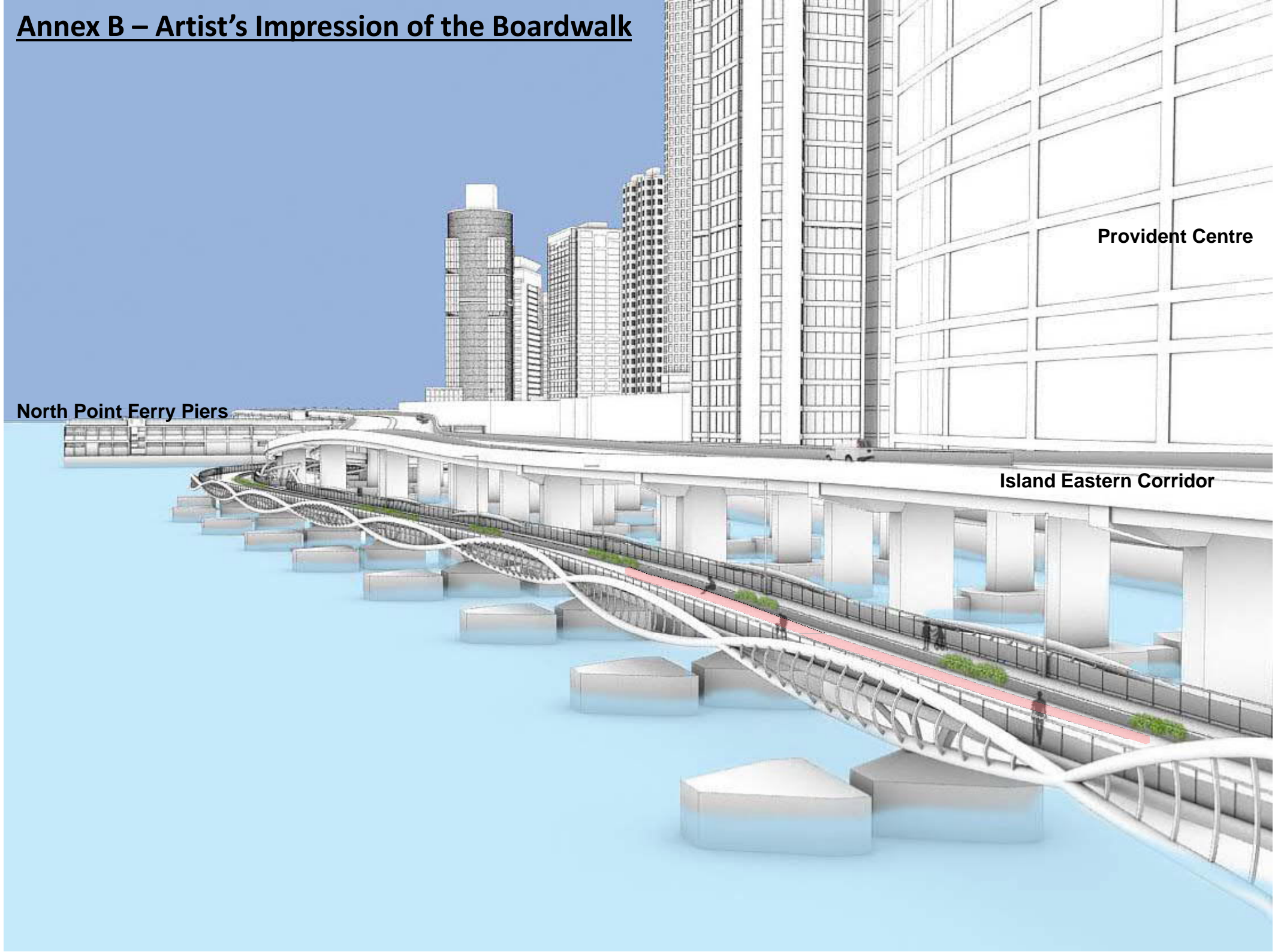
BOARDWALK UNDERNEATH THE ISLAND EASTERN CORRIDOR

## Annex B – Artist's Impression of the Boardwalk

North Point Ferry Piers

Provident Centre

Island Eastern Corridor



Appendix F3  
Meeting Minutes and Presentation Materials for the  
Meetings with the Task Force on Harbourfront  
Developments on Hong Kong Island of the Harbourfront  
Commission on 12 January 2017

**Harbourfront Commission  
Task Force on Harbourfront Developments  
on Hong Kong Island**

**Minutes of Twenty-fifth Meeting**

Date : 12 January 2017  
Time : 10:30 a.m.  
Venue : Conference Room , 15/F, North Point Government Offices,  
333 Java Road, Hong Kong

**Present**

Mr Nicholas BROOKE	Chair, Task Force on Harbourfront Developments on Hong Kong Island
Mrs Margaret BROOKE	Representing Business Environment Council
Mr LEUNG Kong-yui	Representing Chartered Institute of Logistics and Transport in Hong Kong
Mr SO Kwok-yin	Representing the Conservancy Association
Mrs Karen BARRETTO	Representing Friends of the Earth
Mr Anthony CHEUNG	Representing Hong Kong Institute of Architects
Mr Evans IU Po-lung	Representing Hong Kong Institute of Landscape Architects
Dr Peter Cookson SMITH	Representing Hong Kong Institute of Planners
Sr Emily LI	Representing Hong Kong Institute of Surveyors
Mr Ivan HO	Representing Hong Kong Institute of Urban Design
Ir Raymond CHAN	Representing Hong Kong Institution of Engineers
Mr Walter CHAN	
Mr Hans Joachim ISLER	
Mr Vincent NG	
Mr NGAN Man-yu	
Mr YEUNG Hoi-wing	
Mr Alvin YIP	
Miss Christine AU	Principal Assistant Secretary (Harbour), DEVB
Mr Edward LEUNG	Senior Manager (Tourism) 2, Tourism Commission (TC)
Mr Peter MAK	Chief Traffic Engineer/ Hong Kong, Transport Department (TD)
Mr Alfred WONG	Chief Engineer/ Hong Kong 1, Civil Engineering and Development Department (CEDD)
Mr Michael CHIU	Chief Executive Officer (Planning)1, Leisure and Cultural Services Department (LCSD)



Mr Louis KAU

District Planning Officer/ Hong Kong, Planning  
Department (PlanD)

Mr Larry CHU

Secretary

**In Attendance**

Ms Jenny WONG

Assistant Secretary (Harbour) Special Duties,  
DEVB

**Absent with Apologies**

Mr Shuki LEUNG

Representing Real Estate Developers Association  
of Hong Kong

Mr Paul ZIMMERMAN

Mr Henry CHAN

Ms Jacqueline CHUNG

Ms Rosanna CHOI

Ms Vivian LEE

Mr Stanley HO

Mr David PONG

**For Matters Arising**

Mr Alfred WONG

Chief Engineer/ Hong Kong 1, CEDD

Mr LAM Chun-tak

Senior Engineer2 (HK Island Division)1, CEDD

**For Agenda Item 3**

Miss Christine AU

Principal Assistant Secretary (Harbour), DEVB

Miss Ida TSE

Project Coordinator (Harbour), DEVB

**Action**

**Welcoming Message**

**The Chair** welcomed all to the meeting. He informed Members that Mr Peter MAK had taken over the post of Chief Traffic Engineer/Hong Kong of TD from Mr CHAN Chung-yuen and Mr Alfred WONG had taken over the post of Chief Engineer/Hong Kong 1 of CEDD from Mr MAK Chi-biu. Both attended the Task Force meeting for the first time.

He also informed Members that Mr Edward LEUNG, Senior Manager of TC, attended the meeting on behalf of Ms Emily

MO; and Mr Michael CHIU, Chief Executive Officer of LCSD, attended on behalf of Mr Richard WONG.

**Item 1 Confirmation of Minutes of the 24<sup>th</sup> Meeting**

- 1.1 **The Chair** said the draft minutes of the last meeting were circulated to Members on 5 January 2017. The revised draft with Members' comments incorporated was circulated again on 11 January 2017. There being no proposed amendment, the minutes were confirmed at the meeting.

**Item 2 Matters Arising**

- A. *Proposed Boardwalk underneath the Island Eastern Corridor – Stage 2 Community Engagement (paragraph 5.19 of the minutes of the 24<sup>th</sup> meeting)*

- 2.1 **The Chair** welcomed representatives of CEDD to the meeting. **Mr LAM Chun-tak** briefed Members on the progress of Stage 2 Community Engagement (CE2) of the proposed Boardwalk underneath the Island Eastern Corridor (IEC) with the aid of a PowerPoint.

- 2.2 **The Chair** enquired about the following -

- (a) comments received from the Eastern District Council (EDC) and the community during CE2;
- (b) whether the four activity nodes were presented during CE2; and
- (c) whether the four activity nodes would increase the extent of reclamation.

- 2.3 **Mr Evans IU** enquired if there would be toilet facilities in the proposed activity nodes.

- 2.4 **Mr Ivan HO** suggested that an additional access point should be provided to the eastern section from North Point Vehicular Ferry Pier (NPVFP) to Hoi Yu Street to enhance its

connectivity to the hinterland.

2.5 **Dr Peter Cookson SMITH** made the following comments-

- (a) the current proposal had not incorporated all the comments from Members made at the last Task Force meeting. The only adjustment to address Members' comments was replacing the wavy structure with a simpler design;
- (b) he considered that the proposed width of the boardwalk was wider than what was required and there was no strong demand for incorporating a cycle track into the boardwalk; and
- (c) the design of the glass wall and street furniture could be further improved.

2.6 **Ir Raymond CHAN** enquired about the area of the boardwalk that would be put underneath IEC. He also asked about the latest estimation on project cost.

2.7 **Sr Emily LI** said that the estimation of project cost would be an important consideration. She also enquired if there was any measure to mitigate traffic noise from IEC.

2.8 **Mr LAM Chun-tak** made the following responses -

- (a) EDC generally supported the proposed scheme and requested for early implementation. The provision of a 10m-wide boardwalk was to provide space for multiple uses and more recreational facilities for public enjoyment. The provision of cycle track was also generally accepted by EDC while some expressed concern over safety issues and requested segregation of the cycle track from the pedestrian walkway;
- (b) Members of the public who participated in the public forums generally welcomed the proposed scheme;
- (c) sufficient toilet facilities would be provided around the

activity nodes including one inside the future waterfront open space north of Oil Street activity node, another near Tong Shui Road and in the garden close to NPVFP;

- (d) an additional access point is suggested to be provided at Provident Garden to make connections to the boardwalk; another access point would be provide near NPVFP for people to gain access to the upper deck of NPVFP through an existing ramp and a proposed lift;
- (e) the area covered by IEC was marked in red on the first slide of the PowerPoint. The structural capacity of the existing highway structures was not sufficient to support the 10m-wide boardwalk directly under the IEC. The existing dolphins adjacent to IEC would be used to support some sections of the boardwalk. There were also headroom constraints for the boardwalk under the IEC;
- (f) the project team would work out a pragmatic cost estimate at the detailed design stage; and
- (g) an environmental assessment would be conducted to assess the noise impact under the investigation study.

2.9 **The Chair** expressed concern over the impact of putting the boardwalk adjacent to rather than directly underneath IEC as originally planned.

2.10 In response, **Mr LAM Chun-tak** said that the alignment of the boardwalk was basically the same as the one proposed in CE1. The only change was to increase the proposed width.

2.11 **Ir Raymond CHAN** said that the boardwalk could become an independent structure if it was put adjacent to IEC.

2.12 **Mrs Margaret BROOKE** said that she was worried if additional reclamation would be involved when the boardwalk was placed adjacent to IEC. Such reclamation might not be able to satisfy the requirements of the Protection of Harbour Ordinance (PHO) and affect early



implementation of the project.

- 2.13 **Dr Peter Cookson SMITH** echoed Mrs Margaret BROOKE's view. He opined that the original scheme recommended years ago should be adopted as it would involve less reclamation.
- 2.14 **Miss Christine AU** responded that as mentioned by CEDD, the structural capacity of the existing highway structures and the headroom constraints rendered the 10m-wide boardwalk unable to be wholly placed directly under the IEC and without additional piles. The alignment of the boardwalk presented to the public during CE2 basically followed what was presented during CE1, with the only difference with the width, which was increased to allow for multiple uses. The technical study was also examining issues relating to the compliance with PHO. The proposed 10m width would be the minimum that could fulfil the compelling and present need as supported by the public during CE1. In the end, the project team would be able to provide cogent and convincing materials to demonstrate that the proposed scheme would satisfy the overriding public need test as required for compliance with PHO.
- 2.15 **Mr Hans Joachim ISLER** said that the change in the refined scheme was not significant and would not affect marine uses and water sports activities in nearby waters. The refined scheme could allow a wider variety of leisure activities on the boardwalk, which would be welcomed by majority of the public and help address their growing aspirations for outdoor activities.
- 2.16 **Mr Ivan HO** recalled that the technical constraint of insufficient headroom was discussed by the Task Force before and requested for more background information. He queried if such technical constraints had led to shifting of the boardwalk.
- 2.17 **Mr LAM Chun-tak** made the following responses-
- (a) the headroom underneath the IEC at both ends of the

western section of the boardwalk near Oil Street and Tong Shui Road respectively were insufficient for accommodating the boardwalk. For the eastern section of the boardwalk, the headroom would also be not enough for fireboats and other vessels to gain access to the existing piers if the boardwalk was put underneath IEC; and

- (b) the proposed alignment was derived from the scheme that was discussed in HC in 2013 with minor modifications made after conducting a detailed technical study.

2.18 **The Chair** said that as CE2 was still in progress, the project team should report back to the Task Force on the result of CE2 and respond to issues raised by Members with detailed justifications and background information.

**CEDD**

2.19 **Ir Raymond CHAN** requested the project team to advise whether the refined scheme would still fall within the original project scope and the rough estimation of project cost.

B. Temporary on-street metered parking for coaches at Hoi Yu Street, Quarry Bay, Hong Kong (paragraph 2.2 of the minutes of the 24<sup>th</sup> meeting)

2.20 **The Chair** informed the meeting that as requested by a Member, the survey information on utilization of the parking spaces at the temporary coach laagering point at Hoi Yu Street in Quarry Bay was circulated to Members on 5 January 2017.

