

ANNEX E

Stage 1 Community Engagement Report

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1 INTRODUCTION

1.1 Background

In May 2009, the Planning Department 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 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 was well received by the public during the HKIEHS public engagement exercise.

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 preliminary engineering feasibility of the proposal and to assess possible implications of the Protection of the Harbour Ordinance (PHO) to facilitate further project planning and implementation.

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.

CEDD presented the Refined Scheme to the Task Force on Harbourfront Developments on Hong Kong Island 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.

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.

1.2 The Assignment

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 cycleway 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.

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 CFA on 9 January 2004 in respect of the judicial review on the Draft Wan Chai North OZP (No. S/H25/1) can be satisfied;
- (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 and the Town Planning Ordinance;
- (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; and
 - (v) plans and details required for initiating all necessary statutory processes;
- (h) carry out an environmental assessment for the Project on environmental implications.

1.3 Purpose and Objectives of Community Engagement

As the proposed boardwalk involves “reclamation” under the PHO, the Study adopts a step by step approach to demonstrate 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 also assisted in establishing a compelling and present need of the community for the proposed boardwalk.

The objectives of CE were three-fold:

- To solicit the views of the community on the design and facilities of the boardwalk proposals;
- To engage the public in the formulation and selection process 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 to establish the overriding public need for the proposed boardwalk and hence the associated necessary reclamation

Stage 1 CE focused on the benefits and the public needs of the boardwalk and associated facilities in the context of the PHO.

Views obtained from CE would be properly documented to form part of the Cogent and Convincing Materials (CCM) to demonstrate compliance with the overriding public need test under the PHO.

1.4 Structure of the Report

This Section presents the background and the objectives of the CE for the Study. Details of CE channels and activities during the Stage1 CE are summarized in Section 2 of the Report. Comments and opinions received from the public and stakeholders during various CE activities are collated and summarized in Section 3 of the Report. Section 4 lays out the way forward of the Project.

2 DETAILS OF CE CHANNELS AND ACTIVITIES

2.1 Introduction

During the Stage 1 CE from 1 February to 31 March 2016, various activities including roving exhibitions, questionnaire survey, meeting with HC and the Planning, Works and Housing Committee of the Eastern District Council (EDC), focus group meetings and community workshops cum site visits were held. Background information of the Study and preliminary designs were disseminated to the public and stakeholders via project website, facebook page, CE 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. Surveys with a structured questionnaire format were conducted on the website, as well as during the roving exhibitions and the various CE activities. Highlights of the CE activities and channels are summarized below.

2.2 CE Activities

A summary of the CE activities carried out are listed below:

Table 1– List of CE Activities

Date	Activities	Location
Stage 1 CE Programme (1 Feb 2016 – 31 Mar 2016)		
1 Feb 2016	Stage 1 CE Kick-off Start of roving exhibition and questionnaire survey	
1 Feb 2016 to 24 Mar 2016	Roving Exhibitions	Please refer to Section 2.6.1 for details
1 Feb 2016	Consultation with the Planning, Works and Housing Committee of EDC	EDC conference room
17 Feb 2016 18:00 – 20:00	1st Focus Group Meeting (academic and professional institutions)	Leighton Hill Community Hall
21 Feb 2016 13:00 – 14:00 (site visit) 14:30 – 17:00 (workshop)	1st Community Workshop cum Site Visit	Causeway Bay Community Hall
25 Feb 2016 18:00 – 20:00	2nd Focus Group Meeting (concern groups: green groups, cyclist groups and harbour concern groups)	Leighton Hill Community Hall
29 Feb 2016	Consultation with the Task Force on Harbourfront Developments on Hong Kong Island of HC	Heritage Discovery Centre
2 Mar 2016 19:30 – 21:00	Briefing Session organized by Eastern District Councillor Ting Kong Ho	Quarry Bay Community Centre
5 Mar 2016 13:00 – 14:00 (site visit) 14:30 – 17:00 (workshop)	2nd Community Workshop cum Site Visit	City Gallery
30 Mar 2016 16:00 - 17:30	HC boat trip site visit for the proposed boardwalk under IEC	Central to North Point on Victoria Harbour
30 Mar 2016 19:00 – 21:00	Briefing Session organized by Legislative Councillor Kwok Wai Keung	North Point Kaifong Association Chan Shu Kui Hall

Date	Activities	Location
31 Mar 2016	Completion of Stage 1 CE	

A copy of the questionnaire is attached at Appendix A. A total of 1306 completed questionnaires were received. The questionnaire was reviewed by Prof. John Bacon-Shone of The University of Hong Kong.

2.3 Channels for Enquiry, Comment and Opinion

During the Stage 1 CE, the public and stakeholders were invited to submit their enquiries or provide their comments and opinions via the following channels:

- (i) Email: boardwalk@cedd.gov.hk
- (ii) Hotline: (852) 2231 4408
- (iii) Fax: (852) 2577 5040
- (iv) Mail: Civil Engineering and Development Department

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

To facilitate the public and stakeholders to provide opinions on the boardwalk proposal, a questionnaire (see Appendix A) can be downloaded from the project website or collected during the roving exhibitions.

The major comments on the proposal are collated and summarized in Section 3 of the Report.

2.4 Project Website and Facebook Page

A project website (www.boardwalk.gov.hk) and a facebook page (www.facebook.com/boardwalkiec/) were launched in early February 2016 to disseminate the updated information and progress of the Study to the public and stakeholders.

A post to promote the Study was also published on Development Bureau's facebook page (發展局 Development Bureau) on 1 March 2016 (<https://www.facebook.com/DevelopmentBureau>).

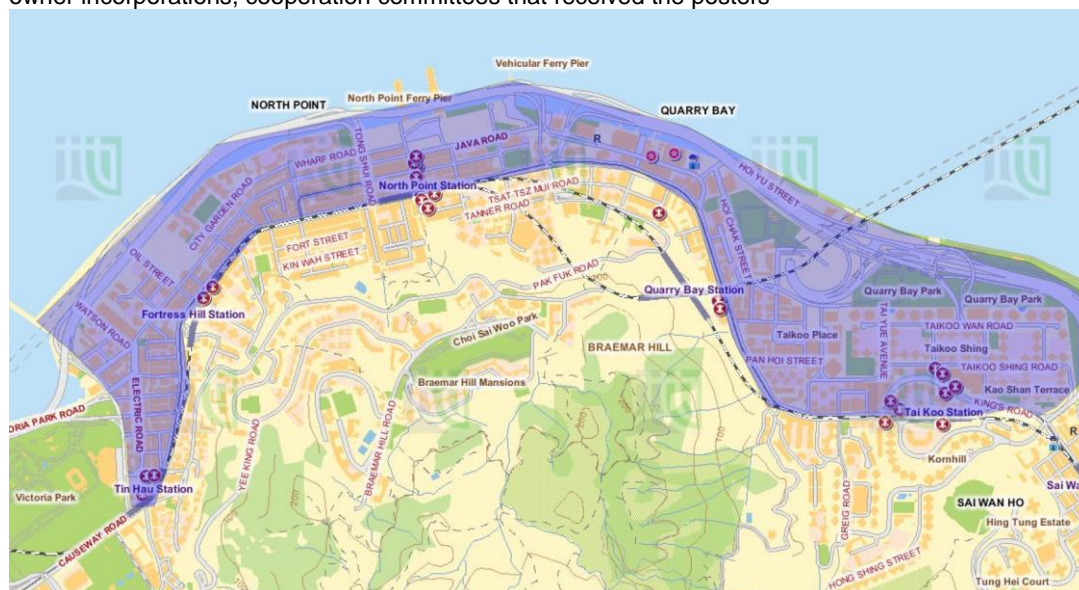
The corresponding frontpages of the project website and the facebook page are shown in Appendices B1 and B2.

2.5 Other Publicity Materials

Stage 1 CE Digest and Pamphlet

Stage 1 CE digest and pamphlets were published on 1 February 2016. Apart from distribution during roving exhibitions, focus group meetings, community workshops and other meetings and uploading onto the project website, the pamphlets were distributed to the residents in the vicinity of the proposed project site from Hing Fat Street to Tai Koo Shing, to the north of King's Road (see Figure 2.5.1).

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



The digest presented the background, objectives of the Study, the benefits and design issues of the boardwalk as well as the implications of the PHO and the Stage 1 CE activities of the project. The pamphlet is the summarized version of the digest. The digest and the pamphlet are shown in Appendix C and Appendix D.

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 from Hing Fat Street to Tai Koo Shing, to the north of King's Road (see Figure 2.5.1). Also, banners were erected 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 E.

Advertisements were placed on 3 newspapers, Headline Daily (Chinese), Sing Tao Daily (Chinese) and The Standard (English) on 5 February, 12 February and 26 February 2016 to promote the CE activities as follows. Images of the newspaper advertisement are shown in Appendix F.

2.6 Roving Exhibitions

Roving exhibitions were put up at six locations from 1 February 2016 to 24 March 2016. The locations and durations of the exhibitions are listed in Table 2 below.

Table 2 – Schedule of Roving Exhibitions

Locations of Roving Exhibition	Duration
Outside North Point Ferry Pier	1 – 5 Feb 2016 15 – 27 Feb 2016
G/F Lobby, North Point Government Offices	1 – 5 Feb 2016 22 Feb – 10 Mar 2016

Locations of Roving Exhibition	Duration
Footpath at Junction of Electrical Road and Fook Yum Road	1 – 5 Feb 2016 15 Feb – 1 Mar 2016
MTR Tai Koo Station	13 – 19 Feb 2016
Area outside MTR Tin Hau Station Exit A1	1 – 5 Mar 2016 8 – 12 Mar 2016 15 – 19 Mar 2016 22 – 24 Mar 2016
Area outside MTR Fortress Hill Station Exit A	8 – 12 Mar 2016 15 – 19 Mar 2016 22 – 24 Mar 2016

During the roving exhibitions, the information and progress of the Study were displayed. Exit surveys were carried out with the questionnaires. Photos of some roving exhibitions are shown in Appendix G and the extract of the exhibition panels are shown in Appendix H.

2.7 Site Visit

A boat trip site visit from Central to North Point on Victoria Harbour was arranged for members of the Task Force on Harboufront Developments on Hong Kong Island of HC on 30 March 2016.

Site visits to Tong Shui Road and Hoi Yu Street were also arranged for the participants of Community Workshops on both 21 February 2016 and 5 March 2016.

2.8 Media Coverage during Stage 1 CE

During Stage 1 CE exercise, the project was featured in nine newspaper stories, one television programme, and six online news platforms. Majority of the media coverage focused on the study background, details of the CE exercise and the alignment of the proposed boardwalk and its conceptual design.

The nine newspapers were Ta Kung Pao (大公報), Sing Tao Daily (星島日報), The Sun (太陽報), Hong Kong Economic Journal (信報), Hong Kong Commercial Daily (香港商報), Wen Wei Pao (文匯報), Oriental Daily News (東方日報), Headline Daily (頭條日報) and Sing Pao (成報). The television programme, TVB Jade's "A Closer Look" (時事多面睇) was aired on 22 Feb 2016. Other online news platforms are the Bastille Post (巴士的報), Stand News (立場新聞), RTHK Online Latest News, Digital Broadcasting Corporation's website, the Hong Kong Economic Journal (信報), Metro Broadcasting Corporation's website, and Commercial Radio's website.

Feedbacks from local residents on the purpose of the boardwalk, its design features, and the proposed alignment were reported in Ta Kung Pao (大公報), the Hong Kong Commercial Daily (香港商報) and The Sun (太陽報). The public supported the boardwalk with the understanding that reclamation was required, and urged for early implementation of the project to enhance the waterfront.

Views from professionals and various stakeholders on the proposal were also featured in TVB Jade's "A Closer Look" (時事多面睇) and The Sun (太陽報).

Please refer to Appendix I9 for the list of media coverage during Stage 1 CE, together with the copies of the news coverage by print and online media.

3 SUMMARY OF MAJOR COMMENTS AND RESPONSES

3.1 General

During the Stage 1 CE, two focus group meetings (one with professionals and academics; and another with green groups, cyclist groups and harbour concern groups), 2 CE workshops, consultation with Planning, Works and Housing Committee of EDC and HC were held. Surveys with a structured questionnaire were conducted. Various channels were established to collect the comments and opinions from the public and different stakeholders.

The records of the CE activities are enclosed in the Appendices as follows:

Appendix I1 - Minutes for Focus Group Meeting with Professionals and Academics

Appendix I2 - Minutes for Focus Group Meeting with Green Groups, Cyclist Groups and Harbour Concern Groups

Appendix I3 – Meeting Minutes and Discussion Paper for Planning, Works and Housing Committee of EDC

Appendix I4 - Meeting Minutes and Paper for Meeting with Task Force on Harbourfront Developments on Hong Kong Island of the HC

Appendix I5 - Minutes for CE Workshop 1

Appendix I6 - Minutes for CE Workshop 2

Appendix I7 - Collected Questionnaires and Statistics

Appendix I8 - Photos of Briefing Sessions

Appendix I9 - Media Coverage during Stage 1 Community Engagement

Appendix I10 - Written Comments from Professional Institutions/ Organisations

Upon invitation, CEDD and AECOM attended briefing sessions organized by Eastern District Councillor Mr Ting Kong Ho on 2 March 2016 and Legislative Councillor The Honorable Kwok Wai Keung on 30 March 2016 and introduced the proposed scheme of the boardwalk to the participants. In the briefing sessions, the participants were mainly nearby residents. The participants generally supported the boardwalk proposal. Photos of the briefing sessions are attached in Appendix I8.