C. Proposed North Island Line (paragraph 2.9 of the minutes of the 24<sup>th</sup> meeting)

2.21 **The Chair** informed the meeting that in response to a Member's enquiry on further information on the alignment of North Island Line and areas to be used for railway works, the Transport and Housing Bureau and the Highways Department replied that the project had yet to proceed to

# Boardwalk underneath Island Eastern Corridor – Investigation

## Task Force on Harbourfront Developments on Hong Kong Island

12 January 2017

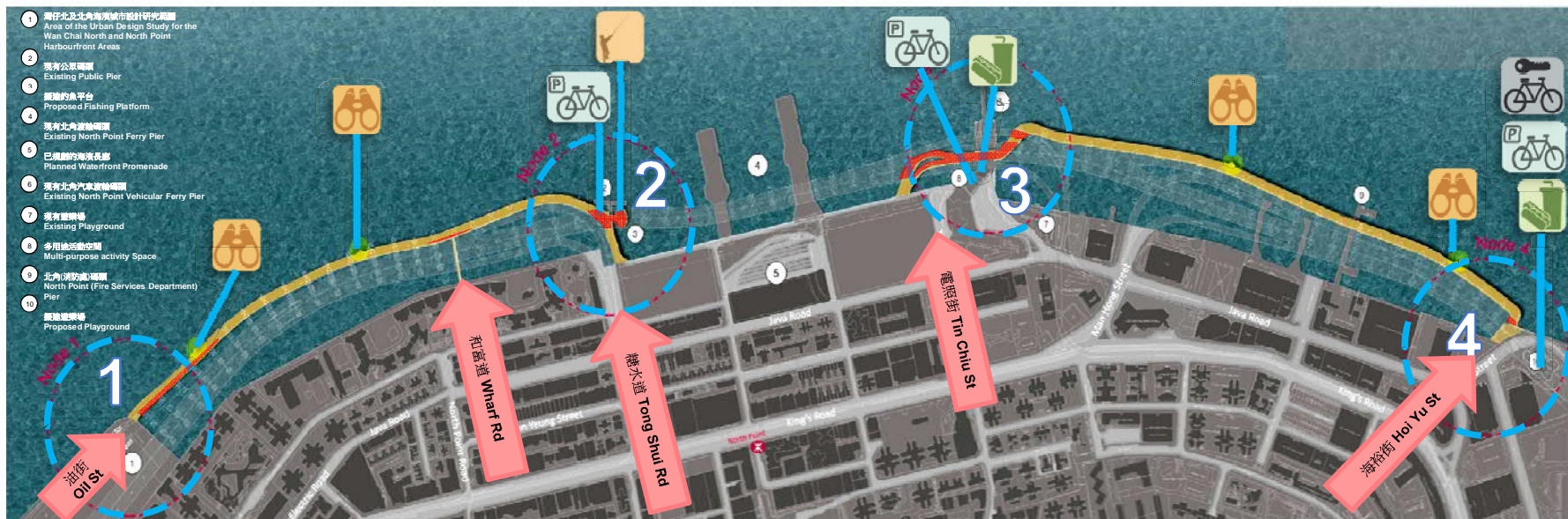
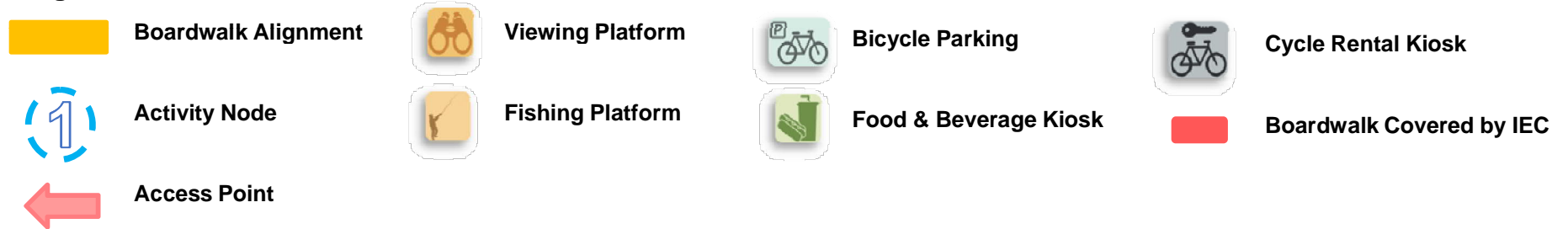


土木工程拓展署  
Civil Engineering and  
Development Department

**AECOM**

# Recommended Scheme of the Boardwalk - Master Layout Plan

## Legend:



### 1. Oil Street

- Connection to future waterfront open space

### 2. Tong Shui Road

- Connection to future waterfront open space
- Multi-purpose activity space

### 3. North Point Vehicular Ferry Pier

- Multi-purpose activity space
- Connection to waterfront open spaces
- Food & beverage kiosk

### 4. Hoi Yu Street

- Playground under IEC
- Public artworks display
- Food & beverage kiosk



# Recommended Boardwalk Scheme

- 10m-boardwalk scheme
- Shared use among various social and recreational activities
- Minimized visual impact
- Adopt minimal design concept





## Activity Node (1) - Oil Street



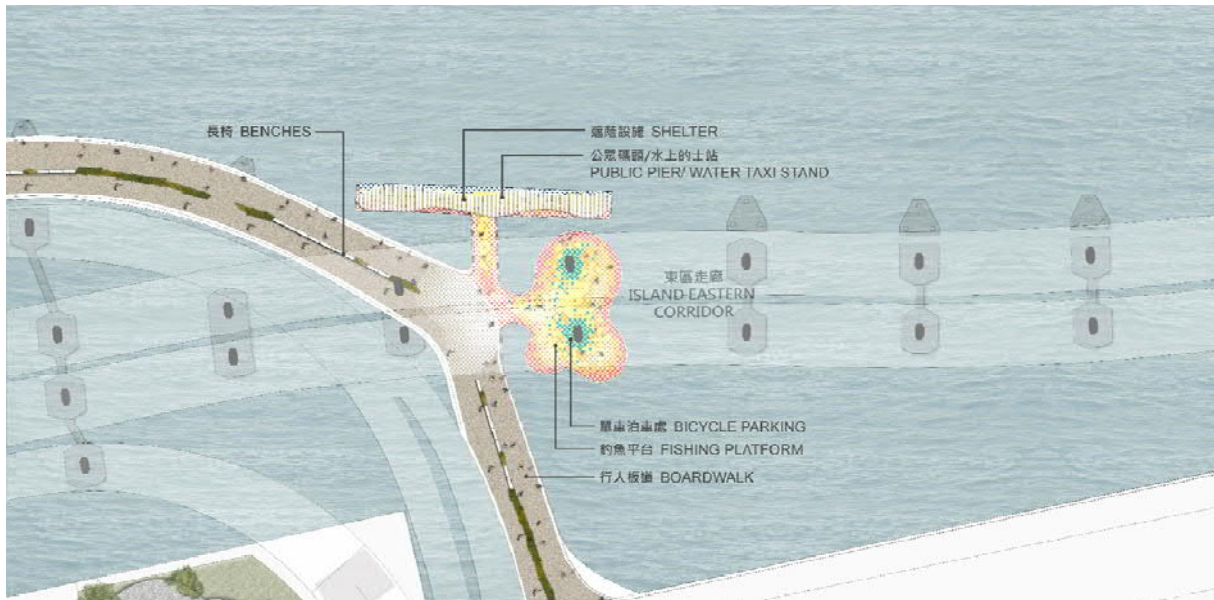
- Pocket garden, seating area, children's play area and cycle track are proposed at the future waterfront open space under the Urban Design Study for the Wan Chai North and North Point harbourfront areas





## Activity Node (2) - Tong Shui Road

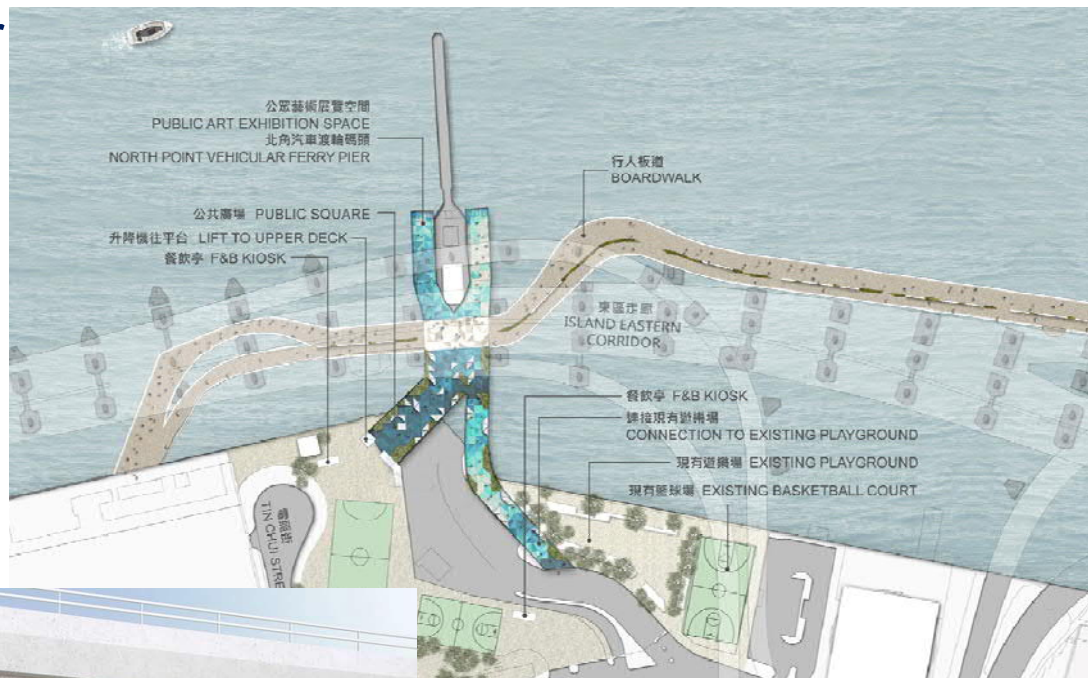
- A new fishing platform is proposed as an extension from the eastern edge of the Tong Shui Road Pier. The Pier can also serve as a boarding point for water taxi services.





## Activity Node (3) - North Point Vehicular Ferry Pier

- The boardwalk passes through the upper deck of the pier, which could be used as an outdoor multi-purpose activity space. The existing ramp leading to the upper deck of the pier connects the boardwalk to the surrounding recreational facilities.





## Activity Node (4) - Hoi Yu Street



- Cycle rental kiosk and food and beverage kiosk are suggested. There will be public artworks in different formats to make this an artistic and attractive entrance. We also propose a water playground to activate the space.



## Stage 2 Community Engagement

- Period: 29 November 2016 to 28 January 2017 for 2 months

Activities Schedule	Date
Eastern District Council Consultation	29 Nov 2016
Focus Group Meeting	15 Dec 2016
1st Community Forum	17 Dec 2016
Harbourfront Commission Consultation	12 Jan 2017
2nd Community Forum	14 Jan 2017

- Latest information is available at the project website (<http://www.boardwalk.gov.hk>).

# Thank you!



土木工程拓展署  
Civil Engineering and  
Development Department

**AECOM**

Appendix F4  
Meeting Minutes and Presentation Materials for the  
Meetings with the Task Force on Harbourfront  
Developments on Hong Kong Island of the Harbourfront  
Commission on 10 March 2017



**Harbourfront Commission**  
**Task Force on Harbourfront Developments**  
**on Hong Kong Island**

**Minutes of Twenty-sixth Meeting**

Date : 10 March 2017  
Time : 2:30 p.m.  
Venue : Conference Room (Room G46) at Upper Ground Floor,  
Hong Kong Heritage Discovery Centre, Kowloon Park,  
Tsim Sha Tsui

**Present**

Mr Nicholas BROOKE	Chair, Task Force on Harbourfront Developments on Hong Kong Island
Mrs Margaret BROOKE	Representing Business Environment Council
Dr Vivian WONG	Representing Friends of the Earth
Mr Anthony CHEUNG	Representing Hong Kong Institute of Architects
Dr Peter Cookson SMITH	Representing Hong Kong Institute of Planners
Mr TAM Po-yiu	Representing Hong Kong Institute of Urban Design
Ir Raymond CHAN	Representing Hong Kong Institution of Engineers
Mr Shuki LEUNG	Representing Real Estate Developers Association of Hong Kong
Mr Paul ZIMMERMAN	Representing Society for Protection of the Harbour
Mr Walter CHAN	
Mr Vincent NG	
Mr Henry CHAN	
Mr Thomas CHAN	Deputy Secretary for Development (Planning and Lands)1, Development Bureau (DEVB)
Ms Carmen YU	Senior Assistant Secretary (Tourism) 2, Tourism Commission (TC)
Ms Maggie MAK	Chief Traffic Engineer/ Hong Kong (Atg.), Transport Department (TD)
Mr Alfred WONG	Chief Engineer/ Hong Kong 1, Civil Engineering and Development Department (CEDD)
Mr Richard WONG	Assistant Director (Leisure Services)2, Leisure and Cultural Services Department (LCSD)

Mr Louis KAU

District Planning Officer/ Hong Kong, Planning  
Department (PlanD)

Mr Larry CHU

Secretary

**In Attendance**

Miss Christine AU

Principal Assistant Secretary (Harbour), DEVB

Ms Jenny WONG

Assistant Secretary (Harbour) Special Duties,  
DEVB

Miss Emily SOM

Assistant Secretary (Harbour)2, DEVB

**Absent with Apologies**

Mr LEUNG Kong-yui

Representing Chartered Institute of Logistics and  
Transport in Hong Kong

Mr SO Kwok-yin

Representing the Conservancy Association

Mr Evans IU

Representing Hong Kong Institute of Landscape  
Architects

Sr Emily LI

Representing Hong Kong Institute of Surveyors

Ms Vivian LEE

Mr NGAN Man-yu

Ms Rosanna CHOI

Ms Jacqueline CHUNG

Mr Stanley HO

Mr David PONG

Mr YEUNG Hoi-wing

Mr Alvin YIP

**For Matters Arising**

Mr Alfred WONG

Chief Engineer/ Hong Kong 1, CEDD

Mr LAM Chun-tak

Senior Engineer2 (HK Island Division)1, CEDD

Mr Charles LUK

Executive Director, AECOM

Mr Jimmy LAU

Technical Director, AECOM

**For Agenda Item 3**

Mr Mike HILL

CEO, Magnetic Asia Ltd.

Ms Kinny BARLOW

Head of Partnership, Magnetic Asia Ltd.

**For Agenda Item 4**

Ms Maureen EARLS

Managing Director, Central Venue Management

Mr John BINKS

Strategy Director, Central Venue Management

Ms Fiona LIU

Account Manager, Central Venue Management

**For Agenda Item 5**

Mr C K LAM

Chief Engineer/Hong Kong2, CEDD

Mr Franklin TSE

Senior Engineer 5 (HK Island Division 2) , CEDD

**Action**

**Welcoming Message**

**The Chair** welcomed all to the meeting. He informed Members that Ms Carmen YU, Senior Administrative Officer of TC, attended the meeting on behalf of Ms Emily MO; and Ms Maggie MAK, Chief Traffic Engineer (Acting) of TD, attended on behalf of Mr Peter MAK.

**Item 1 Confirmation of Minutes of the 25<sup>th</sup> Meeting**

- 1.1 **The Chair** said the draft minutes of the last meeting were circulated to Members on 28 February 2017. No comments were received from Members. There being no proposed amendment, the minutes were confirmed at the meeting.

**Item 2 Matters Arising**

- A. *Proposed Temporary Use at the Three Berths Released from Western District Public Cargo Working Area in Kennedy Town (paragraph 3.2 of the minutes of the 25<sup>th</sup> meeting)*

- 2.1 **Mr Paul ZIMMERMAN** said that the local community was unaware of the initiative. As some members of the public had been using the site for diversified activities such as jogging, cycling, kite flying and dog walking for years, he was concerned that the community farm might affect existing users. He requested the Government to engage the users and the community on the initiative.
- 2.2 **Miss Christine AU** responded that the tenancy agreement governing the short-term tenancy on community farming

would mandate public access to the waterfront including the open space adjacent to the community farm. The Government would welcome views from the local community and incorporate them as the tender requirements as appropriate.

B. Enhancement Works of Leisure Angling Ancillary Facilities in Central and Western District Promenade (Central Section)  
(paragraph 2.30 of the minutes of the 25<sup>th</sup> meeting)

2.3 **Mr Paul ZIMMERMAN** commented that most anglers preferred fishing at the Central Piers rather than along the Central and Western District Promenade as the latter was exposed to strong sunlight. He asked the Government to consider providing angling ancillary facilities including fishing rod holders at the Central Piers.

2.4 **The Chair** said LCSD would be invited to report back to the Task Force on the effectiveness of the trial scheme after it had been implemented for one year. The issue could be considered during the review.

C. Proposed Boardwalk underneath the Island Eastern Corridor – Stage 2 Community Engagement (paragraph 2.18 of the minutes of the 25<sup>th</sup> meeting)

2.5 **The Chair** welcomed representatives of the project team to the meeting. **Mr LAM Chun-tak** briefed Members on the preliminary findings of Stage 2 Community Engagement (CE2) of the proposed Boardwalk underneath the Island Eastern Corridor (IEC) and the major development gone through in the design and alignment of the boardwalk with the aid of a PowerPoint.

2.6 **The Chair** thanked the project team for the preliminary report on CE2 and enquired when the final report would be available.

2.7 **Mr LAM Chun-tak** responded that the project team was working on the final report of CE2 with a view to publishing



it in a couple of months.

- 2.8 **Mr Raymond CHAN** enquired if the project team had received public comments concerning Protection of the Harbour Ordinance (PHO).
- 2.9 **Mr LAM Chun-tak** said the public generally welcomed the boardwalk scheme with a width of 10m. While some of them had raised questions about compliance with PHO, they did not object to the proposed scheme. Comments concerning the extent of reclamation were mainly expressed by the Society for Protection of the Harbour (SPH) and Task Force members. The project team would prepare cogent and convincing materials to demonstrate that the proposed scheme would satisfy the overriding public need test as required under PHO.
- 2.10 **Mr TAM Po-yiu** said that the Hong Kong Institute of Urban Design (HKIUD) had made comments on the proposed scheme which were available for viewing at the Institute's website. Some members of HKIUD did express concern about the PHO.
- 2.11 **The Chair** invited the project team to continue their presentation and **Mr LAM Chun Tak** briefed Members on the major developments in the design and alignment of the IEC boardwalk with the aid of a PowerPoint.
- 2.12 **The Chair** remarked that Members had requested the project team to place the boardwalk underneath the IEC as originally designed at the informal session on 27 February 2017. He invited response from the team on Members' request.
- 2.13 **Mr Alfred WONG** responded that the project team was carefully exploring other possible schemes with DEVB and would consult the Task Force when ready.
- 2.14 **Miss Christine AU** supplemented that the Government had received a variety of views from the community and the Task

Force on the design, alignment, height of various sections as well as other requirements of the boardwalk over the years since inception of the project. While some appreciated better utilization of space for multiple uses, others were mindful of the footprint and additional width; while many supported a cycle track, others preferred a simplistic walkway. The project team had been striking a balance among different views, of which some were conflicting. As members of the Task Force also held different views on some aspects of the boardwalk, the team would appreciate some general pointers and principles from the Task Force on how the boardwalk scheme should be designed.

**2.15 Mr Vincent NG made the following comments-**

- (a) the boardwalk was an important project as part of the long-anticipated continuous promenade along the harbourfront on Hong Kong Island and there should be expedited implementation;
- (b) the views expressed by the community on various requirements of the boardwalk during the public engagement exercises might be conflicting as the community did not understand the technical aspects of the scheme fully and might not be aware of the PHO implications;
- (c) the Government might be over-generous to incorporate all public views which had resulted in a wider and wider boardwalk. He questioned whether the proposed 10m width scheme would only involve minimum reclamation;
- (d) the original scheme underneath the IEC, though might not be wide enough to accommodate multiple uses, would be more acceptable in terms of compliance with the PHO as it would not take away further water space; and
- (e) the project team should demonstrate that they had

tried their best to put the boardwalk underneath the IEC. Only failing that should the boardwalk be diverted outside the footprint of IEC. To this end, the Government could convince the Court and the society that only minimum reclamation had been carried out.

2.16 **The Chair** echoed with Mr Vincent NG's view that the Government should provide a time sensitive solution to take forward the boardwalk initiative. The boardwalk should be put underneath the IEC with shared use design as far as practicable.

2.17 **Mr Raymond CHAN** made the following comments-

- (a) he had all along been envisioning a simplistic boardwalk underneath the IEC;
- (b) to accommodate a walkway and a cycle track on a 5m-wide boardwalk, the Government might consider the time sharing principle. For instance, the boardwalk could be used exclusively for large-scale cycling competitions a few times every year; and
- (c) the project team should explore technical solutions to minimize the changes in elevation along the boardwalk.

2.18 **Mr TAM Po-yiu** opined that the chance of satisfying the overriding public needs test with the present scheme was slim as there were other reasonable alternative designs. He was worried that this would defer the implementation of the project.

2.19 **Mr Thomas CHAN** made the following responses-

- (a) the Government would appreciate the Task Force's indication of the preferred boardwalk design;
- (b) as for the time required for taking forward the project, the Government would need to go through the

consultancy process which would include the compilation of the cogent and convincing materials for satisfying the overriding public needs test;

- (c) the original public need to be satisfied by the proposed project was to establish accessibility to the waterfront for public enjoyment instead of merely providing a pedestrian walkway. Hence, weight should be given to how the boardwalk could be designed to satisfy the need of public enjoyment; and
- (d) if the consultant would come up with a technically feasible plan to put the boardwalk underneath the IEC and make use of the area under IEC, would it be acceptable to provide more space on the boardwalk given that the boardwalk would likely run into or embrace columns of the IEC?

2.20 **Dr Peter Cookson SMITH** considered that the present scheme was not one with minimum reclamation. He suggested that the respondents in the CE exercises could not represent all residents living at that area and their views would not be sufficient to override the requirement of PHO.

2.21 **Dr Vivian WONG** said it would be worthwhile to put a design which fulfilled the aspiration of the public to the test of the PHO. Besides, she opined that it would be feasible and easy to place the boardwalk with a cycle track underneath the IEC and referred to a recently built cycle lane underneath a highway in Fujian as an example.

2.22 **Mr Paul ZIMMERMAN** said there was no need to challenge the law. The Victoria Harbour was a natural heritage of Hong Kong that needed to be preserved against reclamation. Having regard that one could not enjoy the harbour if there was no access, he had always been supportive to the boardwalk initiative provided that it was put underneath the IEC. Alteration in alignment of the boardwalk outside the IEC footprint could not be justified. Besides, a boardwalk under the shelter and shade of the IEC could also maximise



public enjoyment.

- 2.23 **Mr Walter CHAN** opined that there might be a real risk for the proposed design to face legal challenges as the court had set a very high threshold for the overriding public need. He enquired if advice of the Department of Justice had been sought on whether the cogent and convincing materials in hand were sufficient for satisfying the PHO's requirement.
- 2.24 **The Chair** responded that the Task Force was aware of the risk of legal challenge for this scheme.
- 2.25 **Mrs Margaret BROOKE** said that the need to be satisfied was a need for access to and enjoyment of the harbour. It was believed that maximising the area of the boardwalk underneath the IEC could meet the requirements of the PHO. Any additional facilities should be provided on the boardwalk only if the PHO's requirement was met.
- 2.26 **Mr Raymond CHAN** advised the Government to go for an alignment with the minimum permissible width first with a possibility for future expansion.
- 2.27 **Miss Christine AU** made the following responses-
- (a) it was the vision of the Commission to build a 73km long continuous promenade with high quality open spaces for diversified uses and public enjoyment along our harbourfront. From the public engagement exercises, public aspiration of a shared use boardwalk with diversified activities was identified;
  - (b) as for the compliance with PHO, the Government would adhere to the concerned technical circular on carrying out all harbourfront projects involving reclamations. Separately, a working group had been set up under HC to examine the PHO;
  - (c) information relevant to reclamations including reclamation area, decked area above the sea had all

been made available to the public through the digests of CE1 and CE2; and

- (d) the project team would take into account views collected from CE1 and CE2 as well as Members from various meetings and briefings and devise an alternative which sought to minimise reclamation and maximise public enjoyment as far as technically feasible.

2.28 **Dr Peter Cookson SMITH** considered that the IEC boardwalk presented an opportunity for an innovative and unique design that could add diversity to the waterfront of the Victoria Harbour.

2.29 **Mr Paul ZIMMERMAN** underscored that putting the boardwalk directly underneath the IEC within the existing footprint would not have any impact on the existing use of the harbour. The design could make use of the water body to the south of the IEC.

2.30 **The Chair** concluded that the Task Force's general principles on the design of the boardwalk were that the boardwalk should be underneath the IEC; the design should strike a balance between minimising reclamation and maximising public enjoyment; shared-use including time-sharing should be encouraged; and there should be minimum change in elevation. He asked the project team to provide an alternative option with architectural inputs to the Task Force within three months.

**CEDD**

2.31 **Miss Christine AU** responded that the project team would report to the Task Force at the next meeting.

### **Item 3     Clockenflap Hong Kong's Music & Arts Festival**

3.1 **The Chair** welcomed the representatives from the organiser of the Clockenflap Hong Kong's Music & Arts Festival





Hong Kong Island & Islands Development Office  
Civil Engineering and Development Department

# **Stage 2 Community Engagement for the Proposed Boardwalk underneath the Island Eastern Corridor**

10 March 2017

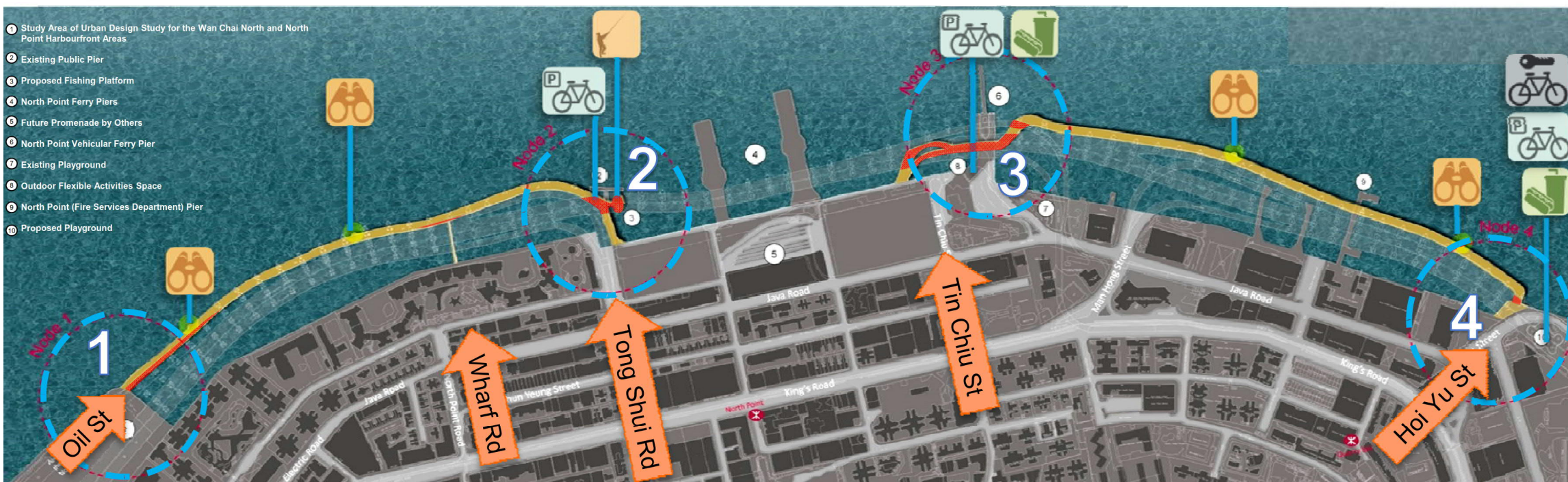
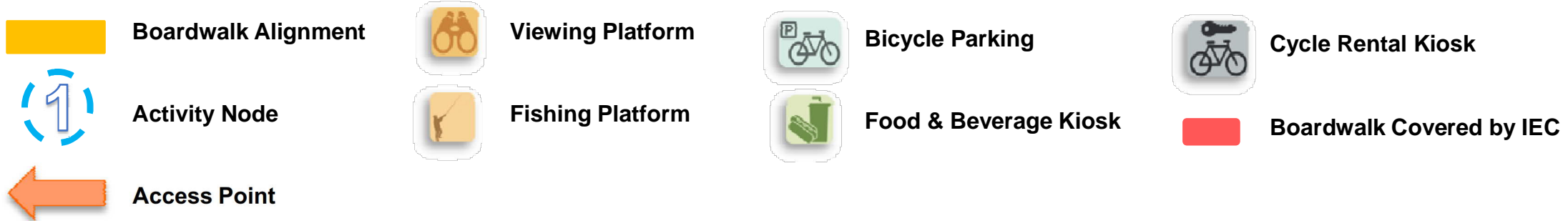
Briefing to the Task Force on Harbourfront Developments on  
Hong Kong Island



# Stage 2 Community Engagement

2

## Legend:



## 1. Oil Street

- Connection to future waterfront open space

## 2. Tong Shui Road

- Connection to future waterfront open space
- Multi-purpose activity space

## 3. North Point Vehicular Ferry Pier

- Multi-purpose activity space
- Connection to waterfront open spaces
- Food & beverage kiosk

## 4. Hoi Yu Street

- Playground under IEC
- Public artworks display
- Food & beverage kiosk



# Stage 2 Community Engagement

- Period: 29 November 2016 to 28 January 2017 for 2 months

Activities Schedule	Date
Eastern District Council Consultation	29 Nov 2016
Focus Group Meeting	15 Dec 2016
1st Community Forum	17 Dec 2016
Harbourfront Commission Consultation	12 Jan 2017
2nd Community Forum	14 Jan 2017

- Public views were expressed in the consultation meetings
- Written submissions were received
- A total of 373 feedback were collected from the project website

# Feedback from Stage 2 Community Engagement

- Broad support for a simplistic and natural boardwalk design along the North Point Waterfront
- Majority urged for provision of a cycle track but some cast doubt in the context of the Protection of Harbour Ordinance (PHO)
- Received good support for a 10m wide boardwalk but some expressed reservation because of PHO concern
- Request for more utilisation of the space under Island Eastern Corridor (IEC)

# Feedback from Stage 2 Community Engagement

- Supported extra access point at Provident Garden
- Some suggested the allowance of pets to use the boardwalk and pet management/control and hygiene issues should be looked into
- Measures to enhance public safety, management and maintenance of the boardwalk should be further developed
- Demarcation between walkway and cycle track to enhance safety for all users. Explore the design for space sharing among different user groups

# Comments from Key Stakeholders

- Society for Protection of the Harbour expressed concerns about the extent of reclamation
- HKTF members queried about the placement, alignment and width of the boardwalk in relation to IEC
- 190 forms received from the Hong Kong Cycling Alliance supported the inclusion of cycleway along the proposed boardwalk



# Major Developments in the Design and Alignment of the Island Eastern Corridor (IEC) Boardwalk

# Previous Deliberations in HC

HKTF Meeting	Members' comments
12 Jan 2012	<u>Cycleway Feasibility Study (by Hong Kong Cycling Alliance)</u> <ul style="list-style-type: none"> <li>generally welcomed the idea of setting up a cycle track along the waterfront</li> </ul>
30 Oct 2012	<u>Topical Study (1<sup>st</sup> consultation)</u> <ul style="list-style-type: none"> <li>Boardwalk should be designed comprehensively to allow multiple uses</li> <li>Efforts to maximise the width of boardwalk was appreciated</li> <li>The design of cantilevered structure outside the footprint of IEC where there was insufficient headroom was appreciated. More sections could adopt this design if appropriate.</li> <li>Cycle track should not be incorporated given the competition with pedestrian movement and the fragmented design.</li> </ul>

# Previous Deliberations in HC

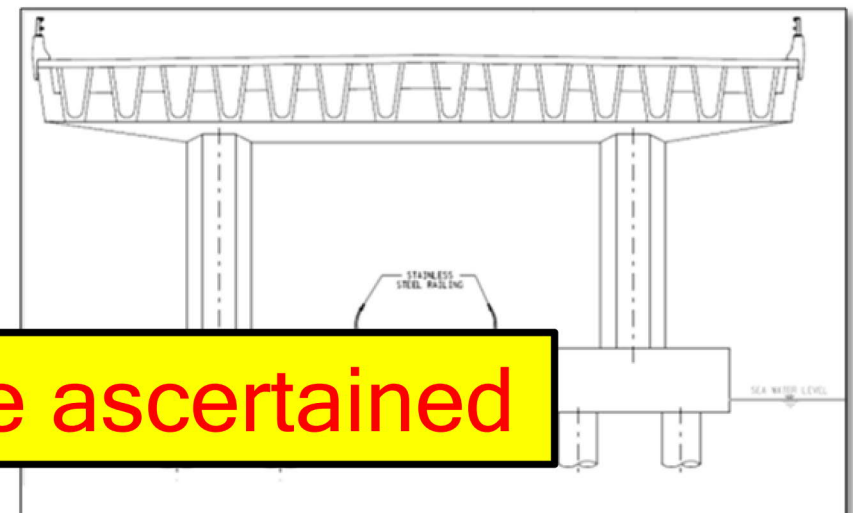
HKTF Meeting	Members' comments
24 Oct 2013	<p data-bbox="523 413 1402 470"><u>Topical Study (2<sup>nd</sup> consultation)</u></p> <ul data-bbox="523 487 2190 939" style="list-style-type: none"> <li data-bbox="523 487 2190 626">• The refined alignment which has incorporated Members' views was supported.</li> <li data-bbox="523 644 2190 782">• Cycling for recreational purpose should be catered for in other areas.</li> <li data-bbox="523 800 2190 939">• Boardwalk of varying width, as narrow as 2 metres in some parts, should be acceptable.</li> </ul>
29 Feb 2016	<p data-bbox="523 1025 1460 1083"><u>Stage 1 Community Engagement</u></p> <ul data-bbox="523 1100 2190 1477" style="list-style-type: none"> <li data-bbox="523 1100 2190 1308">• A 3.5 metre wide walkway would be too narrow and it would be unsatisfactory to adopt this width for the entire boardwalk.</li> <li data-bbox="523 1326 2190 1477">• A wider walkway cum cycle track would maximise the benefits of the boardwalk.</li> </ul>