CEDD also arranged a site visit by boat for the members of the Task Force on Harbourfront Developments on Hong Kong Island of the HC on 30 March 2016. The Task Force considered that the proposal could improve the connectivity of the North Point harbourfront and bring vibrancy to the district. The Task Force was of the view that the reclamation involved would be technical and of a small area, and supported the proposal. Relevant Press Releases and photos are attached in Appendix I9.

Written comments received from professional institutions/ organisations are shown in Appendix I10.

The major comments received during various activities in Stage 1 CE exercise are categorized and summarized in following paragraphs.

3.2 Major Comments

Providing continuous, non-interrupted public access along the harbourfront from Causeway Bay to Quarry Bay was essential for the public to enjoy the full benefit of the harbour as a public asset (Question 1)

Comments from Questionnaires

Among the 1306 questionnaires received, 91.3% (1193) of the respondents agreed to the statement and 5.8% (76) disagreed.

Comments from Focus Group Meetings

The participants of the two focus group meetings, including professionals and academics; green groups, cyclist groups and harbour concern groups were in support of providing a continuous public access along the harbourfront. It was further pointed out that to address the connectivity issue, further refinements should be made to the access points. The eastern end of the proposed boardwalk at Hoi Yu Street was partly segregated by the Quarry Bay Salt Water Pumping Station. The connection between the western end of the boardwalk to Causeway Bay was affected by the Central-Wan Chai Bypass Project.

Comments from Community Workshops

There was general consensus in the two community workshops that it was essential to provide continuous, non-interrupted public access along the harbourfront from Causeway Bay to Quarry Bay for the public to enjoy the full benefit of the harbour which is a public asset.

The proposed boardwalk would allow different users to have convenient and easy access to the harbourfront and engage in various activities. Such pedestrian connection with good harbour view would encourage more people to enjoy the harbour and visit it often, and the boardwalk could satisfy the community need for more public space to carry out different sports and leisure activities, as well as to appreciate the harbour. It could also attract more visitors from both the local community and abroad to enhance community cohesion and tourism development.

Many participants urged for early implementation of the boardwalk, which had been under study for over 10 years, and suggested the Government to expedite the implementation. Extension of the harbourfront through the eastern and western ends of the boardwalk and enhancement of the connection with the hinterland was proposed.

A few who disagreed considered that a completely continuous boardwalk might not be required and expressed doubt about the patronage.

There is a compelling and present need for the boardwalk (Question 2)

Comments from Questionnaires

It was worth mentioning that: i) the number who said yes to any of Question 1 and Questions 2A-J was 1264 (96.8%) out of 1306 and ii) the number who did not say yes to any of Question 1 and Questions 2A-J was 42 (3.2%) out of 1306. There was only 3.2% of the respondents who did not accept at least one of the statements in Questions 2A-J. Although different people had different needs, 96.8% of the respondents accepted at least one of the need arguments proposed in Question 1 and Question 2A to 2J in the Questionnaire.

Comments from Focus Group Meetings

The participants of the two focus group meetings, including professionals and academics; green groups, cyclist groups and harbour concern groups were in support of the boardwalk. The boardwalk would add value to the harbour and enhance public accessibility to the Harbour. The Hong Kong Institute of Planners concurred and stated that if the boardwalk was to be built, then

efforts should be made to ensure it to be sufficient in meeting the needs of the community. The area of the boardwalk and the possible activities to be carried out should not be too restrictive.

A cyclist from Hong Kong Cycling Alliance also considered that the PHO was not intended to prohibit the public from using the harbour, but to safeguard its public use. The provision of the boardwalk would allow public access to the harbour to satisfy their need to enjoy the harbour. Another cyclist from the cyclist group also considered that the public should be given the chance to enjoy the harbour even with the existence of the IEC. More connection points to Quarry Bay and North Point should be provided to facilitate easy access to the harbourfront by the community.

Society for Protection of the Harbour and Designing Hong Kong further reiterated that the use of affected water area was already restricted by the IEC. The provision of boardwalk would only change the type of boats / vessels accessing the affected area. It would not further reduce the effective use of the affected area but would allow more public use of the water.

Participants of the community workshops and respondents of questionnaire were invited to comment on the compelling and present need for the boardwalk in the following aspects:

Promote public access to the harbourfront from Causeway Bay to Quarry Bay through a safe and secure access which is otherwise currently dissected and hindered by private lots, roads, utilities, jetties, as well as the IEC which is both a physical and visual barrier to the harbour along the Island East harbourfront (Question 2(A))

Comments from Questionnaires

Among the 1306 questionnaires received, 81.5% (1064) of the respondents agreed to the statement and 6.8% (89) disagreed.

Comments from Community Workshops

Vast majority in the two CE workshops pointed out that the public need a continuous connection along the harbourfront area. The current proposal was supported by vast majority of the respondents, and many suggested further connecting the boardwalk / promenade along harbourfront to Heng Fa Chuen.

Some observed that there would not be direct access from the City Garden, North Point (Fire Services Department) Pier, North Point Kodak Pier etc. to the boardwalk and suggested the Government to negotiate with these private owners and relevant departments to further improve accessibility provided by the boardwalk. Universal access should be adopted in the design of the proposed boardwalk.

A few who disagreed considered that there was no urgent need for the boardwalk and were concerned about the competition for resources for other engineering / infrastructure projects.

Provide a better walking environment than the current pedestrian options in Eastern District (Question 2(B))

Comments from Questionnaires

Among the 1306 questionnaires received, 90.3% (1179) of the respondents agreed to the statement and 2.8% (37) disagreed.

Comments from Community Workshops

Vast majority in the two community workshops opined that the current pedestrian connections in Eastern District were indirect and unsatisfactory and it affected the accessibility and connectivity of the area. It was agreed that continuous and good pedestrian environment along the harbourfront was important, and the proposed boardwalk could provide a continuous harbourfront with a carless environment for the public. The boardwalk would help disperse the pedestrian flow in the area, and provide a quicker, safer and pleasant walking environment. It was also pointed out that the existing pedestrian walkway was very indirect and the boardwalk could improve the walking environment by providing spacious areas and fresh air along the harbourfront.

A few participants opined that the walkways in the area would be for practical use based on needs, while the boardwalk would be for leisure purpose.

Continuous connection from the harbourfront area of North Point to Sheung Wan and Siu Sai Wan/ Hang Fa Chuen was missing. The Government should provide a continuous harbourfront for the public.

Attract people to walk more along the harbourfront and encourage residents to spend more time in physical activities such as jogging, and thereby help adopt a healthier lifestyle (Question 2(C))

Comments from Questionnaires

Among the 1306 questionnaires received, 91.0% (1189) of the respondents agreed to the statement and 2.8% (29) disagreed. It is the strongest support among Questions 2A-J.

Comments from Community Workshops

Vast majority in the two community workshops agreed that the boardwalk would encourage and attract more residents and local community to access to the harbour and engage in various healthy living activities. Government should develop the proposed boardwalk and seize this opportunity to provide a key open space for the public to engage in different kinds of physical activities (e.g., Tai Chi, jogging, cycling, etc.) and adopt a healthier lifestyle. The boardwalk should be accessible for all and seating and lawn areas should be provided for people to rest.

Some participants pointed out that there were small parks/open spaces in North Point but they were very crowded all the time. The proposed boardwalk could meet the public need for more public space.

Enable new leisure activities in Eastern District through better access to the harbourfront (Question 2(D))

Comments from Questionnaires

Among the 1306 questionnaires received, 89.9% (1174) of the respondents agreed to the statement and 3.1% (40) disagreed.

Comments from Community Workshops

Vast majority in the two community workshops agreed that as the proposed boardwalk would provide a convenient and better access to the harbourfront, it could encourage more people to visit the harbourfront and engage in different kinds of activities such as strolling, walking, dating, viewing, jogging, skateboarding, Tai Chi, roller-skating and cycling.

Some proposed to incorporate more facilities on the boardwalk, such as children play area, adventure training, cycling park, outdoor cinema, tables and seating. Some participants suggested that pets should be allowed at the harbourfront area but some regarded this as controversial.

Some participants proposed to engage the community in the beautification works of the IEC to increase people's sense of belonging. There were also proposals to install more information panels/ signage on the boardwalk to showcase the history of North Point. Better connection and signage should be provided in North Point to show the direction to the boardwalk.

Enhance positive social interaction between Hong Kong residents (Question 2(E))

Comments from Questionnaires

Among the 1306 questionnaires received, 83.2% (1086) of the respondents agreed to the statement and 4.6% (60) disagreed.

Comments from Community Workshops

Participants in the two community workshops generally noted the social need. It was generally agreed that with the proposed boardwalk, more people would gather at this public space and there would be more interaction. However, a few considered difficult to conclude whether this interaction would be positive.

There were also concerns on the possible nuisance that might be brought to the nearby residents and hence proper management and cleanliness was very important. There should be engagement and communication with nearby residents in the future.

Some suggested that activity areas and spectator stands should be provided at the entrance and near the boardwalk respectively. The structural capacity of the boardwalk should be carefully assessed and if required, pontoons can be installed to increase the activity space.

The boardwalk will increase people flow, thus help sustain and promote the prosperity of the local economy (e.g. food & beverage facilities and water-land interface activities) in the Eastern District and Hong Kong at large.(Question 2(F))

Comments from Questionnaires

Among the 1306 questionnaires received, 74.8% (977) of the respondents agreed to the statement and 9.3% (121) disagreed.

Comments from Community Workshops

Majority of the participants in the two community workshops agreed that the boardwalk would increase pedestrian flow in the district. They proposed that small local business and social enterprises run by Non-Government Organizations should be encouraged to operate at the harbourfront area to boost local economy and showcase local characteristics. Chain stores were not preferred, so that the goods and services could be provided at an affordable price. Different uses, for instance, band performances, small and local snack shops/ cafes, pop-up stores could be organized/ provided along the proposed boardwalk. Weekend markets and the like could be organized in the harbourfront area for synergy effect.

Some participants considered that the boardwalk was mainly intended for walking and access to the harbourfront for leisure purpose, and therefore large-scale activities should not be recommended. There were also concerns on the procedures/measures to be adopted for

managing the activities along the boardwalk by the future maintenance agent. Apart from that, some considered that significant economic benefits could be created by the boardwalk, while some might have doubt on the economic effectiveness. In addition, some worried that the commercialisation of the boardwalk (e.g. F&B kiosk to be operated by chain stores) might affect the local economy, in particular, it might reduce the competitiveness of existing local small shops.

The boardwalk will attract people using it as an event venue (Question 2(G))

Comments from Questionnaires

Among the 1306 questionnaires received, 82.0% (1071) of the respondents agreed to the statement and 6.4% (83) disagreed.

Comments from Community Workshops

Majority in the two community workshops agreed that the boardwalk would attract people to use it as an event space. Some proposed to provide activity areas intermittently along the boardwalk for different activities, such as musical/dance performances, street busking, and F&B facilities etc. Some opined that the harbour view was an important asset and the provision of the proposed boardwalk would showcase such treasure. People could use the boardwalk freely as they wished.

However, some considered that the available space was limited and therefore it would not be appropriate to provide event space, which would be against the objectives of the boardwalk of enjoyment by all. Some considered that the details of the ownership, maintenance and management responsibility of the boardwalk, the nature and scale of the activities and the cost-effectiveness should be studied before a decision can be made.

The boardwalk as an iconic structure would enhance the image of Hong Kong as a premier tourist destination. (Question 2(H))

Comments from Questionnaires

Among the 1306 questionnaires received, 76.0% (992) of the respondents agreed to the statement and 11.3% (147) disagreed.

Comments from Community Workshops

Majority in the two community workshops agreed that the boardwalk was an iconic structure and would enhance the image of Hong Kong as a premier tourist city and enhance the image of North Point. It was suggested by some participants to make reference to other successful promenades in Hong Kong, such as those in Tsing Yi and Kwun Tong Harbourfront where visitors could enjoy the beautiful views of sunrise and sunset. Signage and panels to introduce nearby buildings are proposed. Some suggested including graffiti along the boardwalk and providing more opportunities for the younger generation to express their creativity. Some suggested engaging local residents as tourist ambassadors.

Some considered that there was no need to build an iconic structure. Some did not think enhancing the image of HK or tourism was the main purpose of the proposed boardwalk because the proposed boardwalk should serve local communities as a first priority in this area. If the boardwalk could fulfil the functional requirements and was compatible with the nearby environment such that the locals' needs were fulfilled, the tourists would then naturally follow. There were also concerns on the carrying capacity of tourists in the area.

The boardwalk will provide an alternative route for pedestrians currently using the footpath along King's Road / Electric Road / Java Road which would relieve pedestrians from poor air quality and noise pollution en route. (Question 2(I))

Comments from Questionnaires

Among the 1306 questionnaires received, 82.3% (1075) of the respondents agreed to the statement and 6.9% (90) disagreed.

Comments from Community Workshops

Vast majority in the two community workshops expressed that current pedestrian environment along King's Road / Electric Road / Java Road were not good. The footpaths were noisy with severe air pollution. The proposed boardwalk would provide an alternative route and could bring improvement and provide good pedestrian access for locals. It would also provide a safe walking environment for the elderly. More access points should be considered in the future since users may want to go to different destinations.