## Hong Kong Island East Harbour-front Study (Mar 2012)

- Conceptual design
- Without consideration of site constraints such as headroom limitations
- 5m wide, no cycle track



Possible Alignment of IEC Boardwalk



**Technical feasibility yet to be ascertained**

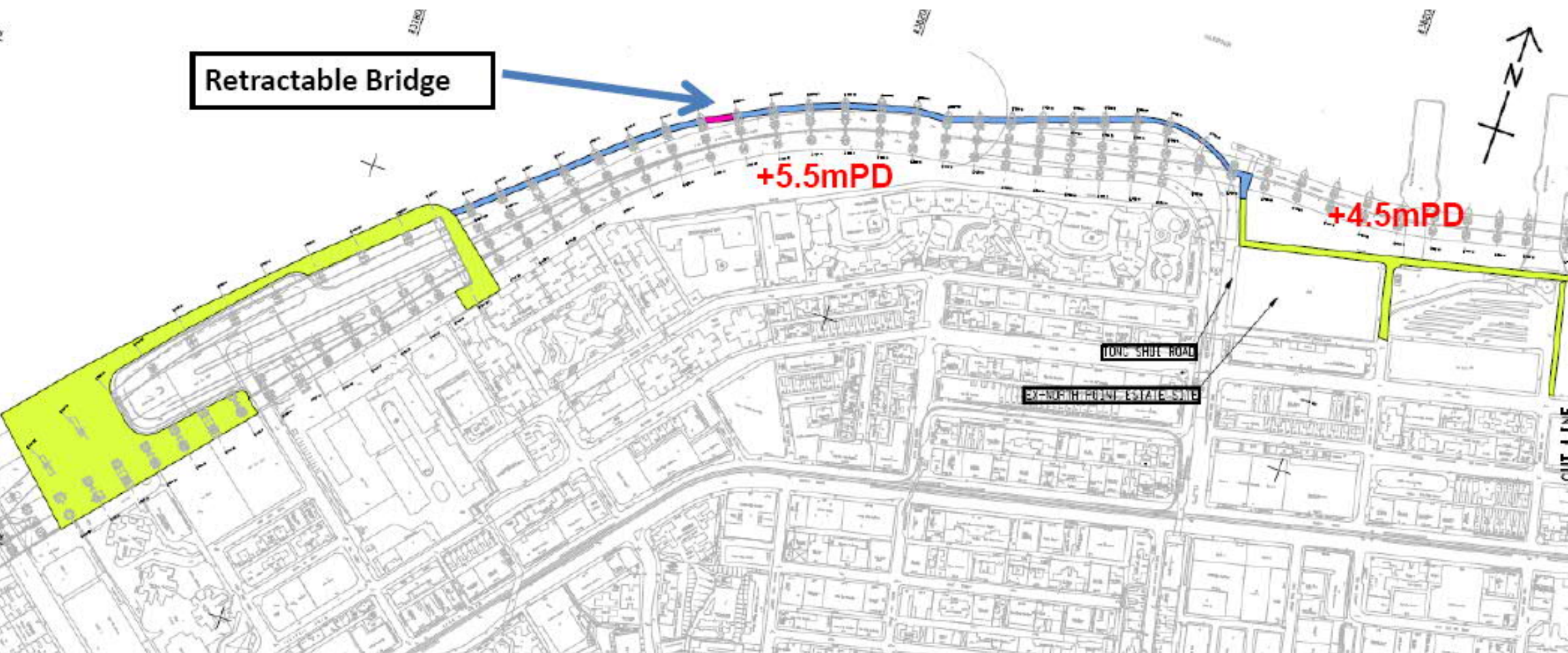


# Topical Study on the Proposed Boardwalk underneath the IEC (24 Oct 2013)

## Major Development

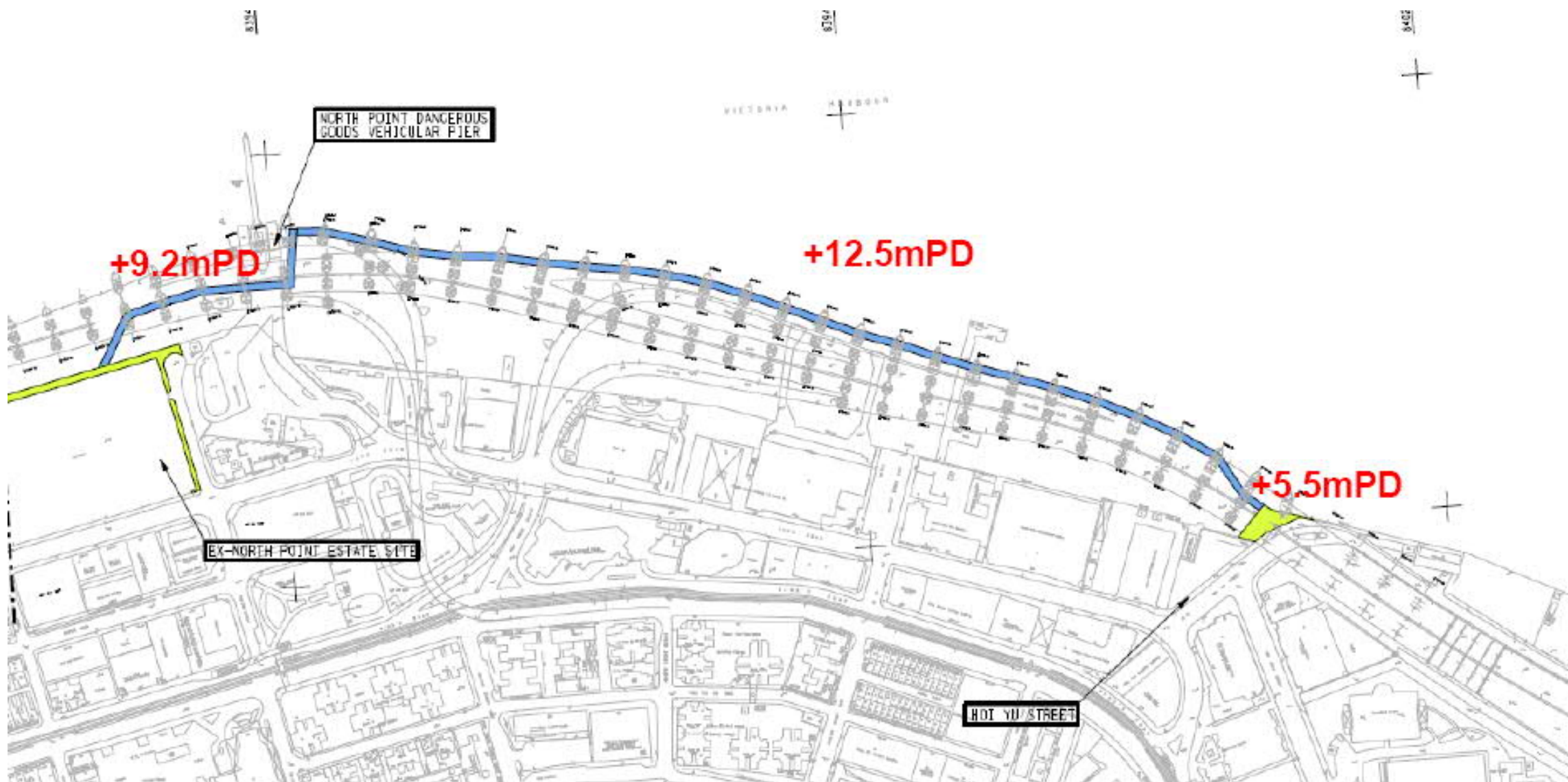
- Two schemes:
  - Scheme A: Walkway only  
(5m wide except 3.5m wide for 200m at slip road C of IEC)
  - Scheme B: Walkway and discontinuous cycle track  
(4m + 3.5m wide)
- As there is inadequate headroom at some western end sections and to maintain marine access at the eastern sections, a refined scheme (~5.5mPD for western and up to 12.5 mPD for eastern) was presented

# Topical Study on the Proposed Boardwalk underneath the IEC (24 Oct 2013) - Refined Scheme





# Topical Study on the Proposed Boardwalk underneath the IEC (24 Oct 2013) - Refined Scheme



# Stage 1 Community Engagement

## Major Development

- Two schemes
  - Scheme A: Walkway only (5m wide)
  - Scheme B: Walkway and continuous cycle track (3.5m + 4m wide)
  - Alignment basically follows that of the Topical Study taking into account of the detailed design of Central-Wan Chai Bypass and a minimum of 1m clearance from the IEC structure



# Stage 1 Community Engagement

To future open space north of Oil Street in North Point

Existing North Point Ferry Pier

To existing Quarry Bay Promenade

5.5 mPD

5.5 mPD

9.2 mPD

7.9 mPD

12.5 mPD

12.5 mPD

9.2 mPD

5.5 mPD

Longitudinal Profile

Note: mPD stands for metre above Principal Datum.

## LEGEND

- Proposed Cycle Track
- Proposed Walkway
- Future Open Space
- Access Point
- Major Activity Node

- Viewing Platform
- Fishing Platform
- Cycle Rental Kiosk
- Bicycle Parking
- Food & Beverage Kiosk

維多利亞港  
Victoria Harbour

公眾碼頭  
Public Pier

現有北角渡輪碼頭  
Existing North Point Ferry Pier



通往現有鰻魚涌海濱花園  
To existing Quarry Bay Promenade

通往北角油街以北將來的休憩空間  
To future open space north of Oil Street in North Point

5.5mPD

5.5mPD

9.2mPD

7.9mPD

12.5mPD

12.5mPD

9.2mPD

5.5mPD

油街  
Oil Street

渣甸道  
Tong Shui Road

北角站  
North Point Station

Java Road

King's Road

金鐘道  
Tin Chu Street

海裕街  
Hoi Yu Street

鰻魚涌站  
Quarry Bay Station

14



# Stage 2 Community Engagement

## Major Development

- One scheme
  - Wider walkway and continuous cycle track (10m wide for shared use)
  - Alignment of the boardwalk is retained, but with an increased width
  - CE1 is in the process of establishing the compelling and present need for a boardwalk with cycle track and other ancillary facilities that can only be satisfied by a minimum 10-m boardwalk



Artist's Impression at Tong Shui Road



# Cross Sections along the IEC Boardwalk

## Legend:



Pier F13 (Outside Provident Centre)

Pier 76 (West to North Point Vehicular Ferry Pier)

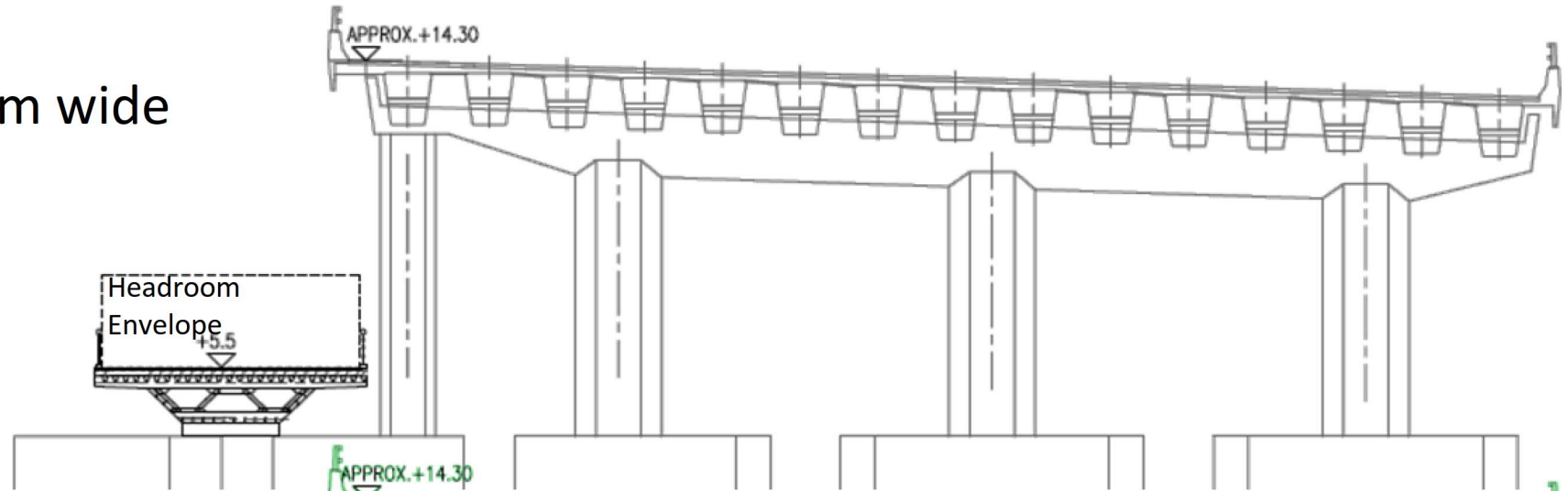
Pier A6 (Outside K. Wah Centre)



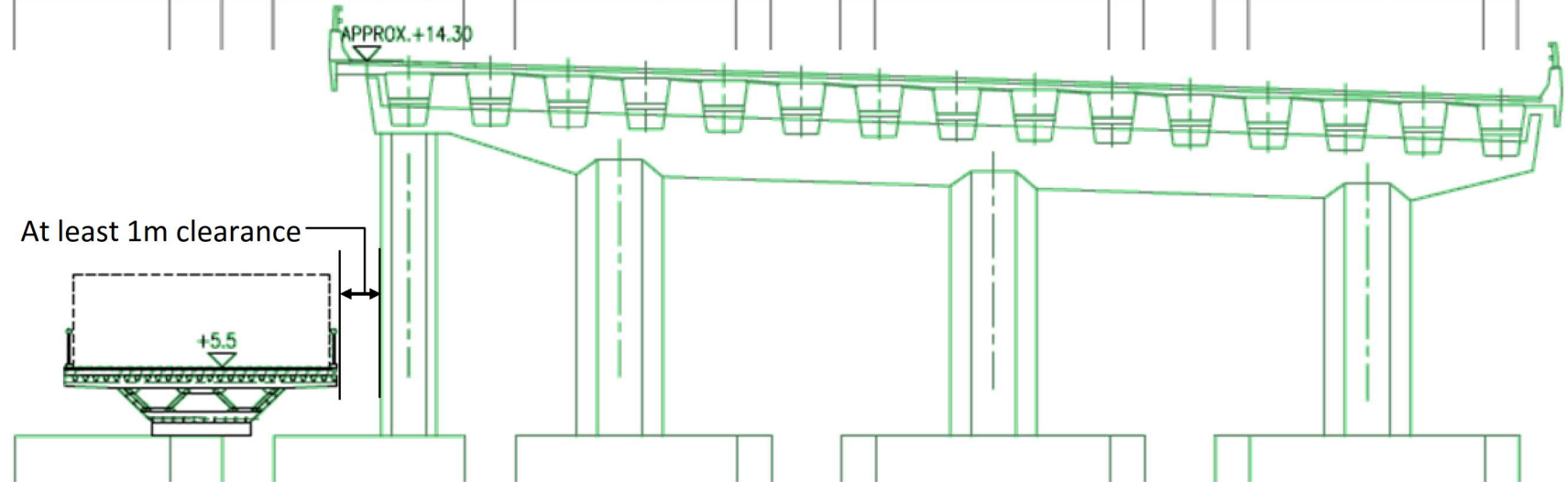
# Cross Section at Pier F13 (Outside Provident Centre)