Some who did not agree considered that the boardwalk and the existing walkway network in North Point served different functions depending on the destinations, timing of travel and health status of the users. It was pointed out that the boardwalk was not a fast track. There were concerns on the possible air and noise pollution caused by the vehicles on the IEC to the users of the boardwalk. Some suggested that air and noise assessment should be carried out to obtain data to justify the proposal and local needs.

The boardwalk as an iconic structure would improve the visual quality and landscape character of the harbourfront in the District (Question 2(H))

Comments from Questionnaires

Among the 1306 questionnaires received, 77.5% (1012) of the respondents agreed to the statement and 8.1% (106) disagreed.

Comments from Community Workshops

Vast majority in the two community workshops agreed that the boardwalk would be an iconic feature and it would improve the visual quality and landscape character of the harbourfront. They pointed out that the existing harbourfront did not have good visual and landscape quality and therefore would look forward to improvements to enhance public enjoyment.

Some suggested providing seating areas along boardwalk to facilitate a people-oriented and good public space design. Some were concerned about the lighting of the proposed boardwalk, which should be discrete and well designed to minimize impact to residents in the area. Besides, the boardwalk should create an environment that welcomes public access without excessive restrictions. Security would not be an issue if more people are using the boardwalk.

Some considered that there was no need to design an iconic structure for the boardwalk, and they worried about possible light pollution if lightings would be put up on the boardwalk. Some found it difficult to comment because the design was not available. However, they agreed that the boardwalk should have greening to beautify the columns of the IEC and integrate with nearby functions and environment.

In summary, all the statements were supported by a large majority of the respondents from different platforms, indicating an overwhelming support of the project.

Facilities and components of the proposed boardwalk that meets the compelling and present needs of the community (Question 3)

Comments from Questionnaires

In addition to the pedestrian walkway as the core component of the boardwalk, the respondents generally supported the provision of additional facilities such as cycleway, viewing platforms, fishing platform, cycle rental kiosks, bicycle parking, and food & beverage kiosks. The statistical results are shown in Appendix I7.

Comments from Focus Group Meetings

The participants of the two focus group meetings, including professionals and academics; green groups, cyclist groups and harbour concern groups were in support of the proposed facilities of the boardwalk.

Society for Protection of the Harbour and Designing Hong Kong suggested that the boardwalk should be widened towards the inland as long as the changes would not further affect the harbour. The proposed minimal design of 5m width boardwalk unnecessarily restricted the uses of waterfront and right of access. The provision of cycle track to the southern side of the boardwalk would not affect additional water area as the water area was already inaccessible. Design improvements of the boardwalk should be made to maximize the use. More access points to the boardwalk should be provided to allow more people to use it. The boardwalk should be wider so that it could be shared among different users. The gradient of the boardwalk should be minimized to make it convenient for use by children and people with disabilities. Nevertheless, more information justifying the reclamation to provide dolphins from the technical perspective would be required.

Hong Kong Institute of Planners and Hong Kong Institute of Urban Design agreed to the provision of cycle track. The gradient and safety issues could be further studied.

Hong Kong Cycling Alliance considered that the boardwalk was not only a route for people to walk along the harbourfront, but also a usable space for people to engage in various activities. The width of the boardwalk should not be limited to 7.5m. The design and width of the boardwalk should also be flexible. It was not necessary to strictly demarcate the walkway and cycleway while shared-use of the boardwalk should be allowed. The cyclist group raised the examples of shared-use in Japan and near the Hong Kong Sports Institute near Shing Mun River in Sha Tin. There was a proposal to provide ferries to link up the cycle track on the boardwalk with that in Kai Tak, so as to extend the possible cycling routes. Various groups agreed to the provision of the cycle track which could be used for commuting or leisure purpose but not for racing. One of the cyclist groups, “3+1 單車同學會”, added that cycling as a commuting mode was also economical and environmentally friendly and helped reduce carbon emissions and traffic congestion. The idea was also supported by the Hong Kong Institute of Planners.

Society for Road Safety suggested that the function of the cycle track should be defined and the design should suit the function accordingly. If it was proposed for leisure purpose, shared-use of cyclists and pedestrians would be possible. However, if the cycle track was used for commuting, the speed of the bicycles would be rather fast and a separate cycle track from pedestrian footpath was preferred. Besides, some sections may require separation for safety purpose, and speed had to be reduced at the entrances/ exits where vehicular traffic would be busy. Some cyclist groups agreed that the length of the cycle track is only 2 km and therefore it should be mainly for leisure purpose rather than commuting. The alignment and design of the cycle track should take speed reduction into consideration. Hong Kong Institute of Planners and Hong Kong Institute of Landscape Architects were concerned about the possible air pollution caused by IEC to the users, especially the cyclists, on the boardwalk especially along the section with an elevation of 12.5mPD.

Hong Kong Institute of Planners and Hong Kong Institute of Urban Design considered that the width and area of the boardwalk should be increased to accommodate more seating, food &

beverage kiosks and landscaping area. Hong Kong Cycling Alliance proposed that there should be pocket design for the alignment for different activities. Hong Kong Cycling Alliance added that since the southern side of IEC was already affected by the highway structure, the width of the boardwalk and the corresponding covered area should be increased to make the best use of the affected area. Society for Road Safety considered that the current proposed platforms and open space were too small. Since cyclists would likely wait for friends at the proposed platforms, it was suggested that these areas should be enlarged.

Royal Hong Kong Yacht Club and various cyclist groups supported cycle rental kiosks and introduction of a self-help smart card cycle rental system. There should be bicycles for adults and children for rental. It was considered that this would attract more visitors. “3+1 單車同學會” pointed out that the number of bicycle parking spaces should not be excessive and management of bicycle parking area was important to avoid abuse of the facilities.

Royal Hong Kong Yacht Club welcomed and appreciated the inclusion of more land-water interface activities to encourage people using the harbour. The provision of fishing platform was welcomed. Hong Kong Institute of Planners considered that fishing should not be confined to one fishing platform and proposes to provide more fishing platforms. More creative ideas in using the boardwalk and the affected water area were advocated. Making reference to overseas example, the Club suggested for the inner water area to be used for diving to attract more visitors. Hong Kong Institute of Urban Design also proposed to use the water area for playing modal boats, and provide pontoons for connection with the land area. Hong Kong Institute of Architects suggested providing more connection points with the hinterland and various activities like busking and weekend markets should be carried out to make the harbourfront more vibrant.

Hong Kong Institute of Planners, Hong Kong Institute of Landscape Architects and Hong Kong Institute of Urban Design proposed to provide more landscaping and vertical greening in the design. Hong Kong Institute of Urban Design also suggested that since the boardwalk at the level of 5.5mPD would be rather close to sea level, there should be no railings in the design so as to allow people to get closer to the water.

Hong Kong Institute of Planners worried that the boardwalk would affect the removal of debris in the affected water area.

Participants of the community workshops and respondents of questionnaire were invited to comment on the following facilities and components of the proposed boardwalk in the context of meeting the compelling and present needs of the community:

Provision of pedestrian walkway: length approx 2km / boardwalk width 5m (Question 3A)

Comments from Questionnaires

Among the 1306 questionnaires received, 80.7% (1054) of the respondents agreed to the statement and 7.1% (93) disagreed.

Comments from Community Workshops

Majority of the participants in the two community workshops considered that provision of the pedestrian walkway was the priority as the current pedestrian environment was unacceptable. The decked area above the sea was acceptable. Some further suggested utilising the affected water area and increasing the decked area above the sea towards inland to allow for wider boardwalk and for more flexible design so as to accommodate more public space for different uses.

A few found it difficult to comment because there was no concrete design and that there was no urgent need for the boardwalk as there was already a pedestrian network in the area.

Provision of cycleway: length approx 2km / boardwalk widened to 7.5m over most of its length to accommodate the cycle track (Question 3B)

Comments from Questionnaires

Among the 1306 questionnaires received, 70.7% (923) of the respondents agreed to the statement and 18.1% (236) disagreed.

Comments from Community Workshops

Majority of the participants in the 2 community workshops agreed to the provision as currently there was no cycleway on the Hong Kong Island and the proposed facility would have an impetus effect. Many suggested extending and forming a continuous cycle track from Hoi Yu Street in Quarry Bay to further east. Some considered that cycling was an environmentally friendly mode of transport and should be promoted for both local residents and visitors while some opined that the cycling here was a leisure activity.

Some objected to the provision of cycle track because 2 km would be too short for cycling and would not be meaningful. Some were concerned about potential conflicts with the pedestrians, safety and noise pollution. Besides, the interface of the cycle track of the boardwalk with the traffic network in North Point was a concern and the connectivity and safety issues should be carefully studied. Some were concerned that the cycle track would take away the space for pedestrians. The boardwalk was too narrow and too windy, which would not be suitable for cycling. They considered that provision of a pedestrian walkway along the harbourfront area with minimum extent of reclamation was the goal for this project. A cycle track would be nice to have, but it should not adversely affect the primary function of the boardwalk as a pedestrian walkway.

Some cyclists proposed shared use of the cycle track and pedestrian walkway as this was rather common in other countries such as Japan. However, there were concerns on road safety due to shared use of cyclists and pedestrians. Some considered that the gradient of the cycle track should be designed to suit the use of children and the elderly. There was also proposal that if both cycle tracks and pedestrian walkway could be provided, the pedestrian walkway should face the harbour while the cycle track should be provided on the inner side.

Some suggested that the width of the cycle track could be flexible and less than 4m. Some also suggested providing areas to allow children to tricycle, ride scooters or allow people to learn cycling on the boardwalk.

Provision of viewing platforms: total four platforms (Question 3C)

Comments from Questionnaires

Among the 1306 questionnaires received, 76.5% (999) of the respondents agreed to the statement and 12.3% (160) disagreed.

Comments from Community Workshops

There were diverse views on the provision of platforms in the two community workshops. Some participants supported the provision of viewing platforms, and considered the more the better, for the public to enjoy the harbour view and fireworks on special occasions. There was a proposal to provide more greenery, telescopes and signage on the platforms. Some suggested providing floating platform.

However, some participants did not think that there would be a need for such provision because it would be redundant to have a viewing platform since one could enjoy the harbour view along the proposed boardwalk. The target users should be well identified for consideration. Besides, some considered that such provision would require unnecessary increase of the decked area

above the sea. The loading capacity of the viewing platform was also a concern. They suggested finding other locations with views along the proposed boardwalk, which would not require additional decking above the sea. Some considered that four viewing platforms were excessive and two, namely one facing Tsim Sha Tsui and one facing Kai Tak Cruise Terminal, would be enough.

Provision of fishing platform: on platform deck to west of North Point Ferry Pier (Question 3D)

Comments from Questionnaires

Among the 1306 questionnaires received, 65.9% (861) of the respondents agreed to the statement and 20.8% (271) disagreed.

Comments from Community Workshops

There were diverse views on the provision of a fishing platform in the two community workshops. Many did not agree to the proposed fishing platform because the public would not be confined to fish on the platform only. People would follow the fish, not the locations of the fishing platform. They should be allowed to fish freely and responsibly along the proposed boardwalk.

Some others considered that fishing would bring potential danger to the pedestrians and might cause odour and hygiene problems. Besides, additional decked area that extends above the sea should be reduced.

However, some participants supported the fishing platform and suggested that the location of the fishing platform could be further discussed. It could be located near Tong Shui Road Pier, or facing inland, or could be co-shared with the use of the viewing platform. Design of the fishing platform should be safe and rules and regulations should be developed, such as allowing hand-line but not fishing pole, setting age restrictions on fishing platforms, etc. Safety precautions and protective measures, such as fences, should be built to ensure safety.

Provision of cycle rental kiosk: located on existing land at Hoi Yu Street (Question 3E)

Comments from Questionnaires

Among the 1306 questionnaires received, 69.1% (903) of the respondents agreed to the statement and 19.1% (249) disagreed.

Comments from Community Workshops

Vast majority in the two community workshops supported the provision of the cycle rental kiosk which did not require additional reclamation to facilitate people who did not own bicycles to enjoy cycling. Many proposed to have more cycle rental kiosk near, e.g., Oil Street. Some suggested having rental-free bicycles with suitable management.

Some proposed to combine the bicycle parking area and cycle rental kiosk to reduce reclamation area.

Some did not support cycle rental kiosks because they did not support the provision of cycle track. Some others considered that the 2km cycle track was too short and the community would not be willing to pay for the cycle rental.

Provision of bicycle parking: on platform deck to west of North Point Ferry Pier (Question 3F)

Comments from Questionnaires

Among the 1306 questionnaires received, 66.2% (865) of the respondents agreed to the statement and 20.8% (271) disagreed.

Comments from Community Workshops

There were diverse views on the provision of bicycle parking in the two community workshops. Some were in favour of the provision and suggested that it should be provided near food & beverage kiosks to avoid uncontrolled parking.

Some others were concerned that bicycle parking would cause a lot of management problems, e.g. turning the area into a bicycle dump area or resulting in long term parking. Some considered that the boardwalk would be too narrow to provide such facilities, and did not agree to reclamation or decking over the sea for the provision of bicycle parking.

Some proposed to provide bicycle parking area at locations not requiring reclamation or decking over the sea, such as near North Point Ferry Pier and that the Government should have a long term planning for a continuous cycle track.

There was also a proposal to provide water-bicycle in the area.

Provision of food & beverage kiosks: located on existing land (Question 3G)

Comments from Questionnaires

Among the 1306 questionnaires received, 76.2% (995) of the respondents agreed to the statement and 13.7% (179) disagreed.

Comments from Community Workshops

Vast majority in the two community workshops supported the provision of the food & beverage kiosk as it would enhance vibrancy of the harbourfront area. Provision of washrooms near the kiosk was also suggested. Some further proposed to allow activities such as busking, weekend market, pop-up stores etc. near the kiosk. Majority pointed out that they supported selling of local snacks and operation of diversified small shops / hawkers, instead of chain stores or big companies.

Some considered kiosks were not required as there were already plenty in the area. Business opportunity should be reserved for those existing operators in the area. There were also concerns on the mode of operation, licensing, hygiene and management.

In summary, the least supported element was the fishing platform, while the walkway itself received most support. The survey results indicated strong support for the boardwalk/ walkway. All proposed facilities were considered to be supported by the general public as it would maximize the benefits brought by the proposed boardwalk.

Other comments on the proposed boardwalk:

Comments from Questionnaires and Community Workshops

- The proposed boardwalk was suggested to be wider to form a pleasant walking environment for public enjoyment of the Harbour.
- Proposed cycle track and fishing platform were suggested to be properly separated from walkway to ensure the public safety.
- More access points were suggested to be provided to the boardwalk.
- Landscaping, greening provisions to the boardwalk and decorative elements underneath the IEC were suggested to be incorporated to enhance the environment of proposed boardwalk.
- Control of construction cost and use of lump sum contract to avoid over-spending.
- Use of durable materials to minimize need for maintenance.
- Concerns about safety, security and management.
- Excessive restrictions on users' activities should be avoided.
- Provisions of toilets, first aid boxes, emergency phone boxes, guiding facilities for the blind, accessible facilities, seatings, workout equipment for the elderly, drinking fountains and night reflective facilities.

3.3 Comments from EDC

Members supported the Project to provide the public enjoyment of the Victoria Harbour as a unique public asset. Members welcomed more public consultations and further assessments so as to establish the overriding public need under PHO. There were views that cycle track should be provided for cyclists and further suggested to provide a comprehensive cycle link along northern Hong Kong Island. Members also expressed views on the design of the boardwalk such as the width, elevation and safety concerns of the proposed boardwalk.

3.4 Comments from HC

Members supported the Project and commented that the width of the walkway should not be too narrow. Others commented that the proposed cycle track would narrow the pedestrian walkway. There was view that additional greening should be provided along the boardwalk. Society for Protection of the Harbour suggested a wider walkway cum cycle track would maximize the benefits of the boardwalk. More access points should be provided and the boardwalk should have minimal changes in level.

4 CONCLUSION

During the Stage 1 CE, the Study has engaged a wide spectrum of stakeholders, including the HC, the Planning, Works and Housing Committee of the EDC, academics and professional institutes, green groups, cyclist groups and harbour concern groups, as well as local residents. Questionnaire surveys were conducted and 1306 completed questionnaires were received.

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. The public generally agree that there is 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.

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. The public demanded for a wider boardwalk in order for their needs to be satisfied and to 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 to 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 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.

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 this area.

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, are primarily welcomed as meeting the needs of the community.

5 WAY FORWARD

Through a series of CE activities in Stage 1 CE, comments and concerns from the public and relevant stakeholders are collated.

Public views collected from CE1 have assisted to establish an overriding public need of the proposed boardwalk as required under the PHO. The comments and opinions received in the Stage 1 CE will be properly documented and it will form part of the cogent and convincing materials for satisfying the “overriding public need test” for the boardwalk under the PHO.

The comments on the design and facilities will be carefully studied and reviewed for the formulation of the recommended scheme for public discussion and comments under the Stage 2 CE of the Study.

Appendix A Questionnaire

關於「東區走廊下之行人板道」的需要的問卷調查

東區走廊下之行人板道 Boardwalk Underneath Island Eastern Corridor

連繫東西, 共享維港 Bridging the MISSING LINK - Let's embrace the Harbour



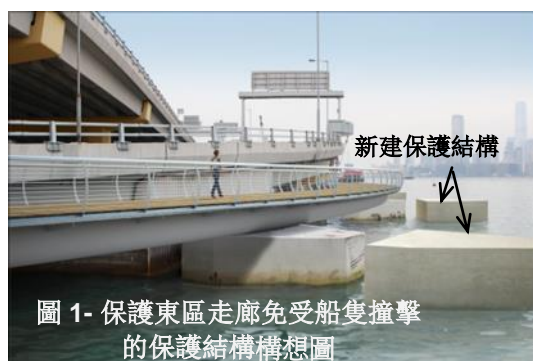
背景

擬建的東區走廊下之行人板道（下稱「行人板道」）將是一條供行人使用通道，並預留加入單車徑的可行性。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。擬建的行人板道約 2 公里長，主要為加建於現有東區走廊基礎之上的橋樑結構。擬建行人板道將把北角油街以北將來的休憩空間(西端)與鰂魚涌海裕街(東端)連接起來。擬建行人板道的走綫如上圖所示，詳細資料可參閱夾附的有關《東區走廊下之行人板道研究》的《第一階段公眾參與摘要》。[（網頁版請按“此處”）](#)

由於興建行人板道需要在維多利亞港（下稱「維港」）內進行填海工程，以構築一些保護東區走廊的結構（見圖 1），而行人板道結構亦會覆蓋海面（見圖 2），因此需要考慮《保護海港條例》（第 531 章）的條文。法院¹裁決指出，要推翻《保護海港條例》內不准在海港內進行填海工程的推定，必須證明具備「凌駕性公眾需要」進行填海(即「**凌駕性公眾需要測試**」)。只有在有**當前迫切的需要**²，並且沒有填海外的其他合理選擇的情況下，有關需要才能夠被視作具凌駕性。

要實現建設行人板道的願景，政府須證明行人板道具備「凌駕性公眾需要」。我們正處於此程序的第一階段。本問卷調查僅為評估行人板道是否具備「凌駕性公眾需要」的一部分。這階段的社區參與活動完成後，政府將進行進一步的技術評估。

這份問卷旨在評估公眾對於行人板道是否具備「當前迫切的需要」的接受程度。我們擬評估包括公眾健康，環境，暢達性，經濟及社會發展等各方面的需要。我們亦會審視公眾對行人板道的範圍(只包括行人通道的最小發展方案，以至附設單車徑及其他休憩設施的各種方案)的意見和反應。



¹ 終審法院對灣仔北分區計劃大綱草圖的司法覆核的判詞

² 當前迫切的需要，是遠超那些「人們樂於擁有的」、應有的、可取的或有益的事物。但另一方面，亦未達到「非到最後才會需要」或公眾「不可或缺」的地步。迫切的需要即足以壓倒保護和保存海港的公眾需要之當前迫切需要。當前的需要是顧及規劃工作的時間表，在確實而合理的時間內會出現的需要。公眾需要包括社區於社會、經濟及環境方面的需要。

關於「東區走廊下之行人板道」的需要的問卷調查

問題 1

由銅鑼灣至鰂魚涌的港島東海濱，目前只有極少的公眾通道前往海濱*。《保護海港條例》的基本原則是維港須作為香港人的特別公有資產和天然財產而受到保護和保存。政府致力優化維港海濱的環境供公眾享用。可以說增強香港人和維港的連繫，對完全發揮維港作為香港人的特別公有資產的價值至關重要。

您是否同意沿銅鑼灣至鰂魚涌海濱提供一條連綿不斷的行人通道，是讓公眾充分享用維港這公有資產所必要的？	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 不清楚
原因/意見			

* 主要位於北角碼頭

問題 2

您是否接受在以下的社區層面，行人板道具備當前迫切的需要？
（如果您認為未有提供足夠資料以判斷特定的需要是否存在，請選擇“資料不足”）

	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 資料不足	意見
(A) 鼓勵公眾透過一條安全和牢固的通道前往銅鑼灣至鰂魚涌海濱。該段海濱目前被私人地段、道路、公用設施和碼頭所間斷阻隔。東區走廊亦是港島東海濱實體上及視線上的障礙	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 資料不足	
(B) 提供比現時東區的行人路徑更好的步行環境	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 資料不足	
(C) 吸引公眾前往海濱步行，並鼓勵居民用更多時間進行體能運動(如緩步跑)，以實踐更健康的生活模式	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 資料不足	
(D) 提供更好的通道前往海濱，為東區帶來新的消閒活動	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 資料不足	
(E) 加強香港居民之間的正面社區互動	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 資料不足	
(F) 行人板道將增加人流量，以促進東區乃至香港的本地經濟發展（如餐飲設施及水陸連接活動）。	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 資料不足	
(G) 行人板道將吸引公眾將其用作活動場地。	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 資料不足	

關於「東區走廊下之行人板道」的需要的問卷調查

(H) 行人板道將可作為地標性構築物，有助提升香港作為優質旅遊城市的形象。	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 資料不足	
(I) 行人板道將為現有英皇道/電氣道/渣華道的行人路提供替代路線，能緩解空氣污染及噪音對行人的影響。	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 資料不足	
(J) 行人板道將可作為地標性構築物，改善當區海濱的視覺質素及景觀特色。	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 資料不足	

問題 3

我們現在尋求您對行人板道哪些的擬建部份可以滿足社區的當前迫切需要的看法。

請注意：

- 擬建的行人板道將會涉及在海中加建保護東區走廊保護結構，這將會被視為填海，而板道結構亦會覆蓋海面。板道結構可能會對船隻進出板道結構與現有海岸線之間的水域有所限制，受影響水域面積最多約為 43,000 平方米，受影響海濱長度約為 920 米。以上所述可能涉及《保護海港條例》。
- 行人板道將會提供一條約 2 公里長的通道供公眾接近海濱。
- 行人板道的個別組成部份將涉及不同面積的填海，或因板道覆蓋海面而限制船隻前往現有海濱，詳細如下。

除了行人通道(行人板道核心部份)，請指出下列哪些組成部分是您認為要滿足在問題 1 中選擇的需要所不可或缺

關於行人板道組成部分的更多詳細資料及說明，可參見夾附的《第 1 階段社區參與摘要》（網頁版請按“[此處](#)”查看摘要）

東區走廊下之行人板道的組成部份	填海（東區走廊的保護結構）或板道覆蓋海面，或限制船隻前往現有海濱	是否接受？			原因/意見
行人通道 ● 約 2 公里長 ● 板道闊 5 米	填海形式為十個新保護結構，填海總面積約為 300 平方米 板道覆蓋海面大約 8,250 平方米 限制船隻前往約 730 米長的現有海濱	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 不清楚	
單車徑 ● 約 2 公里長 ● 行人板道大部份路段的總闊度擴闊至 7.5 米以容納單車徑	額外增加板道覆蓋海面面積約 4,550 平方米	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 不清楚	
觀景平台 ● 共 4 個觀景平台 ● 每個約 20 平方米	4 個觀景平台額外增加板道覆蓋海面面積約 80 平方米	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 不清楚	

關於「東區走廊下之行人板道」的需要的問卷調查

釣魚平台 ● 位於北角渡輪碼頭西面的平台上 ● 平台總面積約 400 平方米	部分釣魚平台將位於東區走廊的地基上, 需額外增加覆蓋海面面積(超出東區走廊的地基範圍以外) 約 300 平方米。	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 不清楚	
單車租借亭 ● 位於海裕街現有土地上	無須填海或板道覆蓋海面	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 不清楚	
單車停泊處 ● 位於北角渡輪碼頭西面的平台上	額外增加板道覆蓋海面面積約 70 平方米	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 不清楚	
餐飲亭 ● 位於現有土地上	無需填海或額外增加板道覆蓋海面面積	<input type="checkbox"/> 是	<input type="checkbox"/> 否	<input type="checkbox"/> 不清楚	

補充問題

(A) 如您不接受問題 2 (A) 至 (J) 所述為當前迫切的需要, 請說明您的原因。

(B) 如您認為沒有足夠的資料回答問題 2 (A) 至 (J), 哪些額外資料會有助您評估接受的程度?

(C) 您對行人板道所能滿足的當前迫切的需要是否有其他建議?

(D) 如您認為擬建行人板道有其他合理選擇以減少對維港影響, 請提出您的建議。

(E) 如您認為有其他設施或組成部份應該附設於行人板道, 而同時能滿足當前迫切需要, 請列舉出這些設施或組成部份。

其他意見

多謝您的意見

- 完 -

Questionnaire on the need for the Boardwalk underneath Island Eastern Corridor

東區走廊下之行人板道 Boardwalk Underneath Island Eastern Corridor

連繫東西, 共享維港

**Bridging the MISSING LINK -
Let's embrace the Harbour**



Background

The proposed Boardwalk underneath Island Eastern Corridor (IEC) will be a pedestrian walkway with the option of a cycleway. It 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. The proposed boardwalk will be about 2km long. It will be a bridge structure mainly constructed on top of the existing foundations of the IEC. The boardwalk will be connected to the future open space north of Oil Street at the western end and to the promenade at Hoi Yu Street in Quarry Bay at the eastern end. The proposed alignment of the boardwalk is shown on the map above; more details can be found in the accompanying Boardwalk underneath Island Eastern Corridor - Investigation: Stage 1 Community Engagement Digest (for website viewers, click [here](#) to view the Digest).

As the boardwalk will require reclamation in the form of some new IEC protection structures in the sea (see Fig 1 below), as well as deck structures that cross over the sea (see Fig 2 below), the Protection of the Harbour Ordinance (PHO) (Cap. 531) provisions need to be considered. The Hong Kong courts¹ have ruled that the presumption against reclamation in Victoria Harbour can only be rebutted by establishing an overriding public need for reclamation, i.e. **“the overriding public need test”**. A need should only be regarded as overriding if it is a **compelling and present need**², and there should be no reasonable alternative to reclamation.