19

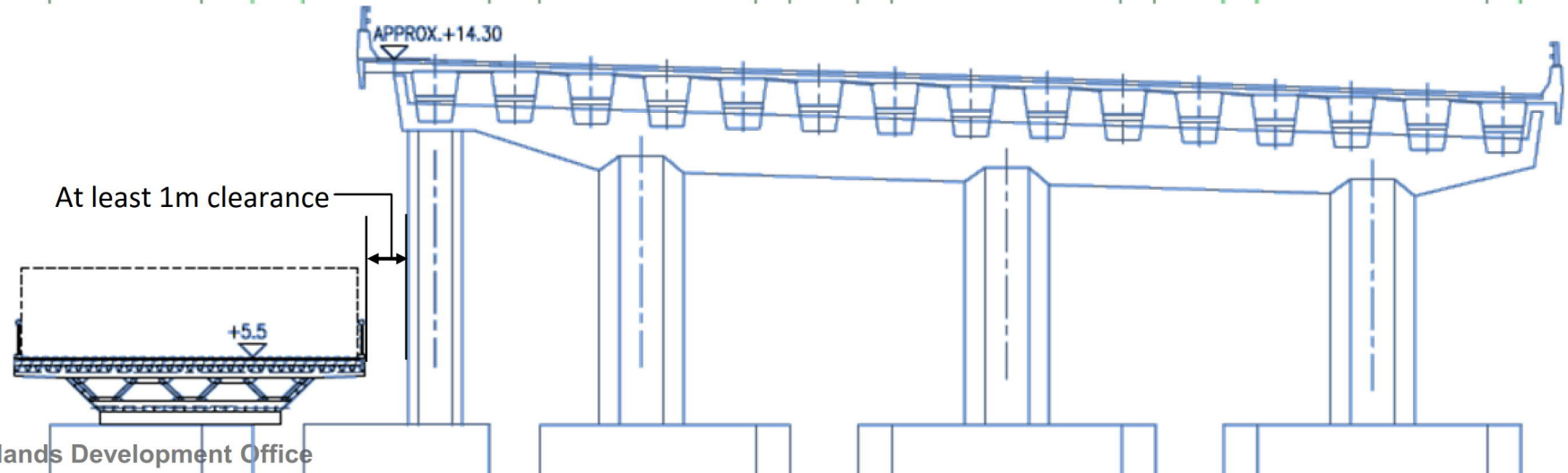
Topical study, 7.5m wide



CE 1, 7.5m wide

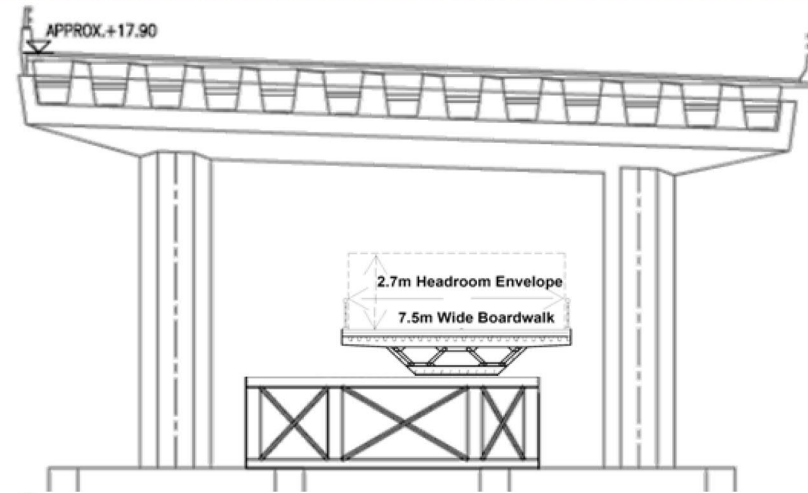


CE 2, 10m wide

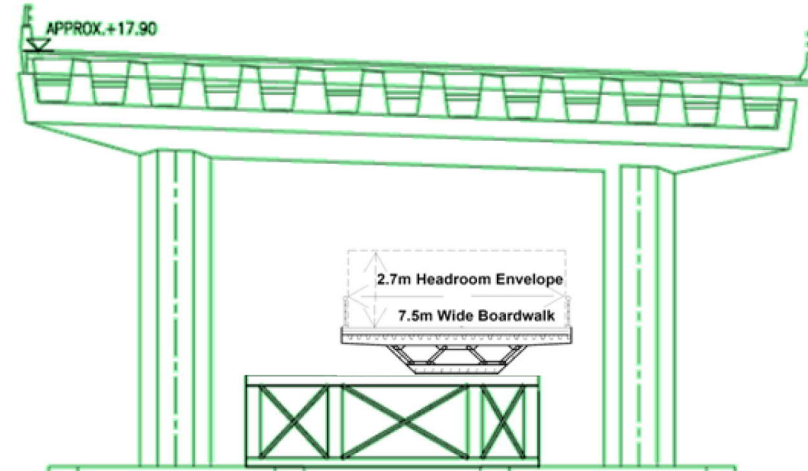


# Cross Section at Pier 76 (West to NP Vehicular Ferry Pier)<sup>20</sup>

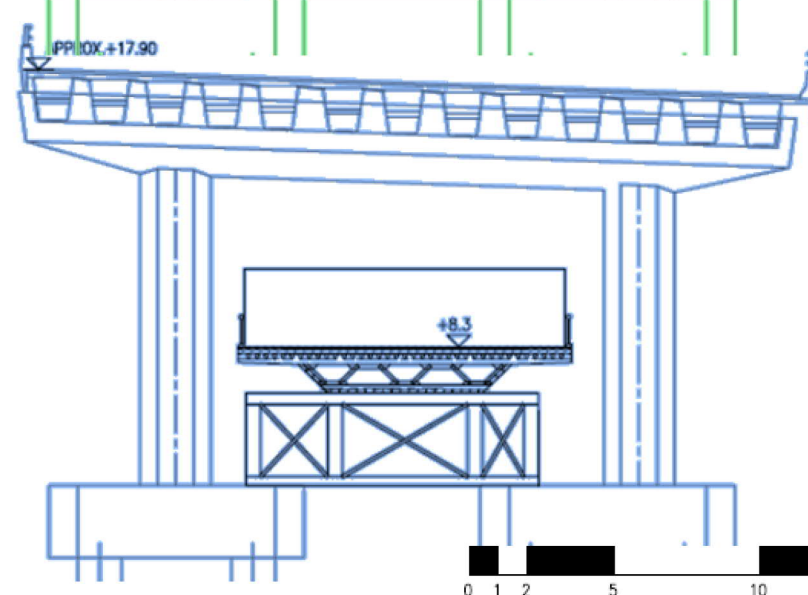
Topical study, 7.5m wide



CE 1, 7.5m wide



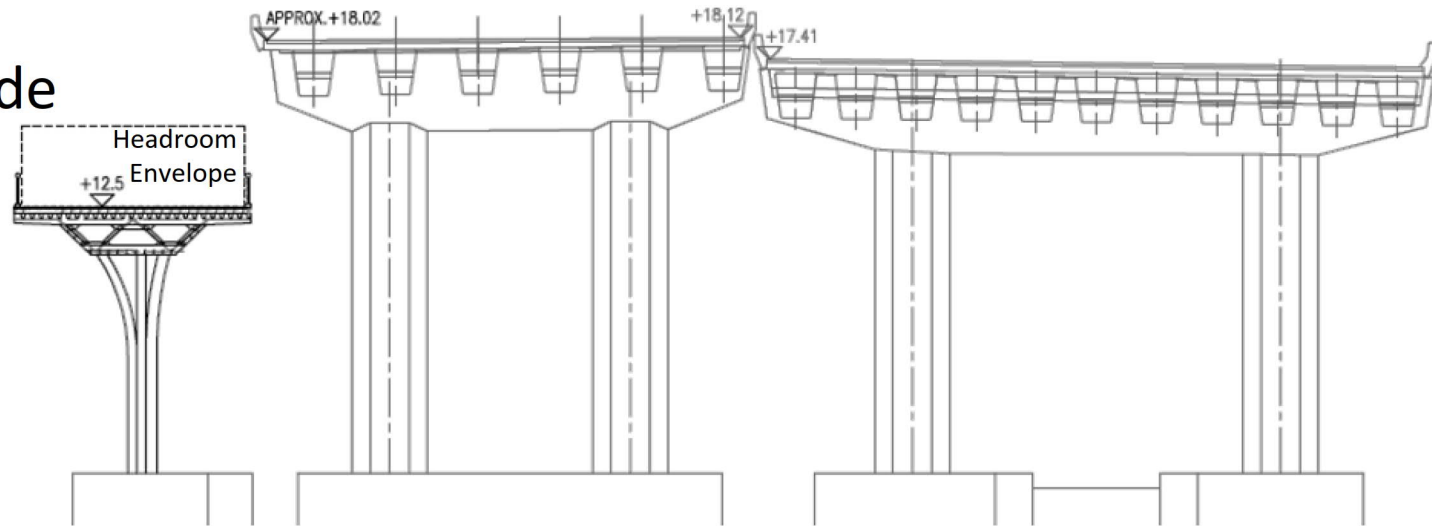
CE 2, 10m wide



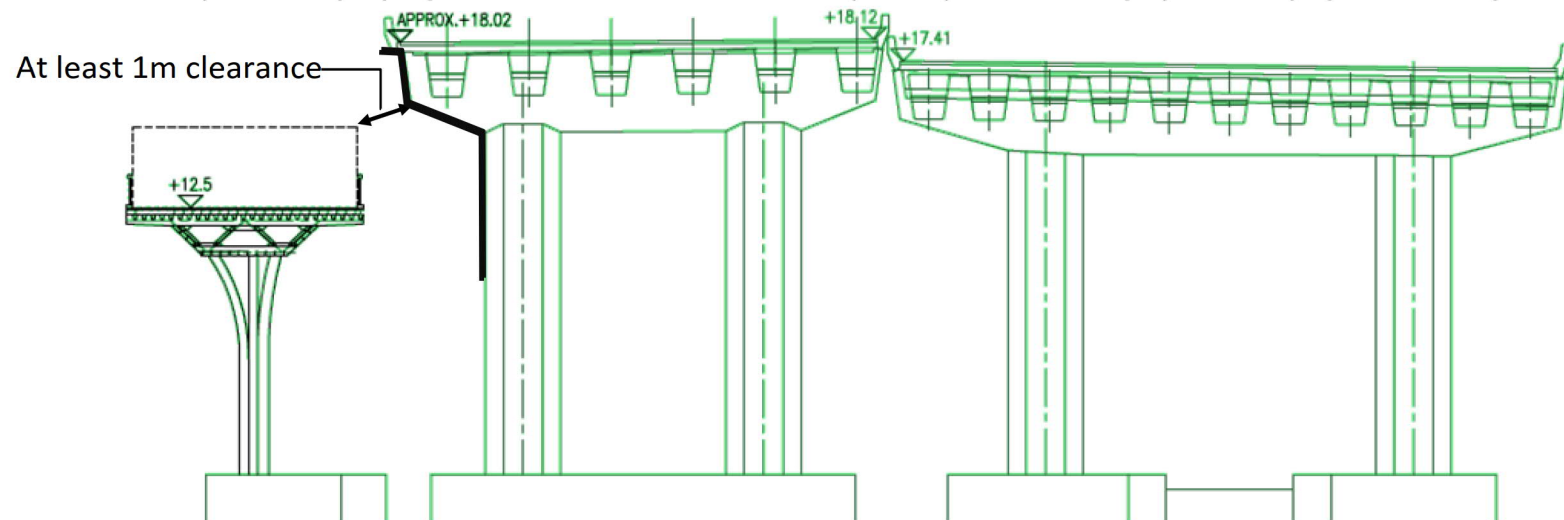
# Cross Section at Pier A6 (Outside K. Wah Centre)

21

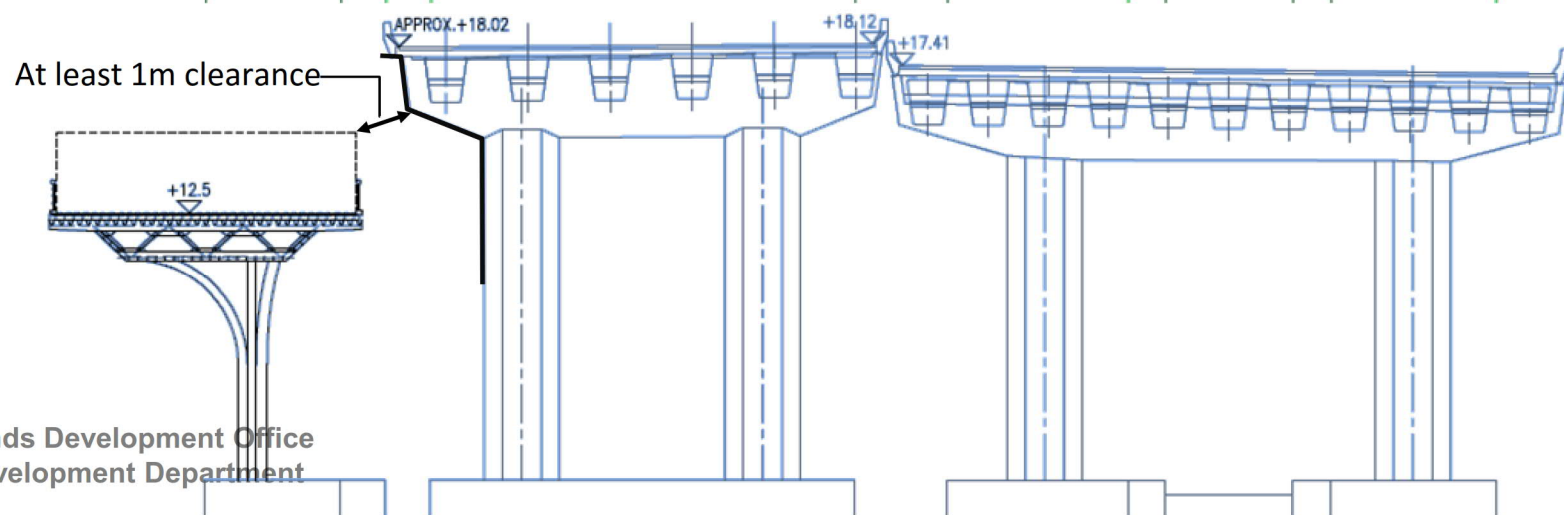
Topical study, 7.5m wide



CE 1, 7.5m wide



CE 2, 10m wide





Hong Kong Island & Islands Development Office  
Civil Engineering and Development Department

# Thank you



Appendix F5  
Meeting Minutes and Presentation Materials for the  
Meetings with the Task Force on Harbourfront  
Developments on Hong Kong Island of the Harbourfront  
Commission on 29 May 2017

**Harbourfront Commission**  
**Task Force on Harbourfront Developments**  
**on Hong Kong Island**

**Minutes of Twenty-seventh Meeting**

Date : 29 May 2017  
Time : 2:30 p.m.  
Venue : Conference Room (Room G46) at Upper Ground Floor,  
Hong Kong Heritage Discovery Centre, Kowloon Park,  
Tsim Sha Tsui

**Present**

Mr Nicholas BROOKE	Chair, Task Force on Harbourfront Developments on Hong Kong Island
Mrs Margaret BROOKE	Representing Business Environment Council
Mr LEUNG Kong-yui	Representing Chartered Institute of Logistics and Transport in Hong Kong
Dr NG Cho-nam	Representing Conservancy Association
Mrs Karen BARRETTO	Representing Friends of the Earth
Mr Anthony CHEUNG	Representing Hong Kong Institute of Architects
Mr Evans IU	Representing Hong Kong Institute of Landscape Architects
Mr Ivan HO	Representing Hong Kong Institute of Urban Design
Ir Raymond CHAN	Representing Hong Kong Institution of Engineers
Mr Shuki LEUNG	Representing Real Estate Developers Association of Hong Kong
Mr Paul ZIMMERMAN	Representing Society for Protection of the Harbour
Mr Hans Joachim ISLER	
Mr Thomas CHAN	Deputy Secretary for Development (Planning and Lands)1, Development Bureau (DEVB)
Mr Edward LEUNG	Senior Manager (Tourism) 21, Tourism Commission (TC)
Mr Peter MAK	Chief Traffic Engineer/ Hong Kong, Transport Department (TD)
Mr Alfred WONG	Chief Engineer/ Hong Kong 1, Civil Engineering and Development Department (CEDD)

Mr Richard WONG	Assistant Director (Leisure Services)2, Leisure and Cultural Services Department (LCSD)
Mr Louis KAU	District Planning Officer/ Hong Kong, Planning Department (PlanD)
Ms Jenny WONG	Secretary

**In Attendance**

Miss Christine AU	Principal Assistant Secretary (Harbour), DEVB
Mr Peter MOK	Project Manager (Harbour), DEVB

**Absent with Apologies**

Dr Peter Cookson SMITH	Representing Hong Kong Institute of Planners
Sr Emily LI	Representing Hong Kong Institute of Surveyors
Mr Walter CHAN	
Ms Vivian LEE	
Mr Vincent NG	
Mr NGAN Man-yu	
Mr Henry CHAN	
Ms Rosanna CHOI	
Ms Jacqueline CHUNG	
Mr Stanley HO	
Mr David PONG	
Mr YEUNG Hoi-wing	
Mr Alvin YIP	

**For Matters Arising**

Mr Alfred WONG	Chief Engineer/ Hong Kong 1, CEDD
Mr LAM Chun-tak	Senior Engineer2 (HK Island Division)1, CEDD
Ms Cathy LAM	Engineer 23 (HK Island Division)1, CEDD
Mr NG Shiu-yan	Divisional Officer (Planning Group)1, Fire Services Department (FSD)
Mr KWOK Wai-shun	Station Commander North Point Fire Station, FSD
Mr NG Wah-sum	Assistant Divisional Officer (Marine), FSD
Mr Charles LUK	Executive Director, AECOM
Mr Jimmy LAU	Technical Director, AECOM

**For Agenda Item 3**

Ms Amy CHEUNG	Assistant Director/Territorial, PlanD
Ms April KUN	Chief Town Planner/Studies and Research, PlanD

Mr Patrick FUNG	Senior Town Planner/ Studies and Research 5, PlanD
Mr Kenny CHAN	Associate Director, AECOM
Mr Avery WAI	Assistant Urban Planner, AECOM

**For Agenda Items 4 and 5**

Mrs Susanne WONG	District Officer (Central and Western), Home Affairs Department (HAD)
Mr Jiv MOK	Senior Executive Officer (District Management), HAD
Mr Eric MAN	Executive Officer (District Management), HAD
Miss K C CHAN	Executive Assistant, Central and Western District Office, HAD
Ms Maggie MAK	Senior Engineer/ Central and Western, TD
Mr Joe HUI	Senior Engineer/ Gas Standards A2, Electrical and Mechanical Services Department (EMSD)
Mr Gary YIU	Estate Surveyor/ Central and Harbourfront, Lands Department (LandsD)

**Action**

**Welcoming Message**

**The Chair** welcomed all to the meeting. He informed Members that Mr Edward LEUNG, Senior Manager of TC, attended the meeting on behalf of Ms Emily MO.