To realise the vision of building the boardwalk, Government has to establish an overriding public need for the boardwalk. We are currently at the first stage in this process. This survey is only one part of the assessment to demonstrate whether there is an overriding public need. Further technical assessments will be completed following this stage of community engagement.

This feedback form is designed to assess the level of acceptance by the public as to whether there is a compelling and present need for the boardwalk. It is intended to assess the needs across several aspects, including public health, environment, accessibility, economic and social development. It also examines community response to the scope of the development from a minimal walkway to one that includes a cycleway and other leisure options.



Fig 1 - Artist's impression of new protection structures to protect IEC from ship impact

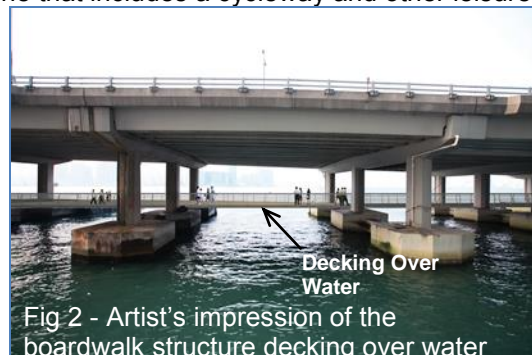


Fig 2 - Artist's impression of the boardwalk structure decking over water

¹ The Court of Final Appeal's Judgment in respect of the judicial review on the Draft Wan Chai North Outline Zoning Plan.

² A compelling and present need goes far beyond something which is “nice to have”, desirable, preferable or beneficial. But on the other hand, it would be going much too far to describe it as something in the nature of the last resort, or something which the public cannot do without. A compelling need must have the requisite force to prevail over the strong public need for protection and preservation of the harbour. A present need takes into account the timescale of planning exercises, and that the need would arise within a definite and reasonable time frame. Public needs are community needs and include the social, economic and environmental needs of the community.

Questionnaire on the need for the Boardwalk underneath Island Eastern Corridor

Question 1

There is currently minimal public access to the harbour* along the Island East harbourfront from Causeway Bay to Quarry Bay. The PHO's primary objective is that the harbour is to be protected and preserved as a special public asset and a natural heritage of Hong Kong people. Government is committed to enhancing the harbourfront for public enjoyment. It can be argued that access to the harbour is crucial to achieve the full value of this recognised special public asset.

Do you agree that providing continuous, non-interrupted public access along the harbourfront from Causeway Bay to Quarry Bay is essential for the public to enjoy the full benefit of the harbour as a public asset?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Don't know
Reason/Comment:			

* mainly at the North Point Ferry Piers

Question 2

Do you accept that there is a compelling and present need for the boardwalk in respect of the following community aspects?

(Please choose the option "Insufficient information" if you do not think there is sufficient information yet to decide whether you accept there is a specific need.)

				Comment
(A) Promote public access to the harbourfront from Causeway Bay to Quarry Bay through a safe and secure access which is otherwise currently dissected and hindered by private lots, roads, utilities, jetties, as well as the IEC which is both a physical and visual barrier to the harbour along the Island East harbourfront	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Insufficient information	
(B) Provide a better walking environment than the current pedestrian options in Eastern District	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Insufficient information	
(C) Attract people to walk more along the harbourfront and encourage residents to spend more time in physical activities such as jogging, and thereby help adopt a healthier lifestyle	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Insufficient information	
(D) Enable new leisure activities in Eastern District through better access to the harbourfront	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Insufficient information	
(E) Enhance positive social interaction between Hong Kong residents	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Insufficient information	
(F) The boardwalk will increase people flow, thus help sustain and promote the prosperity of the local economy (e.g. food and beverage facilities and water-land interface activities) in the Eastern District and Hong Kong at large.	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Insufficient information	
(G) The boardwalk will attract people using it as an event venue.	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Insufficient information	

Questionnaire on the need for the Boardwalk underneath Island Eastern Corridor

(H) The boardwalk as an iconic structure would enhance the image of Hong Kong as a premier tourist destination.	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Insufficient information	
(I) The boardwalk will provide an alternative route for pedestrians currently using the footpath along King's Road / Electric Road / Java Road which would relieve pedestrians from poor air quality and noise pollution en route.	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Insufficient information	
(J) The boardwalk as an iconic structure will improve the visual quality and landscape character of the harbourfront in the District.	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Insufficient information	

Question 3

We now seek your views on what scope of the proposed boardwalk meets the compelling and present needs of the community.

Please note that:

- The proposed boardwalk would involve the construction of new IEC protection structures in the sea, which would be regarded as reclamation, and decking above the sea. It would restrict the access by boats to the water area between the deck structures and the existing shoreline - the affected water area would be up to about 43,000m², along an approx. 920m length of harbourfront. All of the above would have implications under the PHO.
- In return, the boardwalk would enable public access to the harbourfront of about 2km in length.
- Individual components of the boardwalk would involve different areas of reclamation or decking above the sea, as well as restriction of boat access to the shoreline, at various locations as set out below.

As well as the walkway which is a core component of the boardwalk, please indicate below which components you accept address the needs mentioned earlier in Question 1.

More details and illustrations of these boardwalk components can be found in the accompanying Stage 1 Community Engagement Digest (for website viewers, click [<here>](#) to view the Digest).

Boardwalk Component	Reclamation (IEC Protection Structures) or Decking above the Sea or Restriction of Marine Access to Shoreline	Accept or Not?			Reason/ Comment
Pedestrian walkway • length approx 2km • boardwalk width 5m	Reclamation in the form of ten new protection structures, with total area of reclamation approx 300m ² Area of decking above the sea approx 8,250m ² Restriction of boat access to approx 730m length of existing shoreline	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Don't Know	
Cycleway • length approx 2km • boardwalk widened to 7.5m over most of its length to accommodate the cycle track	Additional area of decking above the sea approx 4,550m ²	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Don't Know	
Viewing platforms • total four platforms • area of each platform approx 20m ²	Additional area of decking above the sea for all four viewing platforms approx 80m ²	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Don't Know	

Questionnaire on the need for the Boardwalk underneath Island Eastern Corridor

Fishing platform <ul style="list-style-type: none"> on platform deck to west of North Point Ferry Pier total area of platform approx 400m² 	Part of the fishing platform will be on the IEC foundations, additional area of platform decking that extends above the sea (beyond the IEC foundations) approx 300m ²	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Don't Know	
Cycle rental kiosk <ul style="list-style-type: none"> located on existing land at Hoi Yu Street 	No reclamation or decking above the sea required	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Don't Know	
Bicycle parking <ul style="list-style-type: none"> on platform deck to west of North Point Ferry Pier 	Additional area of decking above the sea approx 70m ²	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Don't Know	
Food & beverage kiosks <ul style="list-style-type: none"> located on existing land 	No reclamation or decking above the sea required	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Don't Know	

Supplementary Questions

- (A) If you do not accept that Question 2(A) to (J) present a compelling and present need, why do you not accept this?
- (B) If you think that there is insufficient information to respond to Question 2(A) to (J), what additional information would be helpful to assess acceptance?
- (C) Do you have any suggestions for other compelling and present needs that the boardwalk might address?
- (D) If you believe that there are reasonable alternatives to the proposed boardwalk that have less impact on the harbour, what are they?
- (E) If you believe that there are other facilities or components of the boardwalk that should be considered to meet a compelling and present need, what are they?

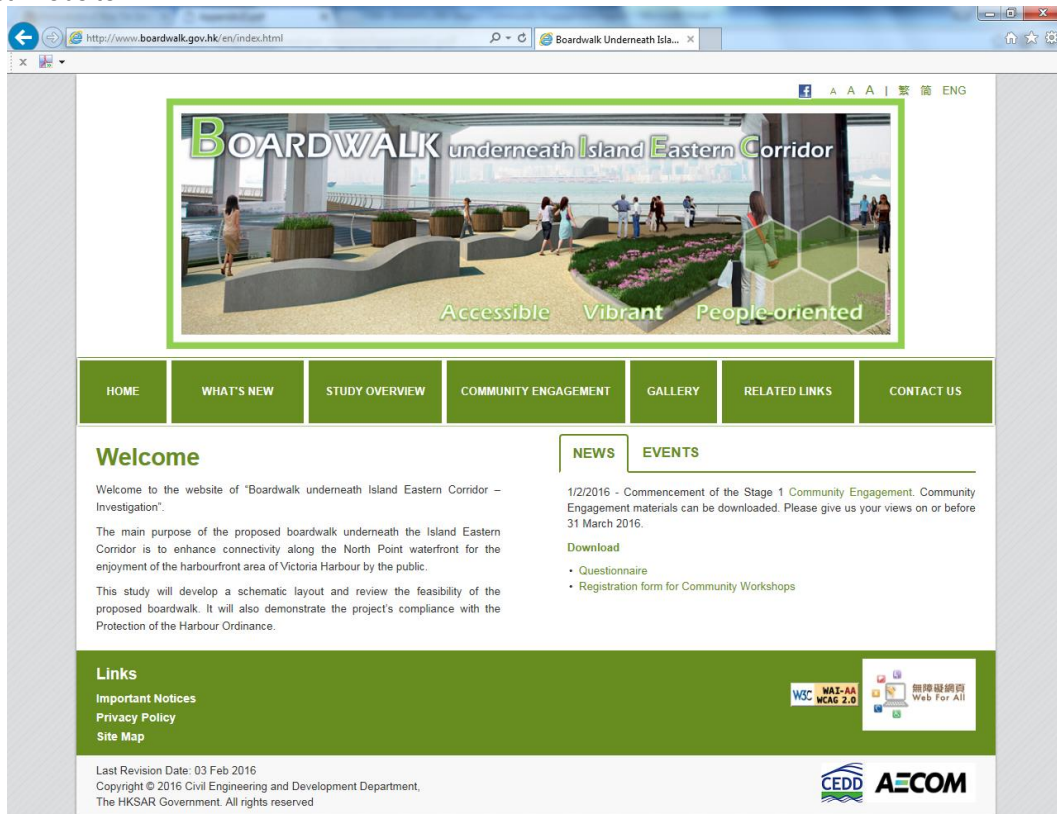
Any other comments?

Thank you
- End -

Appendix B

Project Website and Facebook Page

Project Website



Facebook Page



Appendix C

Stage 1 Community Engagement Digest



東區走廊下之行人板道研究

BOARDWALK UNDERNEATH ISLAND EASTERN CORRIDOR - INVESTIGATION

第1階段社區參與摘要

Stage 1 Community Engagement Digest



連繫東西，共享維港

Bridging the MISSING LINK
Let's embrace the Harbour

可達 Accessible
朝氣蓬勃 Vibrant
以人為本 People Oriented

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1 簡介 INTRODUCTION

研究背景 Study Background

規劃署於2012年完成的《港島東海旁研究》，建議由北角海旁至鯉魚灣海旁之間的東區走廊下興建一條約2公里長的行人板道，改善北角海旁一帶的連貫性，增加公眾享用維多利亞港海濱的機會。建議獲得市民廣泛支持。

由於建議的行人板道位處維多利亞港範圍內，需符合《保護海港條例》的規定。

Planning Department completed the Hong Kong Island East Harbour-front Study (HIDEHS) in 2012 and proposed a 2km long boardwalk underneath the Island Eastern Corridor (IEC), from Oil Street in North Point to Hoi Yu Street in Quarry Bay, to enhance the connectivity along the North Point waterfront for the enjoyment of the harbourfront area of Victoria Harbour by the public. The proposal was well received by the public.

As the proposed boardwalk lies within the Victoria Harbour area, the proposal has to comply with the requirements of the "Protection of the Harbour Ordinance" (PHO).

研究目標 Study Objectives

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」）。本研究主要目的如下：

	檢視擬建行人板道的可行性，並證明項目符合《保護海港條例》的規定		To review the feasibility of the proposed boardwalk under the IEC and to demonstrate the project's compliance with the PHO
	收集公眾與持份者的意見，並制定擬建行人板道的建議方案		To collate opinions from the public and stakeholders to formulate a recommended scheme for the proposed boardwalk
	評估擬建行人板道對環境的影響		To assess the environmental implications of the proposed boardwalk

研究範圍 Study Area

擬建行人板道將會連接北角海旁以北的未來休憩用地和鯉魚灣海旁，並另設出入口接駁灣水庫和北角海旁重建後所預留的海濱長廊，以便市民享用行人板道。研究範圍包括行人板道沿線的水域及海濱地區，將沿線的西面及中央部分以中至高密度的住宅和商業發展為主，而東面則主要是政府機構/辦公室樓宇。

The boardwalk is proposed to link up the future open space to the north of Oil Street in North Point and Hoi Yu Street in Quarry Bay. It would connect the at-grade access points at Tong Shui Road and the new waterfront promenade under the redevelopment of the ex-North Point Estate site. The Study Area covers the waterbody and waterfront area on both sides of the boardwalk. The western and central portions of the waterfront area comprise mainly a mixture of medium to high-rise residential and commercial developments, with government institutions/office buildings clustering in the east.

研究歷程 Study Process

本研究的進展過程如下：

檢視過往研究的建議和結果
Review the recommendations and findings in the previous study

擬建行人板道的可行性建議方案
Review the feasibility of the proposed boardwalk and develop a recommended scheme

建議工程符合《保護海港條例》
Demonstrate the proposed boardwalk can comply with the PHO

評估擬建行人板道對環境的影響
Assess the environmental implications of the proposed boardwalk

第1階段社區參與
Stage 1 Community Engagement

第2階段社區參與
Stage 2 Community Engagement

本報告
We Are Here!

本報告
This Study

1 繼續向有關部門公署索取擬建行人板道的文件
2 行人板道建議方案的展示
3 社區參與活動及向有關公署提交有關建議文件記錄
4 行人板道方案需要填補的資料最少須有兩項的評估顯示

1 Documentation of the overarching public need for the boardwalk
2 Presentation of the recommended boardwalk scheme
3 Documentation of the community engagement activities and feedback on public views
4 Presentation of the recreation requirements of the boardwalk scheme and an appraisal of minimum recreation

2 擬建行人板道的效益 BENEFITS OF PROPOSED BOARDWALK

1 加強連貫性 Connectivity Enhancement

提供連繫北角海旁及鯉魚灣海旁，並提供便捷的通道連接兩地地區
Providing the Missing Link between Causeway Bay and Quarry Bay with Easy Access from the Hinterland

行人板道將會連接北角海旁以北的未來休憩用地和鯉魚灣海旁，並另設出入口接駁灣水庫和北角海旁重建後所預留的海濱長廊，以便市民享用行人板道。研究範圍包括行人板道沿線的水域及海濱地區，將沿線的西面及中央部分以中至高密度的住宅和商業發展為主，而東面則主要是政府機構/辦公室樓宇。

The boardwalk will connect the future open space north of Oil Street in North Point to the waterfront promenade at Hoi Yu Street in Quarry Bay. Access points will be provided at Tong Shui Road Pier and ex-North Point Estate for easy and convenient access from the hinterland to allow people to enjoy the harbourfront.

連接及整合零散的沿海休憩用地
Enabling Better Connection and Integration with the Isolated Open Spaces along Waterfront

行人板道將提供一個連接的網絡，行人板道將提供更好的道路連接，整合零散的休憩用地，為市民提供一個全面的開放空間網絡。

The open spaces in the vicinity of the boardwalk are relatively isolated. The boardwalk enables better connection and integration of these open spaces to form a comprehensive open space network.

2 社區需要 Social Needs

提供設施鼓勵地區居民及全港市民實踐健康生活
Encouraging "Healthy Living" for Local Residents and Wider Hong Kong

健康的行人板道將成為便利的運動設施，鼓勵地區居民及市民大衆運動，實踐健康生活模式。
The proposed boardwalk will serve as an accessible exercise facility that encourages local residents and general public to exercise and practise healthy lifestyle.



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6

3 經濟需要 Economic Needs

促進區內經濟/商業
Revitalizing the Local Economy/Businesses

行人板道將會增加人流，能夠吸引更多人流進出灣仔碼頭，隨著灣仔碼頭行人及商業活動的增加，行人板道將會帶動灣仔碼頭、灣仔、金鐘等行業正面影響，促進行人板道一帶和區內其他北角地區的經濟活動。

The boardwalk as an iconic facility will attract more visits to the harbourfront. With the anticipated increase in pedestrian flows and visitors, the boardwalk will bring about positive effect to local business / shops and welfare, thus revitalizing the surrounding area of the Eastern District particularly the older areas of North Point.



7

3 整體環境及考慮 OVERALL CONTEXT AND CONSIDERATIONS

整體環境 Overall Context

雖然行人板道主要佔用東區舊址下的空間，但我們亦會利用北角海濱一帶的土地用途作整體考慮，尤其會考慮行人道路連貫性，與現有和已規劃土地用途進行整合和銜接。

現時，行人板道附近一帶混合了商業、住宅、酒店、辦公室、政府機構、休憩用地等用途。商業及住宅發展集中於英皇道、渣甸道、香港街及馬寶道。電燈街以東主要是政府機構及其他辦公大樓。

While the boardwalk will mainly occupy the space underneath the existing IEC, the Study will take into consideration surrounding land uses along the North Point waterfront in a holistic manner, particularly in terms of pedestrian connectivity and integration or interface with the existing and planned land uses.

At present, the inland area is characterized by a mixture of commercial and residential uses, hotels, offices, government offices/facilities as well as playground facilities/resting areas. Commercial/residential developments are clustered along King's Road, Java Road, Chun Yung Street and Marble Road. Areas to the east of Tin Chi Street are predominantly government offices/facilities and other office buildings.

與周邊環境的道路連通 Connectivity to the Surrounding Environment

在與周邊環境的道路連通性方面，研究需要探討如何融合行人板道由西至東，由將來在北角油街以北的休憩用地至東面現有的觀海濱海濱花園，以實現一個暢通的海濱。

我們也會考慮海濱規劃原則及指引，城市規劃委員會對維多利亞港的觀景及目標，其他已完和進行中的研究/項目和區內優化工程及計劃。

In terms of connectivity with surrounding areas, the issue of how to better integrate the proposed boardwalk with both the future open space north of Oil Street in North Point at the west and the existing Quarry Bay Promenade at the east should be explored for a more accessible waterfront.

The Harbour Planning Principles and Guidelines, the Town Planning Board's Vision and Goals for Victoria Harbour, any other relevant past or on-going studies/projects and local enhancement works and proposals should also be taken into consideration.

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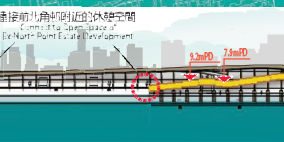
土地用途分布圖 Land Use Plan

4 《保護海港條例》的考慮 IMPLICATIONS OF PHO

《保護海港條例》旨在確保定不食在海港內進行填海工程的目的，以確保保護和保存海港的目的。根據《保護海港條例》，填海工程（包括填海工程）在《保護海港條例》的定義下則會被視為填海。

行人板道會覆蓋海面，雖然這些結構不會影響海床或海床海面，但可能會限制使用東面走下的水域。由於填海工程將會影響海面面積，故此可能涉及《保護海港條例》。

The PHO was enacted to protect and preserve the Harbour by establishing a presumption against reclamation in the Harbour. Reclamation is defined in the Ordinance as "any works carried out or intended to be carried out for the purpose of forming land from the sea-bed or foreshore". The presumption against reclamation in the Harbour must be interpreted in such a way that it can only be rebutted by establishing an overriding public need for reclamation. Public needs are community needs. They include the social, economic and environmental needs of the community as a whole.



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5 設計議題 DESIGN ISSUES

行人板道的設計需考慮以下議題
The following design issues will be considered:

- 行人板道及配套设施應以最少及必要的填海方式興建。
 - 行人板道的高度不應影響船隻在現有碼頭運作。
 - 避免東面走處受船隻撞擊。
 - 行人板道可在填海以北將來的休憩空間、糖水碼頭、龍北角街及海怡道連接。
 - 行人板道應以耐用的建築材料興建，以應對惡劣環境。
 - 採納適當的安全措施以行人路與單車徑(如建議)共用。
- Only essential and minimum reclamation will be provided for the boardwalk and ancillary facilities. The boardwalk level should not affect operations of vessels at existing piers.
 - The IEC should be protected from ship impact.
 - The boardwalk would be accessible from the future open space north of Oil Street, Tong Shui Pier, Ho-North Point Estate and Ho Yu Street.
 - The boardwalk should be built with durable material for severe environment.
 - Proper safety measures should be put in place for the shared use of pedestrian walkway and cycle track, if proposed.

6 行人板道建議 BOARDWALK PROPOSAL

如圖所示，除支持興建行人板道外，還建議在行人板道兩側設置觀景平台、單車徑、及單車徑旁的單車泊位，以方便市民使用。建議在行人板道兩側設置觀景平台、單車徑、及單車徑旁的單車泊位，以方便市民使用。

擬建行人板道的部份 Proposed Core Component of the Boardwalk	《保護海港條例》的考慮 Implications of PHO
約2公里長，約5米寬的行人板道 Reclamation of length approximately 2km and width of 5m	根據《保護海港條例》，約2公里長，約5米寬的行人板道，視作填海，填海面積約為25000平方米。 Reclamation in the form of 2 km long protection design. Reclamation that involves total reclamation area of approximately 25,000m ² . Dedicated area for the walkway above the sea of approximately 85,000m ² .
觀景平台、單車徑、及單車徑旁的單車泊位 Viewing platform, cycle track, and cycle parking	觀景平台、單車徑、及單車徑旁的單車泊位，視作填海，填海面積約為15000平方米。 Viewing platform, cycle track, and cycle parking that involves total reclamation area of approximately 15,000m ² . Dedicated area for the walkway above the sea of approximately 38,000m ² .
建議的行人板道設施 Proposed Additional Boardwalk Facilities	所需填海海面面積 Area of Decking above the Sea
約2公里長，約5米寬的行人板道，視作填海，填海面積約為25000平方米。 Cycle track of length approx. 2km with the boardwalk widened to 7.5m over most of its length to accommodate the cycle track.	約2公里長，約5米寬的行人板道，視作填海，填海面積約為25000平方米。 Required additional decked area above the sea of approximately 435,000m ² .
約2公里長，約5米寬的行人板道，視作填海，填海面積約為25000平方米。 Cycle track of length approx. 2km with the boardwalk widened to 7.5m over most of its length to accommodate the cycle track.	約2公里長，約5米寬的行人板道，視作填海，填海面積約為25000平方米。 Required additional decked area above the sea of approximately 800m ² .
約2公里長，約5米寬的行人板道，視作填海，填海面積約為25000平方米。 Cycle track of length approx. 2km with the boardwalk widened to 7.5m over most of its length to accommodate the cycle track.	約2公里長，約5米寬的行人板道，視作填海，填海面積約為25000平方米。 Required additional decked area above the sea of approximately 3800m ² .
約2公里長，約5米寬的行人板道，視作填海，填海面積約為25000平方米。 Cycle track of length approx. 2km with the boardwalk widened to 7.5m over most of its length to accommodate the cycle track.	約2公里長，約5米寬的行人板道，視作填海，填海面積約為25000平方米。 Required additional decked area above the sea of approximately 700m ² .
約2公里長，約5米寬的行人板道，視作填海，填海面積約為25000平方米。 Cycle track of length approx. 2km with the boardwalk widened to 7.5m over most of its length to accommodate the cycle track.	約2公里長，約5米寬的行人板道，視作填海，填海面積約為25000平方米。 Required additional decked area above the sea of approximately 3800m ² .
約2公里長，約5米寬的行人板道，視作填海，填海面積約為25000平方米。 Cycle track of length approx. 2km with the boardwalk widened to 7.5m over most of its length to accommodate the cycle track.	約2公里長，約5米寬的行人板道，視作填海，填海面積約為25000平方米。 Required additional decked area above the sea of approximately 3800m ² .

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社區參與活動 COMMUNITY ENGAGEMENT ACTIVITIES

我們誠意邀請你參與社區工作坊，分享你對行人板道的意見。
(請聯絡我們或於本研究網站下載表格登記查詢)
We invite you to participate in our community workshop to share your views on the proposed boardwalk. (Please contact us or download the registration form from the study website for registration)

我們將於以下地點舉辦展覽，歡迎參觀和填寫問卷：
You are welcome to visit and complete a questionnaire at the following roving exhibition locations:

巡迴展覽地點 Locations of Roving Exhibitions	日期 Date
北角渡輪碼頭外 Outside North Point Ferry Pier	1 - 5/2/2016 15 - 27/2/2016
北角政府合署地下大堂 G/F Lobby, North Point Government Offices	1 - 5/2/2016 22/2 - 10/3/2016
觀龍道/福雅道文藝街行人路 Footpath at Junction of Electric Road and Fook Yum Road	1 - 5/2/2016 15/2 - 1/3/2016
港鐵太古站 MTR Tai Koo Station	13-19/2/2016
港鐵天后站A1出口外 Area outside MTR Tin Hau Station Exit A1	1-5/3/2016 8-12/3/2016 15-19/3/2016 22-24/3/2016
港鐵台山站A出口外 Area outside MTR Forester Hill Station Exit A	8-12/3/2016 15-19/3/2016 22-24/3/2016

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未來路向 WAY FORWARD

我們會就第一階段社區參與所收集的意見進行整理，並就建議方案進行第二階段社區參與，建立共識。
We will collate the opinions obtained in Stage 1 Community Engagement and carry out Stage 2 Community Engagement to build consensus on the proposed boardwalk scheme.

您的意見 YOUR VIEWS

請在2016年3月31日前表達您的意見。您寶貴的支持有助我們按《保護海港條例》的規定，落實計劃，讓市民得以享用充滿活力的海港。
Please send us your views on or before 31 March 2016. Your invaluable support will facilitate the implementation of the project in compliance with the PHO for the public use of a vibrant harbour front.

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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

電郵 Email: boardwalk@cedd.gov.hk

地址 Address: 香港北角道連道333號 13/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

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

電話 Telephone: (852) 2231 4408

傳真 Fax: (852) 2577 5040

QR Code

備註: 本冊印刷於環保紙張。
備註: 凡向《香港海港工程之公眾諮詢》提供意見或建議的個人或團體，將被視為同意土木工程拓展署可將有關意見或建議的內容（包括個人姓名及團體名稱）在有關工程項下公開，以供公眾參考。此項同意書將與有關意見或建議一併提交。
Disclaimer: A person or an organization providing comments and suggestions to the "Boardwalk underneath Island Eastern Corridor - Investigation" shall be deemed to have given consent to the Civil Engineering and Development Department to wholly or partially publish the comments and suggestions (including the names of the individual and organization). If you do not agree to this agreement, please state so when providing comments and suggestions.