**Item 1 Confirmation of Minutes of the 26<sup>th</sup> Meeting**

- 1.1 **The Chair** said the draft minutes of the last meeting were circulated to Members on 22 May 2017. The revised draft minutes with Members' comments incorporated were circulated on 26 May 2017. There being no other proposed amendment, the minutes were confirmed at the meeting.

**Item 2 Matters Arising**

- A. Proposed Boardwalk underneath the Island Eastern Corridor – Stage



2 Community Engagement (paragraph 2.5 of the minutes of the 26<sup>th</sup> meeting)

- 2.1 **The Chair** welcomed representatives of the project team to the meeting. **Mr Alfred WONG** said that the project team had revised the scheme for the proposed boardwalk underneath the Island Eastern Corridor (IEC) after taking into account Members' comments and public opinions collected during Stage 2 Community Engagement (CE2). Under the revised scheme, both eastern and western sections of the boardwalk were placed under IEC as far as technically feasible.
- 2.2 **Mr LAM Chun-tak** presented the revised scheme with the aid of a PowerPoint. Under the revised scheme, the boardwalk would occasionally embrace existing columns of IEC in order to utilize the space underneath the IEC. Majority of the boardwalk would maintain a minimum overall clear width of 7.5m and would largely be placed underneath the IEC footprint. He said that CEDD would conduct a 2-month public consultation to collect public views on the revised scheme in Q3/Q4 2017 tentatively.
- 2.3 **The Chair** supported the revised scheme. He requested the Fire Services Department (FSD) to allow the North Point FSD Pier (the FSD pier) to be used as a landing for the boardwalk with the aim of minimizing the level change along the alignment of the boardwalk. He opined that such a proposal should not hinder the work of FSD, given that the area was observed to be serving as a carpark most of the time now.
- 2.4 **Mr KWOK Wai-shun** responded that only temporary parking was allowed at the FSD pier.
- 2.5 **Mr NG Wah-sum** supplemented that the FSD pier was operational to save and rescue people's lives from fire and other calamities in the sea. In the unfortunate circumstance with the happening of serious incidents involving a large number of casualties, FSD would need to occupy the whole pier to arrange transportation of casualties to hospitals.

Passageway to the pier must be kept clear during operations. In this connection, shared use of the pier was considered not practicable from FSD's operational perspective.

- 2.6 **The Chair** opined that the passageway could be kept clear during operations by simply installing a foldable gate.
- 2.7 **Mr NG Wah-sum** responded that it might be unacceptable to the public if the pier cum part of the boardwalk was closed off for a few hours during operations. FSD would take on board Members' comments and consider if there was any feasible way to share the use of FSD Pier with boardwalk users.
- 2.8 **Ir Raymond CHAN** supported the revised scheme but said that the rising gradient, even not very steep, would cause inconvenience to users in wheelchairs as well as cyclists. If the FSD pier could be shared with boardwalk users, FSD could flexibly use part of the boardwalk to carry out rescue work when needed.
- 2.9 **Mr LEUNG Kong-yui** supported the revised scheme and echoed Members' comments on shared use of the FSD Pier. He was confident that members of the public would give way to FSD under emergency situations.
- 2.10 **Mr Ivan HO** welcomed the proposed alignment which would provide design flexibility to make it more interesting and vibrant. He opined that the overall design for the activity nodes should be consistent. He concurred with other Members that cordoning off the FSD pier during emergency would be a sensible option.
- 2.11 **Mrs Margaret BROOKE** supported the revised scheme. She suggested that the rationale behind the design should be provided to the public during the upcoming public consultation.
- 2.12 **Mr Paul ZIMMERMAN** appreciated the efforts that the project team had made in minimizing the impact on the

harbour and providing a sheltered boardwalk for public enjoyment. He said additional connections should be provided in the western section to better connect the hinterland with the boardwalk. On shared use of the FSD pier, the general public would certainly give way to rescue operations. The arrangement was similar to the shared use of public road outside fire stations/ambulance depots. He observed that the FSD pier was used as a temporary carpark from time to time.

2.13 **Mr Anthony CHEUNG** supported the revised scheme and echoed that a winding boardwalk could be more interesting from design perspective. He opined that the project team might provide more gathering points for various activities. He also concurred with other Members on the shared use of the FSD pier.

2.14 **Mr LAM Chun-tak** made the following responses-

- (a) despite geographical constraints under IEC, the western section of the boardwalk would be as flat as possible, i.e. at a level of around +5.5 mPD and the gradient for the eastern section was in general less than 4%. Only a 70m-long section outside K. Wah Centre would have a gradient of about 4.7%, which should be acceptable for the aged and disabled;
- (b) majority of the boardwalk would maintain a minimum overall clear width of 7.5m and largely be placed underneath the IEC footprint under the revised scheme;
- (c) the four activity nodes at Oil Street, Tong Shui Road, North Point Vehicular Ferry Pier and the area next to Hoi Yu Street as elaborated in CE2 would remain unchanged; and
- (d) the project team was liaising with the Highways Department and PlanD on providing additional connections near Oil Street and City Garden at the western section.

- 2.15 **Mr KWOK Wai-shun** supplemented that FSD would prohibit cars from parking at the FSD pier in the medium to long run.
- 2.16 **Mr NG Wah-sum** added that while pedestrians would only be restricted from using the roads outside fire stations/ ambulance depots for a short period of time under normal circumstances, FSD would need to close off the FSD pier for hours during rescue operations. The level of inconvenience to the public would be much higher in the latter case.
- 2.17 **Mr Paul ZIMMERMAN** opined that after weighing the pros and cons, he believed that the community would accept the FSD pier to be closed off under the few emergency circumstances rather than accepting the rising gradient which would be permanent in nature.
- 2.18 As a way out, **Mr NG Shiu-yan** suggested having an alternative route above the FSD pier for public use during above-mentioned operations.
- 2.19 **The Chair** said the above suggestion would involve additional project cost.
- 2.20 **Ir Raymond CHAN** said that the alternative route, if any, could be much narrower as compared to the rest of the boardwalk.
- 2.21 **The Chair** thanked the project team and FSD for attending the meeting and asked them to consider Members' comments. He said that in the upcoming consultation, it should be made clear that the public was not invited to suggest further options on the alignment all over again but they could give views on the revised one.
- 2.22 **Mr Paul ZIMMERMAN** said that the Commission could play a more active role in assisting the Government to explain the revised scheme to the public.

**CEDD**





Hong Kong Island & Islands Development Office  
Civil Engineering and Development Department

# Proposed Boardwalk underneath the Island Eastern Corridor

Task Force on Harbourfront  
Developments on Hong Kong Island

29 May 2017

# Progress Update

Time	Development Stage
February 2016 - March 2016	Stage 1 Community Engagement (CE1)
November 2016 – January 2017	Stage 2 Community Engagement (CE2)
12 January 2017	25 <sup>th</sup> Meeting of the Task Force on Harbourfront Developments on Hong Kong Island
27 February 2017	Briefing to the Task Force on Harbourfront Developments on Hong Kong Island
10 March 2017	26 <sup>th</sup> Meeting of the Task Force on Harbourfront Developments on Hong Kong Island

# Major Concerns from Key Stakeholders

- The public generally welcomed the boardwalk proposal put forward in CE2 and urged for the early implementation of the project
- Society for Protection of the Harbour and the Harbourfront Commission expressed concern that the extent of reclamation was not minimized in the sense that the space under IEC was not utilized
- FSD considered share use of access bridge of the North Point (FSD) Pier was not appropriate for normal and emergency operations
- A private pier owner considered that their marine access right would be infringed

# Revised Scheme





- An overall clear width of around 7.5m is adopted to minimize the extent of reclamation
- Alignment generally placed underneath the IEC footprint
- Around 4m headroom above the North Point (FSD) Pier underneath IEC was agreed with FSD. There will be re-provisioning of landing steps at the outer pier within existing pier's footprint with additional fenders of 10 m<sup>2</sup> to be added which is outside the IEC footprint
- Subject to resolving issue of marine access to the private pier

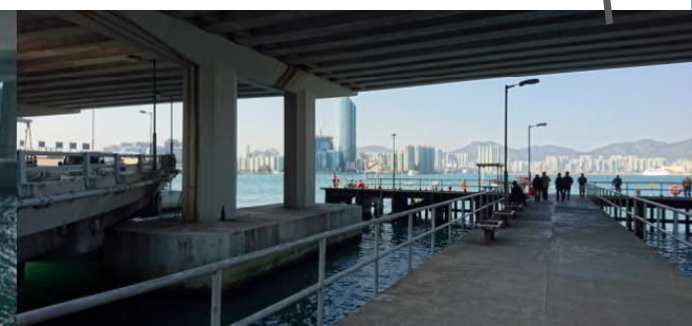
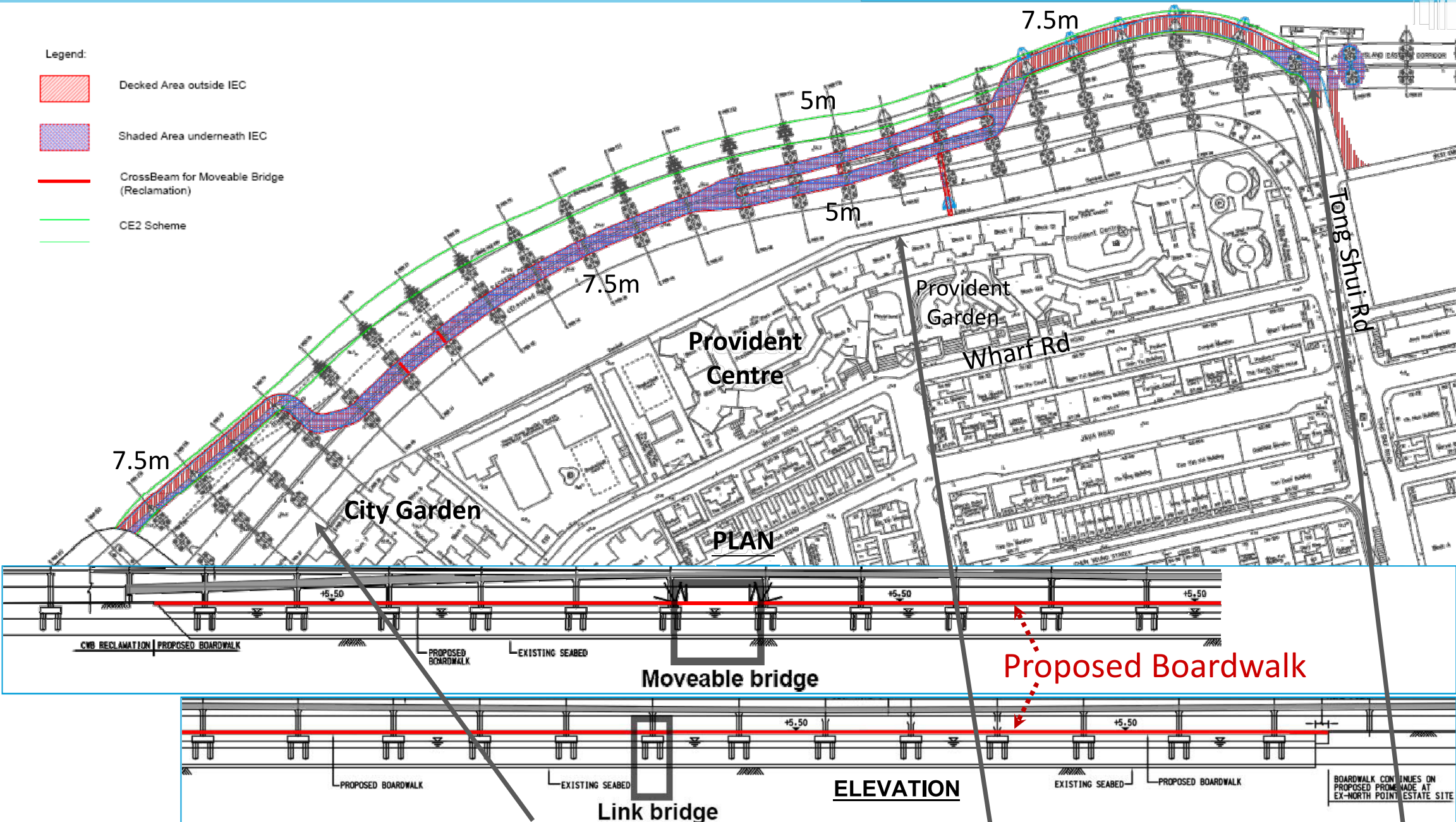


# Revised Scheme – Western Section

5

Legend:

-  Deeked Area outside IEC
-  Shaded Area underneath IEC
-  CrossBeam for Moveable Bridge (Reclamation)
-  CE2 Scheme