Appendix D

Stage 1 Community Engagement Pamphlet



東區走廊下之行人板道研究

BOARDWALK UNDERNEATH ISLAND EASTERN CORRIDOR - INVESTIGATION

第1階段社區參與
Stage 1 Community Engagement

連繫東西，共享維港

Bridging the MISSING LINK
Let's embrace the Harbour



土木工程拓展署
Civil Engineering and
Development Department
AECOM

背景 BACKGROUND

規劃署於2012年完成的《港島東海旁研究》，建議由北角油街至鰂魚涌海裕街之間的東區走廊下興建一條約2公里長的行人板道，改善北角海旁一帶的連貫性，增加公眾享用維多利亞港海濱的機會。建議獲得市民普遍支持。

由於建議的行人板道位處維多利亞港範圍內，落實建議須符合《保護海港條例》的規定。

Planning Department completed the Hong Kong Island East Harbour-front Study (HKIEHS) in 2012 and proposed a 2km long boardwalk underneath the Island Eastern Corridor (IEC), from Oil Street in North Point to Hoi Yu Street in Quarry Bay, to enhance the connectivity along the North Point waterfront for the enjoyment of the harbourfront area of Victoria Harbour by the public. The proposal was well received by the public.

As the proposed boardwalk lies within the Victoria Harbour area, the proposal has to comply with the requirements of the "Protection of the Harbour Ordinance" (PHO).

研究目標 STUDY OBJECTIVES

研究目標是檢視擬建行人板道的可行性，並證明項目符合《保護海港條例》的規定。

The objective of the Study is to review the feasibility of the proposed boardwalk underneath the IEC and to demonstrate the project's compliance with the PHO.



*此函件符合資格豁免於『不收取通函』標貼機制
* This mail is eligible for exemption from "No Circular Mail" Opt-out Sticker Scheme.

我們將於以下地點舉辦巡迴展覽，歡迎參觀和填寫問卷：

You are welcome to visit and complete a questionnaire at the following roving exhibition locations:

巡迴展覽地點 Locations of Roving Exhibitions	日期 Date
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北角政府合署地下大堂 G/F Lobby, North Point Government Offices	1 – 5/2/2016 22/2 – 10/3/2016
電氣道/福蔭道交匯處行人路 Footpath at Junction of Electric Road and Fook Yum Road	1 – 5/2/2016 15/2 – 1/3/2016
港鐵太古站 MTR Tai Koo Station	13-19/2/2016
港鐵天后站A1出口外 Area outside MTR Tin Hau Station Exit A1	1-5/3/2016 8-12/3/2016 15-19/3/2016 22-24/3/2016
港鐵炮台山站A出口外 Area outside MTR Fortress Hill Station Exit A	8-12/3/2016 15-19/3/2016 22-24/3/2016

亦歡迎到我們的網站填寫問卷。

You are welcome to visit our website and complete the questionnaire.

請在2016年3月31日前表達您的意見。您寶貴的支持有助我們按《保護海港條例》的規定，落實計劃，讓市民得以享用充滿活力的海濱。

Please send us your views on or before 31 March 2016. Your invaluable support will facilitate the implementation of the project in compliance with the PHO for the public use of a vibrant harbourfront.

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

電郵
Email boardwalk@cedd.gov.hk

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

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

電話
Telephone (852) 2231 4408

傳真
Fax (852) 2577 5040



如需填海，您會支持興建行人板道嗎？

您是否贊成加入其他設施（包括單車徑、觀景平台、釣魚平台，及單車停泊處）儘管這會增加覆蓋海面面積？

Do you support the proposed boardwalk in the light of the need of reclamation?

Do you agree to include other facilities (such as cycle track, viewing platform, fishing platform and bicycle parking) though this will increase the extent of decked area above the sea?

我們誠意邀請您參與社區工作坊，分享您對行人板道的意見。
(請聯絡我們或於本研究網站下載表格登記留座)
We invite you to participate in our community workshops to share your views on the proposed boardwalk.
(Please contact us or download the registration form from the study website for registration)

社區工作坊 1
Community Workshop No. 1

日期及時間
Date and Time
21/2/2016
(星期日 Sunday)
13:00 - 17:00
(實地視察 Site Visit 13:00-14:00)

01
炮台山站A出口
Fortress Hill Station Exit A

香港銅鑼灣福蔭道7號
銅鑼灣社區中心3樓禮堂
Community Hall, 3/F,
Causeway Bay Community Centre,
7 Fook Yum Road,
Causeway Bay, Hong Kong

社區工作坊 2
Community Workshop No. 2

日期及時間
Date and Time
5/3/2016
(星期六 Saturday)
13:00 - 17:00
(實地視察 Site Visit 13:00-14:00)

02
中環站K出口
Central Station Exit K

香港中環愛丁堡廣場3號
展館3樓多用處廳
Multi-purpose Hall, 3/F,
City Gallery,
3 Edinburgh Place,
Central, Hong Kong

環保印刷 Printed on environmentally friendly paper

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全部或部分提供的內容（包括個人姓名及團體名稱）公佈。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 organization providing comments and suggestions to the "Boardwalk underneath Island Eastern Corridor - Investigation" shall be deemed to have given consent to the Civil Engineering and Development Department to wholly or partially publish the comments and suggestions (including the names of the individual and organization). If you do not agree to this agreement, please state so when providing comments and suggestions.

擬建行人板道的效益

BENEFITS OF PROPOSED BOARDWALK

加強連接性 Connectivity Enhancement

- 貫通銅鑼灣與鯉魚涌海濱，並提供暢達的通道連接毗鄰地區
Providing the missing link between Causeway Bay and Quarry Bay with easy access from the hinterland
- 連接及整合零散的沿海濱休憩用地
Enabling better connection and integration with the isolated open spaces along waterfront

社區需要 Social Needs

- 提供設施鼓勵地區居民及全港市民實踐健康生活
Encouraging “healthy living” for local residents and wider Hong Kong

經濟需要 Economic Needs

- 促進區內經濟/商業
Revitalizing the local economy/ businesses

環境需要 Environmental Needs

- 提升景觀及視覺質素
Uplifting landscape and visual qualities

設計議題 DESIGN ISSUES

行人板道的設計需考慮以下議題

The following design issues will be considered:

- i) 行人板道及配套設施只能以最少及必要的填海方式興建。
Only essential and minimum reclamation will be provided for the boardwalk and ancillary facilities.
- ii) 行人板道的高度不應該影響船隻在現有碼頭的運作。
The boardwalk level should not affect operations of vessels at existing piers.
- iii) 避免東區走廊受船隻撞擊。
The IEC should be protected from ship impact.
- iv) 行人板道可在油街以北將來的休憩空間、糖水道碼頭、前北角邨及海裕街設連接點。
The boardwalk would be accessible from the future open space north of Oil Street, Tong Shui Road Pier, ex-North Point Estate and Hoi Yu Street.
- v) 行人板道應以耐用的建築材料興建，以應對惡劣環境。
The boardwalk should be built with durable material for severe environment.
- vi) 採納適當的安全措施讓行人路與單車徑(如建議)共用。
Proper safety measures should be put in place for the shared use of pedestrian walkway and cycle track, if proposed.

如你不欲收取通函郵件，請在信箱貼上『不收取通函』標貼，標貼可於全線郵政局、各區民政事務處的公眾諮詢服務中心、公共屋邨辦事處和個別私人屋苑的管理處免費索取。請注意，「不收取通函」標貼機制並不涵蓋由政府及相關機構、立法會議員／區議會議員、選舉候選人 and 根據《稅務條例》第88條獲豁免繳稅的慈善機構所投寄的通函郵件。
If you would like to opt out from receiving circular mail, please place a 'No Circular Mail' sticker on the letter box. The stickers are freely available at all post offices, Public Enquiry Service Centres of District Offices as well as estate management offices of public housing estates and selected private residential developments. However, circular mail posted by the Government and related organisations, Legislative Councillors/District Councillors, election candidates, and charitable bodies eligible for tax relief under section 88 of the Inland Revenue Ordinance are exempted from this opt-out scheme.

行人板道建議 BOARDWALK PROPOSAL

擬議行人板道的核心部分 Proposed Core Component of the Boardwalk	《保護海港條例》的考慮 Implications of PHO
約2公里長、約5米闊的行人通道 Pedestrian walkway of length approx. 2km and width 5m	新建的十個保護樁柱涉及共約300平方米填海面積，東區走廊下的行人通道會覆蓋海面約8250平方米 Reclamation in the form of ten new protection ‘dolphin’ structures that involves total reclamation area of approximately 300m ² Decked area for the walkway above the sea of approximately 8250m ²

整體規劃藍圖 MASTER LAYOUT PLAN



《保護海港條例》的考慮 IMPLICATIONS OF PHO

《保護海港條例》旨在藉設定不准在海港內進行填海工程的推定，以達致保護和保存海港的目的。根據《保護海港條例》，填海指「任何為將海床或前濱形成為土地而進行或擬進行的工程」。要推翻條例中不准許海港進行填海工程的推定，須證明有關工程具備凌駕性公眾需要。根據以往法庭的判詞，公眾需要包括社區於社會、經濟及環境方面的需要。
The PHO was enacted to protect and preserve the Harbour by establishing a presumption against reclamation in the Harbour. Reclamation is defined in the Ordinance as “any works carried out or intended to be carried out for the purpose of forming land from the sea-bed or foreshore”. The presumption against reclamation in the Harbour must be interpreted in such a way that it can only be rebutted by establishing an overriding public need for reclamation. Public needs are community needs. They include the social, economic, and environmental needs of the community.

興建其他各項設施，最少要覆蓋的海面面積如下：

The minimum decked areas required for the provision of other individual facilities are specified as follows:

	建議的行人板道附加設施 Proposed Additional Boardwalk Facilities	所需覆蓋海面面積 Area of Decking above the Sea
	約2公里長的單車徑，使行人板道大部份路段的總闊度擴闊至7.5米以容納單車徑 Cycle track of length approx. 2km with the boardwalk widened to 7.5m over most of its length to accommodate the cycle track	需額外增加覆蓋海面面積約4550平方米 Require additional decked area above the sea of approximately 4550m ²
	4個觀景平台 (每個約20平方米) Total of 4 nos of viewing platforms (each of area approx. 20m ²)	需額外增加覆蓋海面面積約80平方米 Require additional decked area above the sea of approximately 80m ²
	釣魚平台 (位於北角渡輪碼頭西面，平台約400平方米) Fishing platform (west of North Point Ferry Pier of area approx. 400m ²)	部分釣魚平台將位於東區走廊的地基上，需額外增加覆蓋海面面積(超出東區走廊的地基範圍以外) 約300平方米。 Part of the fishing platform will be on the IEC foundations, require additional decked area that extends above the sea (beyond the IEC foundations) of approximately 300m ²
	單車租借亭 (位於海裕街現有土地) Cycle rental kiosk (on existing land at Hoi Yu Street)	無需填海或額外增加覆蓋海面面積 No reclamation or decking over the sea is required
	單車停泊處(位於北角渡輪碼頭西面的平台) Bicycle parking (on platform deck to west of North Point Ferry Pier)	需額外增加覆蓋海面面積約70平方米 Require additional decked area above the sea of approximately 70m ²
	餐飲亭 Food & beverage kiosks	無需填海或額外增加覆蓋海面面積 No reclamation or decking over the sea is required

擬建的行人板道，將不需要在海中填土形成土地（即普遍「填海工程」認知的概念）。然而，一些新建的保護樁柱（包括樁承台）在《保護海港條例》的定義下則會被視為填海。

The boardwalk underneath the IEC will not require any land to be formed by filling in the sea with soil (the more commonly perceived notion of ‘reclamation’). However, there will be some new piled dolphin structures with pile caps which are regarded as reclamation in the context of the PHO.

行人板道會覆蓋海面，雖然這些結構不會影響海床或海港水面，但可能會限制使用東區走廊下的水域。由於建議行人板道將會影響海港面積，故此可能涉及《保護海港條例》。

There will be deck structures that cross over the sea. While these would not physically affect the seabed or the water area of the Harbour, they may restrict access to the water beneath them and to the water area between the deck structures and the existing shoreline. This affected area of the Harbour will also have implications under the PHO.