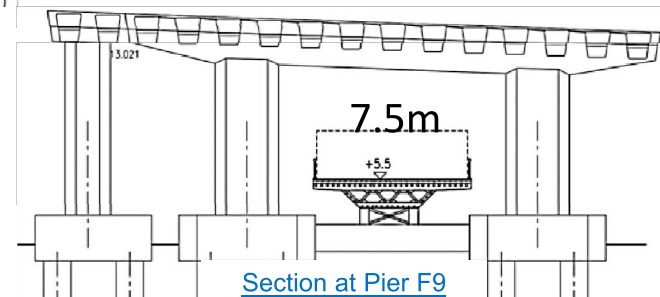
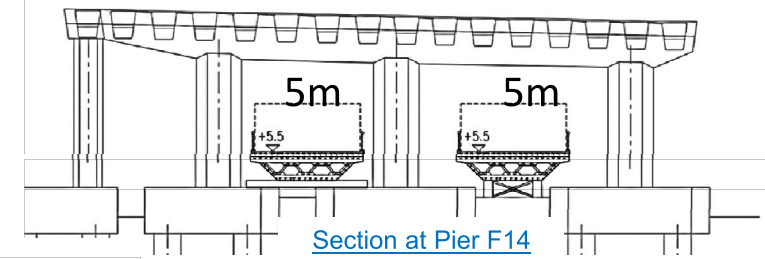
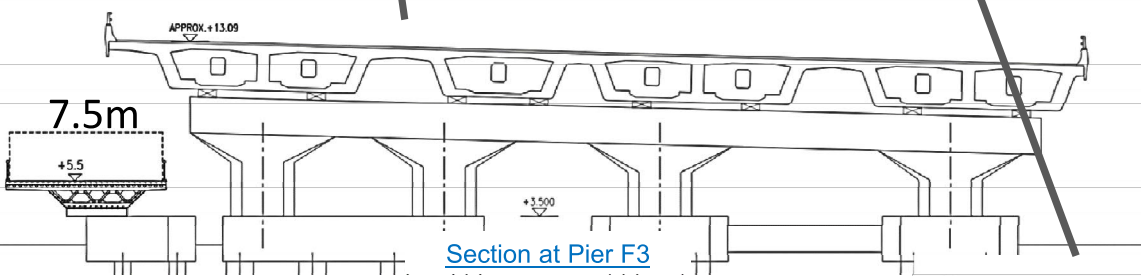
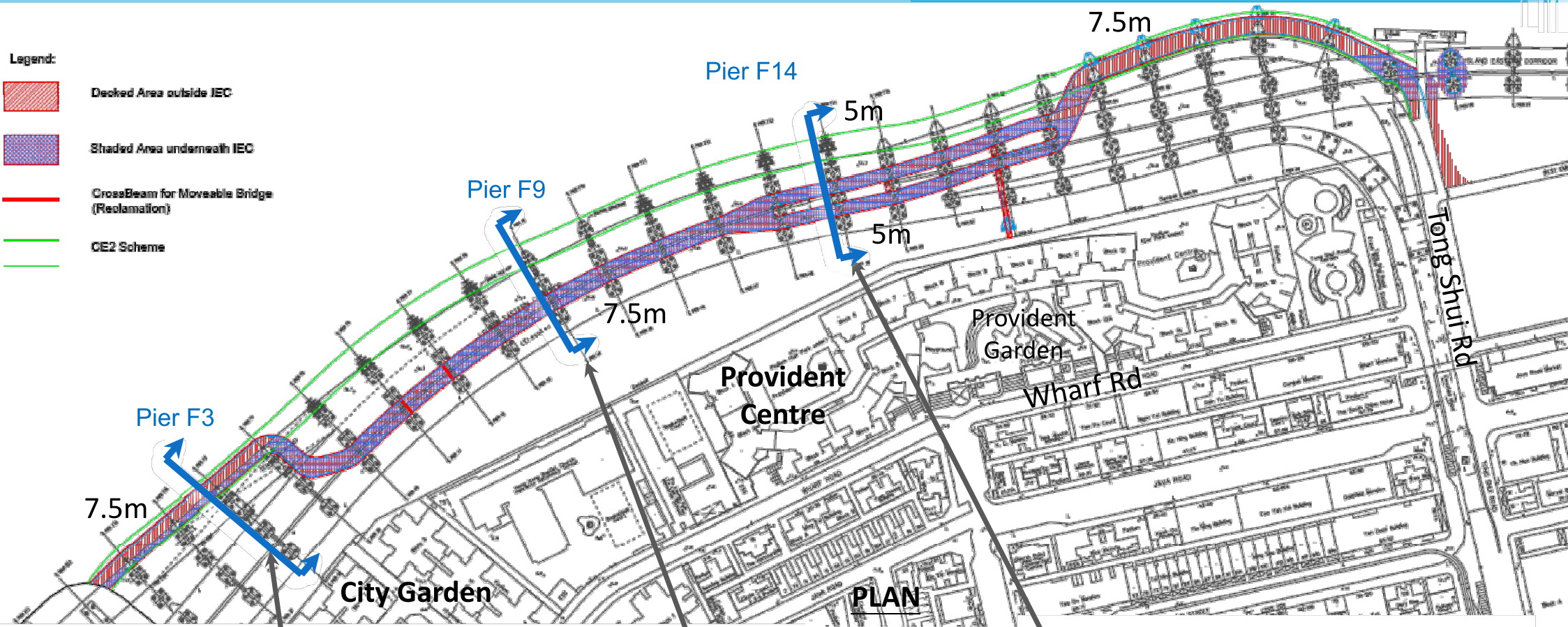


# Revised Scheme – Western Section

6

## Legend:

-  Decked Area outside IEC
-  Shaded Area underneath IEC
-  CrossBeam for Moveable Bridge (Reclamation)
-  CE2 Scheme

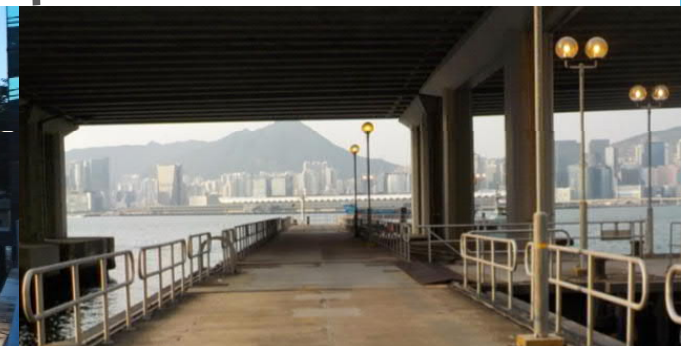
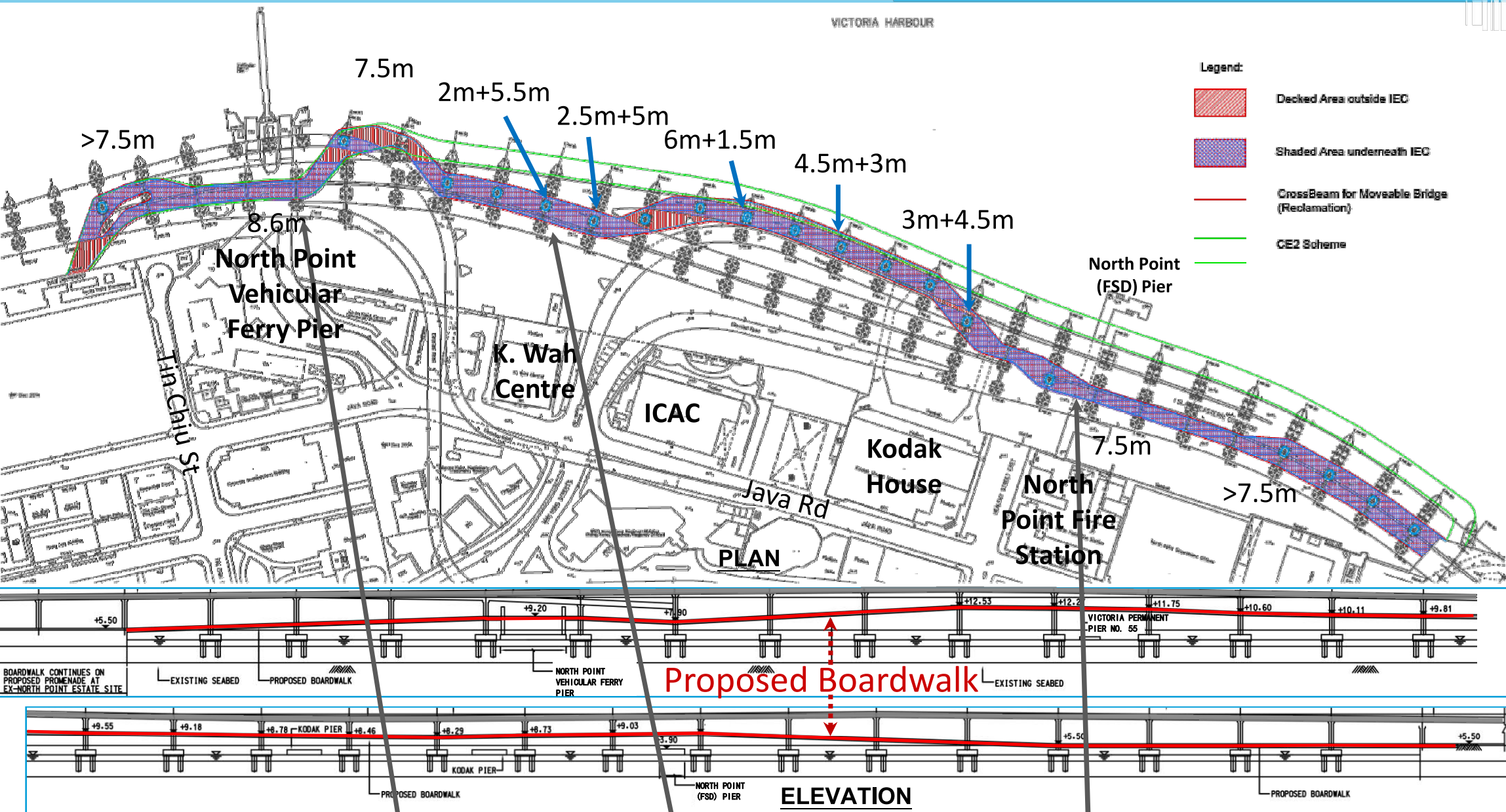


## SECTIONS



# Revised Scheme – Eastern Section

7









## Summary of PHO Implications and Relations with IEC Footprint of the Boardwalk Schemes

Design Options	Physical Reclamation of Piled Foundations	PHO Implications	Relations with IEC Footprint	
		Reclamation Area (m <sup>2</sup> )	Shaded Area underneath IEC (m <sup>2</sup> ) (% of Decked Area)	Decked Area outside IEC Footprint (m <sup>2</sup> ) (% of Decked Area)
<b>Revised Scheme</b> 7.5m (Walkway Shared with Cycle Track) + Link Bridge	7 Additional piled foundations	200*	13,500* (77%)	4,000* (23%)
<b>CE 2</b> 10m (Walkway Shared with Cycle Track) + Link Bridge	17 Additional piled foundations	510	3,400 (19%)	14,100 (81%)
<b>CE 1</b> 7.5m Boardwalk (Walkway Shared with Cycle Track)	10 Additional piled foundations	300	3,250 (25%)	10,000 (75%)

\* Subject to resolution with private pier owners

# Way Forward

- Once the revised scheme is agreed, we will put forward the scheme for further consultation.
- Further public consultation in 2017 Q3/Q4 to ensure that the scheme could be made available for public information and that their views could be collected so as to attain broadest public support.



Hong Kong Island & Islands Development Office  
Civil Engineering and Development Department

# Thank you

## Appendix G

### Written Comments from Professional Institutions/ Organisations





# 保護海港協會 Society for Protection of the Harbour

香港金鐘道 88 號太古廣場一座 608 室  
Room 608, One Pacific Place, Hong Kong  
Website: <http://www.harbourprotection.org>

E-mail: [info@harbourprotection.org](mailto:info@harbourprotection.org)  
Tel: (852) 2626-8373  
Fax: (852) 2845-5964

Mr. Lam Sai Hung, JP.,  
Director of Civil Engineering & Development  
15/F., Civil Engineering and Development Building,  
101 Princess Margaret Road,  
Homantin, Kowloon.

By e-mail & Post

13<sup>th</sup> January 2017

Dear Sir,

**Re: Boardwalk underneath Eastern Island Corridor – Public Engagement**

We refer to our recent correspondence and to our enclosed letter of even date addressed to the Secretary for Justice and which is self-explanatory.

Our Society is a legally constituted and recognised charitable institution committed to the protection and preservation of Victoria Harbour for the benefit of the seven million Hong Kong people as well as future generations. We are also supportive of improving the harbourfront environment for the benefit of the North Point residents.

We refer you to the current public consultation being undertaken by you in which you are proposing significant reclamations of Victoria Harbour at North Point. We respectfully seek your urgent response to the following queries:-

Firstly, please let us know what steps you had taken to ensure that your reclamation proposals are lawful and comply with the Protection of the Harbour Ordinance and the various court judgments we had secured.

Secondly, please particularise the ‘overriding public need’ which justifies each of your reclamation proposals and clarify how your reclamation proposals satisfy the legal requirements of “minimum reclamation” and “no reasonable alternative”.

**Harbour Manifesto:** *To protect and preserve the harbour and enhance the harbour-front to provide a healthy environment and a good quality of life for the people of Hong Kong*

**維港宣言:** 保護及保存維港, 並優化海濱, 為香港市民, 提供一個健康及優質的生活環境



# 保護海港協會 Society for Protection of the Harbour

香港金鐘道 88 號太古廣場一座 608 室  
Room 608, One Pacific Place, Hong Kong  
Website: <http://www.harbourprotection.org>

E-mail: [info@harbourprotection.org](mailto:info@harbourprotection.org)  
Tel: (852) 2626-8373  
Fax: (852) 2845-5964

Thirdly, please explain to us the reason for your present new 19<sup>th</sup> October 2016 Proposal and why you have not pursued your previous 24<sup>th</sup> May 2013 Proposal which had received wide public support. Your previous 2013 Proposal required much less reclamation by reason of which our Society had not lodged any objection thereto.

We trust that you will appreciate the importance of our above queries which are made by us in good faith with a view to ensuring that the proposal to improve the harbourfront environment of North Point can move forward properly without the possibility of legal challenge by anyone.

In that spirit, we suggest a meeting between us with an open mind on both sides to seek the best and the swiftest way forward. We sincerely hope to avoid our past experience of repeatedly finding ourselves in the position of having no other alternative but to have to take the matter to court. Such a result does not benefit anyone.

We look forward to your early response.

Yours faithfully,

Hardy K.C. Lok,  
Chairman

c.c. The Secretary for Justice  
The Secretary for Development  
The Director of Planning  
The Chairman, Harbourfront Commission

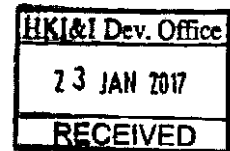
**Harbour Manifesto:** *To protect and preserve the harbour and enhance the harbour-front to provide a healthy environment and a good quality of life for the people of Hong Kong*

**維港宣言:** 保護及保存維港, 並優化海濱, 為香港市民, 提供一個健康及優質的生活環境



Please reply to: [info@hkcyclingalliance.org](mailto:info@hkcyclingalliance.org)

Civil Engineering and Development Department  
Hong Kong Island & Islands Development Office,  
13/F, North Point Government Offices,  
333 Java Road, North Point, Hong Kong



AECOM Asia Company Limited  
8/F, Grand Central Plaza Tower 2,  
138 Shatin Rural Committee Road,  
Shatin, Hong Kong

22 January 2017

## Inclusion of Cycleway as part of the Boardwalk underneath the Island Eastern Corridor, for Stage 2 Community Engagement

Dear Sirs

Today, 340 Hong Kong people have cycled from Kennedy Town to Quarry Bay to support the government's Stage 2 proposal to enable and encourage cycling along the IEC Boardwalk. They represent a cross-section of Hong Kong people, including men, women and children, public representatives and ordinary citizens, those who cycle regularly and many who don't.

Their views and comments are attached hereto.

Most, if not all, of them also support the creation of a Harbourfront Cycleway that extends from Kennedy Town to Chai Wan. While direct consideration of this may be beyond the remit of this consultation, we urge that attention is nevertheless paid to the integration of cycling with adjacent planning areas, present and potential, and the impact of related decisions for the eventual development of such cycling along the whole waterfront.

Yours faithfully



Martin Turner  
chairman, Hong Kong Cycling Alliance  
+852 9203 1505



HONG KONG  
CYCLING  
ALLIANCE

香港單車同盟

Martin Turner 杜立民  
chairman

[www.hkcyclingalliance.org](http://www.hkcyclingalliance.org)

+852 9203 1505  
[martin.hkcall@gmail.com](mailto:martin.hkcall@gmail.com)  
f [martinjsturner](https://www.facebook.com/martinjsturner)

[www.hkcyclingalliance.org](http://www.hkcyclingalliance.org)



香港城市設計學會  
Hong Kong Institute of Urban Design

26 January 2017

By Email: boardwalk@cedd.gov.hk

**Civil Engineering and Development Department**

Hong Kong Island & Islands Development Office,  
13/F, North Point Government Offices,  
333 Java Road, North Point, Hong Kong

Dear Sir / Madam,

**Re: Boardwalk under the Island Eastern Corridor**

On behalf of the Hong Kong Institute of Urban Design, we would like to provide comments on the Boardwalk under the Island Eastern Corridor.

Attached please find our Position Paper for your reference. If it would be helpful, we are pleased to meet to explain the content of our Paper. Should further information be required, please kindly contact me or Ms. Cherry Lau, our Administrative Officer at 2530 8135.

Yours sincerely,

Prof. Stephen M.B. Tang, HKIUD

President

cc Council / PAC Members

Hong Kong Institute of Urban Design Limited

香港金鐘金鐘道89號力寶中心第二座22樓2207-9室 Suite 2207-9, 22/F, Tower Two Lippo Centre, 89 Queensway, Admiralty, Hong Kong  
Tel: (852) 2530 8135 Fax: (852) 2530 8100 Web: www.hkiud.org Email: inq@hkiud.org





香港城市設計學會  
Hong Kong Institute of Urban Design

**The HKIUD Public Affairs Committee's Comments on  
the "Boardwalk underneath Island Eastern Corridor – Investigation Stage 2  
Community Engagement"**

1. We have strong reservation about the way that this issue is being handled. Our comments are as follows.
2. The proposed boardwalk was designed and developed over two years as part of the Hong Kong Island East Harbourfront Feasibility, completed in March 2012. It was supported at all the public consultations held as part of this study. It is noticed that the Harbourfront Commission subsequently requested CEDD to examine the engineering viability of this proposal, and they reported back that it was viable, although dolphin structures might well be required. At that time the main part of the proposed walkway was located underneath the shadow of the existing Island Eastern Corridor. Every effort was taken to avoid or to minimize encroachment onto open water surface. The main potential difficulty, apparently was how the provisions of the Protection of the Harbour Ordinance (PHO) would be met, which could only be rebutted by establishing an overriding public need for reclamation ("the overriding public need test") based on cogent and convincing materials.
3. The study presumably continued in-house after that. However, after some 12 months of study, a "**Refined Proposal**" emerged, with a 10 m wide boardwalk, involving 510 sq m of reclamation and 17,500 sq m of decked area above the sea, with a total affected water area of 40,500 sq m. The entire design and location had changed. This is much more than a "refinement" of the previous accepted in principle proposal.
4. We are now led to believe that the quite extensive structure, as proposed, is the result of public **requests** through a new consultation process, and we are left to assume, that all demands have been accommodated which thereby requires a completely different type of structure. This leaves the following several issues open.
5. If we look back at the original planning intention, it should be clear that the central issue of the project is quite simple – the job is to provide a necessary connective element to ensure, as far as possible, a continuous pedestrian promenade along the harbourfront.
6. Elevated roads in strategic locations offer a real opportunity for efficient and sustainable use of the space beneath, and need to be better exploited in a dense city with a high demand for space. On the Kwun Tong waterfront we have the example of an elevated highway which provides one kilometer of available ground level land that can be used for a variety of waterfront related purposes. In Island East we have a similar gifted opportunity to use space over water pro-actively and extremely cost-effectively and sustainably, incorporating a very necessary use and a high degree of

Hong Kong Institute of Urban Design Limited

香港金鐘金鐘道89號力寶中心第二座22樓2207-9室 Suite 2207-9, 22/F, Tower Two Lippo Centre, 89 Queensway, Admiralty, Hong Kong  
Tel: (852) 2530 8135 Fax: (852) 2530 8100 Web: [www.hkiud.org](http://www.hkiud.org) Email: [inq@hkiud.org](mailto:inq@hkiud.org)



香港城市設計學會  
Hong Kong Institute of Urban Design

public gain. We could as well show to other cities how Hong Kong could again capably turn constraints into opportunities in a compact environment.

7. The question is why were the public not requested to make/support a simple decision directed at the 'overriding public need' aspect with regard to the original proposal? That is to say they could simply have been asked to either support the overriding need for such a facility, intended to provide a coherent link with the longer eastern harbourfront promenade, or support the provisions of the PHO that there should be no further harbour reclamation of any type, instead of asking them for a "shopping list" despite both cost and constraints
8. It would also be useful to recall at this juncture that the three tests laid down by the High Court in July 2003 – regarding the presumptions outlined in Section 3.1 of the PHO were : **Compelling, overriding and present need; No viable alternative; Minimum impairment.** The current scheme as proposed is flaunting the sentiments set out in the PHO rather than sensible focusing on **proportionality**, and more particularly so when there is a viable, far less intrusive and much more cost-effective option that has already gone through public consultation. The constraint that we were given to understand in the original version was the "headroom" in one small area might be slightly reduced, but we cannot see how an alternative solution should lead to this major deviation, instead of diversion of the alignment inland, or other design solutions. On the other hand, could the current proposal likely meet the three tests ?
9. From an urban design point of view, the engineering model now put forward has a high impact, and is located entirely outside the alignment of the Island Eastern Corridor (IEC), leaving the area under the IEC entirely vacant. The massive opportunity that exists for sustainable integration of the boardwalk in a completely effective way is ignored having been shown to be viable. The aspects of climate protection from rain or sunlight that this provides has likewise been ignored, as has the opportunity to revitalize a "left-over" area under the IEC.
10. In respect of the width of 10 metres in the design, there is a need to look critically at the issue of accommodating a wide purpose designed cycletrack, and particularly so given the constraints. Cycling as pointed out in previous correspondence should be closely evaluated in the urban area, and only encouraged in situations that create opportunities both for recreation and as a form of transport. As it is, the difficulties in introducing a safe system are great. While the idea of achieving this in the situation under review has emotive appeal, it is most unlikely that this would serve in any way as a transport corridor between home or workplace, school or station. We also have on our doorstep a 50km cycletrack, purpose-built, largely around the coast of the NT that is currently being extended in two further phases to 100km. This is also purposely integrated within the planning framework of several of the new towns so that, unlike high density developments in the urban area, children can cycle to school or stations without the need to cross major highways, or travel along massively trafficked public roads. In addition the cycletrack is very popular for recreation with

Hong Kong Institute of Urban Design Limited

香港金鐘金鐘道89號力寶中心第二座22樓2207-9室 Suite 2207-9, 22/F, Tower Two Lippo Centre, 89 Queensway, Admiralty, Hong Kong  
Tel: (852) 2530 8135 Fax: (852) 2530 8100 Web: [www.hkiud.org](http://www.hkiud.org) Email: [inq@hkiud.org](mailto:inq@hkiud.org)



香港城市設計學會  
Hong Kong Institute of Urban Design

bicycle hire provided informally by private operators. The NT system is in most parts engineered with a physical separation between cyclists and pedestrians. In the situation along the Eastern Island waterfront we are dealing not with a fully integral solution but an 'add on' to an existing waterfront in a situation that is fraught with legalities, and where young cyclists even living in nearby estates would have to cross major roads to even get to the waterfront, and would unlikely be able to use this as a means of transport to schools, public transport or anything else, as none of these are provided near to the harbourfront. The main prerogative on the Eastern Island waterfront must be to provide a safe and comfortable waterfront pedestrian environment, with perhaps informal cycling use as occurs on the Aldrich Bay waterfront.

11. It could be understood that Government is trying to address the requests from everyone, and the provision of a wide boardwalk incorporating cycletrack is to meet the requests of cyclists, but Government should perhaps re-consider the prospect of passing the three tests under the PHO. Meeting public aspirations (or the aspirations of some quarters of the community) may not necessarily equal to meeting an "overriding public need". While this might have to be decided by Judicial Review when all factors and alternatives must be taken into consideration, protracted litigation processes may only postpone any harbourfront enhancement initiatives however well-intentioned they may be.

**Public Affairs Committee of  
The Hong Kong Institute of Urban Design  
January 2017**

Hong Kong Institute of Urban Design Limited

香港金鐘金鐘道89號力寶中心第二座22樓2207-9室 Suite 2207-9, 22/F, Tower Two Lippo Centre, 89 Queensway, Admiralty, Hong Kong  
Tel: (852) 2530 8135 Fax: (852) 2530 8100 Web: [www.hkiud.org](http://www.hkiud.org) Email: [inquiry@hkiud.org](mailto:inquiry@hkiud.org)

## 郭偉強立法會議員辦事處

### 「東區走廊下行人板道研究」第二階段公眾參與 意見書

#### **背景**

北角區居民多年以來希望可擁有鄰近海濱的公共空間，2012 年終於迎來規劃署建議在東區走廊下興建一條兩公里長的行人板道，連接北角油街至鰂魚涌的海裕街。有關研究工作歷時 3 至 4 年，政府直至 2016 年 2 月才開始就規劃進行第一階段公眾參與，因應收到意見，修訂及更新計劃細節後，於去年 12 月初又展開第二階段公眾參與計劃。

本辦事處去年曾邀請土拓署及有關工程設計公司代表，舉行諮詢會，向居住在北角及附近的居民，介紹行人板道規劃，也讓政府部門聽取意見。在第一期諮詢意見中，大部分居民都贊成板道設有單車徑、單車租借亭、觀景台、釣魚平台、餐飲亭及座椅等。在部門第二期公眾參與的摘要上，除了臚列有關設施外，行人板道設計的出入口共有 6 個地點，其中新增了和富花園的通道(現時有蓋通道部分由康文署管轄)，作為出入口。郭偉強議員為進一步聽取北角及附近居民的意見，安排辦事處人員在 1 月 20 日至 24 日於和富中心、渣華道街市及新光戲院等地點，進行街頭問卷調查，共收到 152 份有效問卷。

#### **問卷分析**

雖然我們今次收集的問卷不多，但居民的意見很清楚，所有受訪居民均表示贊成在上址興建行人板道，贊成比例上，較土拓署第一階段問卷調查 91%贊成還要高。至於新增和富花園的出入口，96%(147 人)贊成，只有 3%(4 人)不贊成。贊成原因方面，有 90 人填寫了原因，最多提及是「可做運動」、「可跑步」、「運動健身」、「方便鍛鍊身體」、「方便晨運」，約有 17 人填寫了與運動有關的原因。其次，較多受訪者提及依次是改善環境、多一個地方散步、多點空間、有休憩的地方。

至於和富花園新增一個出入口，當板道落成後，大家可穿過和富花園前往板道，不用走到糖水道或遠至油街的出入口。96%(147 人)贊成在和富花園新增出入口，不贊成的只有 3%(4 人)。至於有來自和富中心的受訪者，有 37 人，當中只



有 4 人(10%)反對在和富花園開設出入口。

當中有有兩人提及反對原因，一是「怕人多」、另一是「建議在糖水道出入口往板道」。換句話說，開設這個出入口，在出入口附近居住的居民都贊成。至於贊成的原因，則一面倒說「進出方便」、「方便」及「近」。

在興建這條行人板道，居民最關心甚麼？我們要求受訪者按意願次序，排出 1 至 8 的選項，分別是景觀、休憩空間、環境衛生、噪音、治安、綠化與園景特色、單車道與行人通道分隔及其他。最多人優先關注的是休憩空間(22%)，其次是環境衛生(19%)，第三位同屬噪音(14%)及治安(14%)。第四位及以後依次是景觀(13%)、綠化園景(11%)及行人與單車道分隔(6%)，

至於是否需要為板道設定開放時間，即不是 24 小時開放，59%(81 人)受訪者認為需要，30%(42 人)認為不需要，沒意見者有 11%(15 人)。37 名和富受訪者中，大約有 25 位(68%)贊成當局為板道設定開放時間。同為毗連海濱的城市花園方面，有 13 名居民填寫問卷，10 人贊成設定開放時間。

就板道開放時間，最多市民人(51%)贊成每天早上 6 時至深夜 11 時，為板道開放時間；贊成早上 6 時至晚上 10 時，則有 29%；有 13%受訪者選擇早上 7 時至晚上 10 時，為合適的時間；有 6%受訪者選擇早上 7 時至晚上 11 時。

對行人板道其他意見方面，只有 11 名受訪者在問卷上有填寫意見，3 人希望當局盡快興建板道，另 3 人表達「禁止帶狗」。

## **意見與建議**

鑑於上述問卷調查結果，加上在區內收到的意見，郭偉強議員現總結建議如下，予當局展開詳細設計時參考：

- 1) 北角區居民整體是頗為支持行人板道的興建，原因是希望盡快有一個完善的海濱設施，供居民休憩或做運動。故此，居民普遍希望當局盡快展開工程。部門曾在最近的社區論壇上表示，最快可望在 2018 年至 2019 年動工。希望當局爭取工程不受延誤；
- 2) 在板道原有 5 個出入口，增加和富花園一個通道的出入口，當局宜就出入口設置、開放時間及管理等細節，盡快諮詢和富中心居民。他們都關心深夜噪音問題；

- 3) 居民普遍關心休憩空間是否足夠，環境衛生及噪音事宜，當局在進行詳細設計時，宜特別考慮這些元素。尤其居住在鄰近板道的住宅區，如和富中心，他們較關注噪音，特別是低層住戶，承受東區走廊噪音之餘，也可能要承受板道游人的噪音。而在社交媒體的留言，我們也收到市民反映，擔心在東區走廊下的行人板道，會有空氣污染情況，希望當局留意；
- 4) 受訪居民大多數認同板道須設有開放時間，即是不宜 24 小時開放，大多數居民傾向仿效康文署的一些公園般，板道宜在晚上 10 時或 11 時關閉；
- 5) 港島除了在鰂魚涌有單車公園，完全沒有單車徑。居民殷切期待在港島有第一條單車徑的興建，待港島北海濱規劃與落成後，大家都希望在海濱看到有完整的單車徑，可直達至金鐘及中環。希望當局加快興建港島單車徑的規劃，包括在港島南的新發展區。

如就意見書有任何查詢，歡迎致電 2537-9618 或 7770-0800，與郭偉強議員聯絡，或電郵 [kwok\\_aron@yahoo.com.hk](mailto:kwok_aron@yahoo.com.hk)。

二零一七年一月廿七日

-完-



香港建築師學會  
The Hong Kong Institute of Architects

Our Ref. : BLA/CEDD/BWIEC/MC/cw/1704

10 April 2017

By Email & By Post  
boardwalk@cedd.gov.hk

Mr LEE Kui Biu Robin JP  
Project Manager (Hong Kong Island & Islands)  
Hong Kong Island and Islands Development Office  
Civil Engineering and Development Department  
13/F North Point Government Offices  
333 Java Road  
North Point  
Hong Kong

Dear Mr Lee

**Boardwalk Underneath Island Eastern Corridor – Investigation  
Stage 2 Community Engagement**

We refer to the stage 2 community engagement on the Boardwalk Underneath Island Eastern Corridor – Investigation.

The Institute is in support in principle to the development of Boardwalk underneath Island Eastern Corridor. The project should proceed immediately without further delay. Enclosed please find the written submission to respond to the captioned community engagement for your consideration.

Yours sincerely

Marvin Chen FHKIA RA  
President

Encl



香港建築師學會

The Hong Kong Institute of Architects

**Boardwalk Underneath Island Eastern Corridor – Investigation  
Stage 2 Community Engagement  
Written Submission of the Hong Kong Institute of Architects**

**1. General**

The Hong Kong Institute of Architects (HKIA) reiterates our support in principle to the development of Boardwalk underneath Island Eastern Corridor, as emphasized in Stage 1,

Since the project is beneficial to the public, the project should proceed immediately without further dwelling on the uncertainty due to the Protection of the Harbour Ordinance (PHO). If there is still any doubt on its validity, it should be settled in the court rather than compromising good design principles for fear that they might not stand up to the provisions of PHO. The boardwalk proposal would actually serve the Government a great opportunity to seek for legal clarification on the definition of “Reclamation” and to conclude this issue once and for all.

**2. Reservation for Future Expansion**

The boardwalk should reserve adequate space to allow further development in future. Potential expansion could introduce more vibrancy to make the place into a real urban oasis.

**3. Overall Appearance and Functional Use**

The appearance of boardwalk is too linear and straight forward as indicated in the current proposal. Visual and spatial interests should be introduced, and a more natural and organic gesture should be considered to celebrate the vibrancy of the promenade. The government should also consider introducing shading facilities and greenery spaces consistently along the boardwalk. In order to have a visually attractive boardwalk, architects should preferably be the lead designer, just like local promenade projects led by Architectural Services Department and many other successful examples overseas.

**4. Access and Connectivity**

Access and connection to the inland area of East Hong Kong should be more closely integrated. Additional pedestrian accesses at East to the Boardwalk should be considered.

**5. Covered water of Boardwalk**

Despite the Institute’s previous comment on Stage 1 the extent/percentage of increased “covered water” of the current proposal is not graphically presented in the consultation documents. This may affect the public’s perception on the implication to PHO. The government should consider supplementing associated data.