Appendix E

Stage 1 Community Engagement Poster and Banner

Poster

東區走廊 下之行人板道研究
BOARDWALK UNDERNEATH ISLAND EASTERN CORRIDOR - INVESTIGATION

第一階段社區參與活動
Stage 1 Community Engagement Activities

我們誠意邀請您參與社區工作坊，分享您對行人板道的意見。
(請聯絡我們或於本研究網站下載表格登記留座)
We invite you to participate in our community workshops to share your views on the proposed boardwalk.
(Please contact us or download the registration form from the study website for registration)

社區工作坊 1 Community Workshop No. 1	社區工作坊 2 Community Workshop No. 2	巡迴展覽地點 Locations of Roving Exhibition	日期 Date
日期及時間 Date and Time 21/2/2016 (星期日 Sunday) 13:00 – 17:00 (實地觀察 Site Visit 13:00 – 14:00)	日期及時間 Date and Time 5/3/2016 (星期六 Saturday) 13:00 – 17:00 (實地觀察 Site Visit 13:00 – 14:00)	北角渡輪碼頭外 Outside North Point Ferry Pier 北角政府合署地下 G/F Lobby, North Point Government Offices 電車道/福祿道交匯處行人路 Footpath at Junction of Electric Road and Fook Yam Road 港鐵太古站 MTR Tai Koo Station	1 – 5/2/2016 15 – 27/2/2016 1 – 5/2/2016 22/2 – 10/3/2016 1 – 5/2/2016 15/2 – 1/3/2016 13 – 19/2/2016
地點 / Venue 香港銅鑼灣福祿道7號 銅鑼灣社區中心3樓禮堂 Community Hall, 3/F, Causeway Bay Community Centre, 7 Fook Yum Road, Causeway Bay, Hong Kong	地點 / Venue 香港中環皇后大道中3號 多用途廳3/F Multi-purpose Hall, 3/F, City Gallery, 3 Edinburgh Place, Central, Hong Kong	港鐵天后站A1出口外 Area outside MTR Tin Hau Station Exit A1 港鐵炮台山站A出口外 Area outside MTR Fortress Hill Station Exit A	1 – 5/3/2016 8 – 12/3/2016 15 – 19/3/2016 22 – 24/3/2016 8 – 12/3/2016 15 – 19/3/2016 22 – 24/3/2016

歡迎發表意見
Welcome your views

土木工程拓展署
港島及離島發展處
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

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

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

請在2016年3月31日前表達您的意見。您寶貴的支持有助我們從《保護海港條例》的規定，進一步落實計劃，讓市民得以享用充滿活力的海濱。
Please send us your views on or before 31 March 2016. Your invaluable support is very important to us in designing and implementing the project in compliance with the Protection of the Harbour Ordinance and to make a vibrant harbourfront for public enjoyment.

圖則 / 凡在《東區走廊下之行人板道研究》網站中，凡有提供意見或建議的人士，均應將意見或建議提供予本署。如意見或建議涉及個人資料，則應先向本署提供個人資料，以便本署處理。
Disclaimer: A person or organization providing comments and suggestions to the "Boardwalk underneath Island Eastern Corridor - Investigation" shall be deemed to have given consent to the Civil Engineering and Development Department for the use of such comments and suggestions in the study website for registration. If you do not agree to this agreement, please state so when providing comments and suggestions.

Banner

東區走廊 下之行人板道研究
BOARDWALK UNDERNEATH ISLAND EASTERN CORRIDOR - INVESTIGATION

連繫東西，共享維港
Bridging the MISSING LINK - Let's embrace the Harbour

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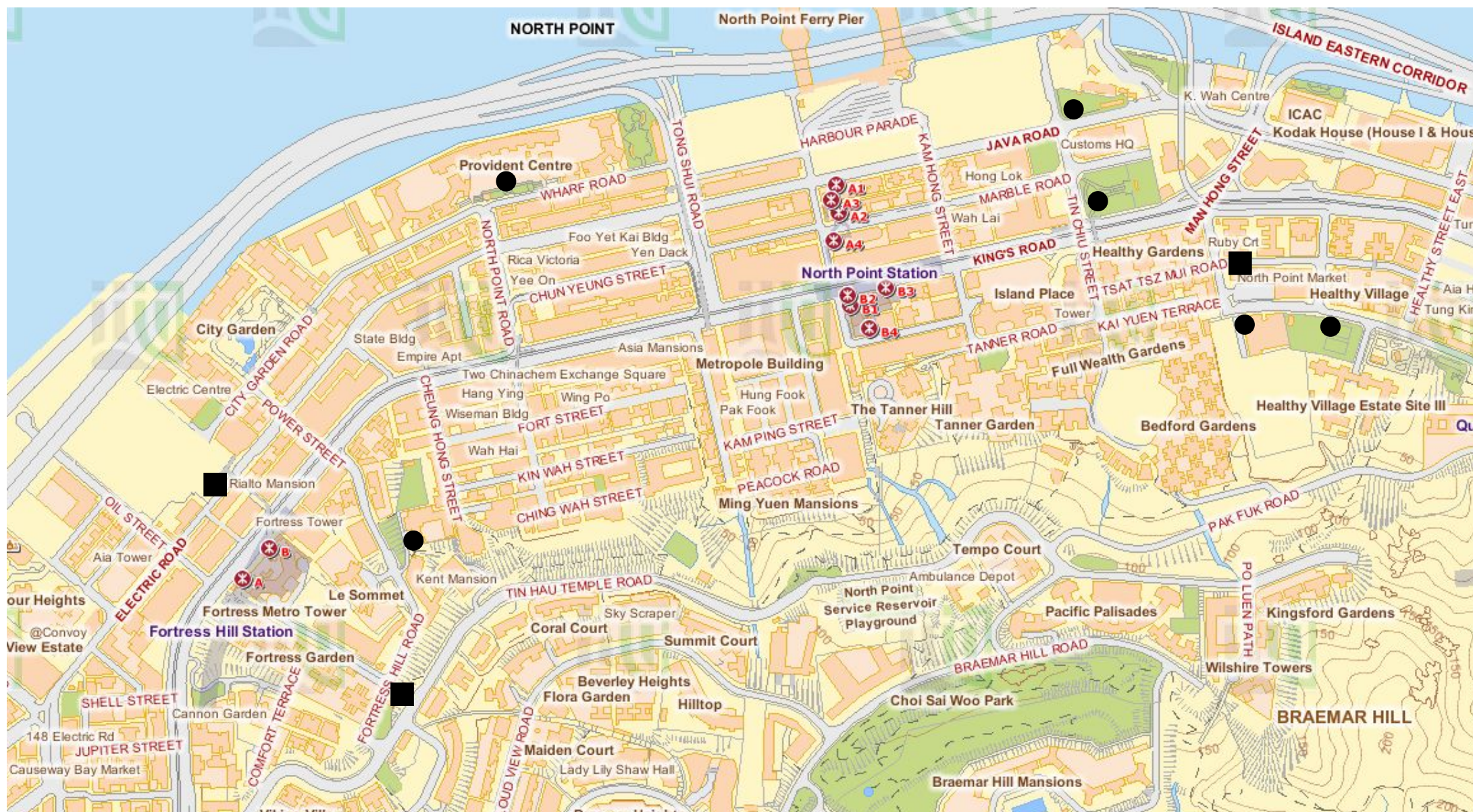
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歡迎發表意見
Welcome your views

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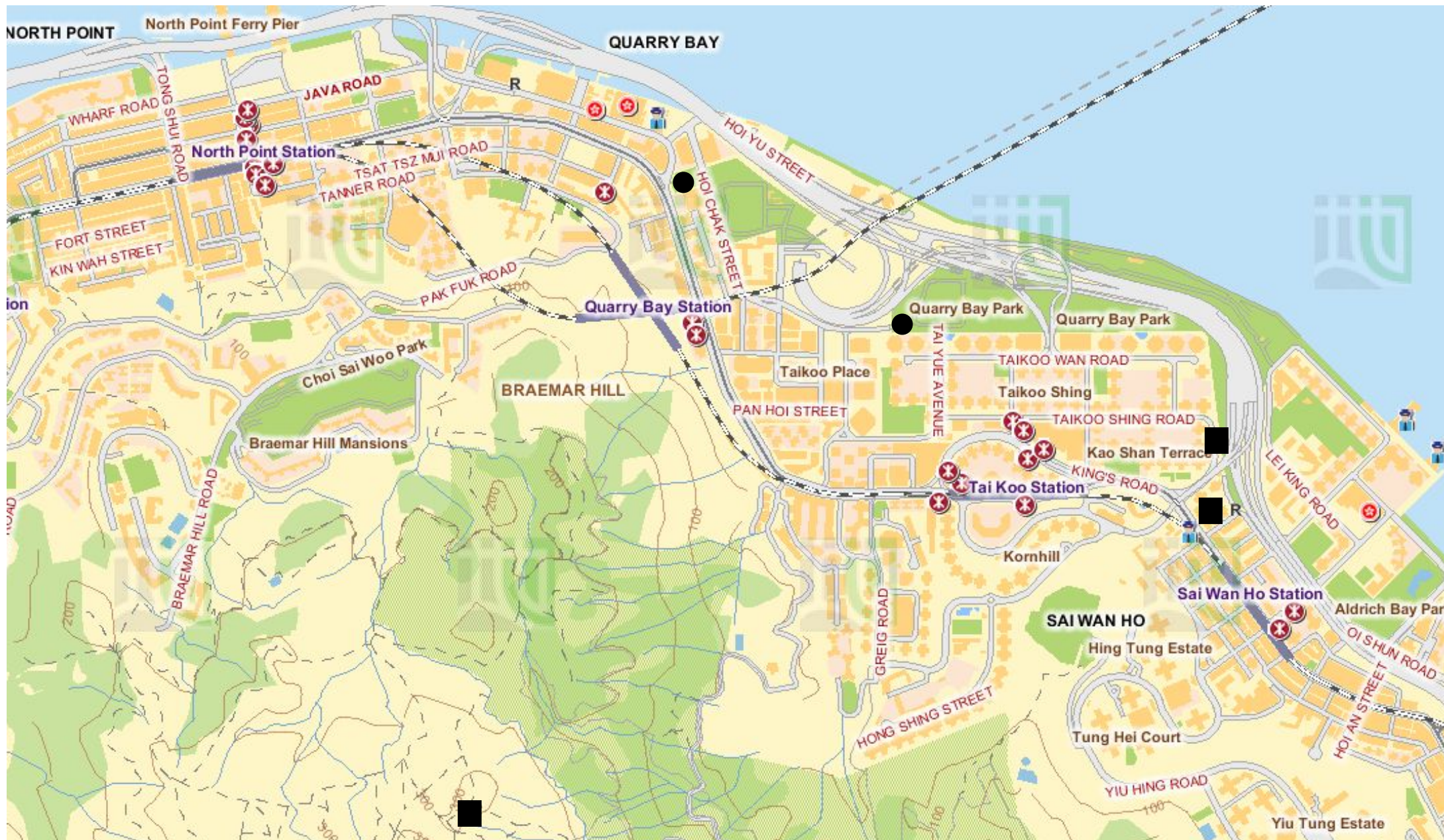
網址 / Website:
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● Banner display site (LCSD) ■ Banner display site (LandsD)

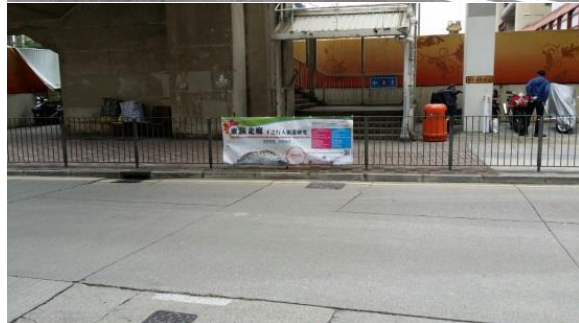
Location Map for Banner Hanging (1/2)



● Banner display site (LCSD) ■ Banner display site (LandsD)

Location Map for Banner Hanging (2/2)

Banner Hanging Locations






Appendix F

Newspaper Advertisement

Newspaper Advertisement on Headline, Sing Tao Daily and The Standard
on 5 February 2016



東區走廊下之行人板道研究

第一階段社區參與活動


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工作坊，分享您對行人板道的意見。

社區工作坊時間表

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(請聯絡我們或於本研究網站下載表格登記入座)



土木工程發展署
Civil Engineering and
Development Department

AECOM

聯絡詳情


地址：香港北角渣甸道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

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OPI甲油 甲醛超標82倍


深受不少女士歡迎的知名品牌OPI，其中一款指甲油，被台灣食品藥物管理署驗出甲醛含量超標高達八十二倍，若長期接觸或吸入，恐增加致癌風險。本港代理商發表聲明，已撤回有關產品，台灣代理則指，涉事產品屬水貨，並非他們進口的及格產品。

台灣食品藥物管理署於去年十二月，抽查市面八十五件化妝品作檢驗，結果發現其中三款指甲油，包括「SHILLS晶鑽光療堆棧完美顯色指甲油」、「雪花指甲油」及「OPI指甲油 (GLITZERLAND NL Z19)」(十五毫升) (見圖)，甲醛含量超標。

當局已要求立即停售。

OPI的台灣代理商美保仕指，其產品去年底曾獲台北市衛生局確認不含甲醛，涉事產品由水貨商進口，並非他們進口的及格產品。OPI的本港代理商回應，已暫時撤回涉事產品，本港連鎖化妝品店連鎖店卓悅指，已將產品全線下架，保障消費者權益。本港海關表示，會了解及跟進事件。

甲醛是世界衛生組織認定的一級致癌物，長期接觸或吸入，會引起慢性呼吸系統疾病，甚至增加罹患鼻咽癌及血癌的風險。




巴塞追蘇寧雲商490萬元

著名西班牙足球會巴塞隆納入稟本港的高等法院，控告內地連鎖零售及地產發展商蘇寧雲商集團股份有限公司 (Sunning Commerce Group Co. Ltd) 違約，向對方追討欠款連利息共約四百九十萬港元。

一三年八月一日訂下合約，但巴塞指被告違反合約，被告欠巴塞約四百萬元人民幣 (約四百七十四萬港元)，巴塞同時追討利息近十四萬元人民幣 (約十六萬港元)。資料顯示，蘇寧雲商於前年成為原告在中國區的獨家官方電器零售商。


入稟狀指，雙方於二〇一三年八月一日訂下合約，被告欠巴塞約四百萬元人民幣 (約四百七十四萬港元)，巴塞同時追討利息近十四萬元人民幣 (約十六萬港元)。資料顯示，蘇寧雲商於前年成為原告在中國區的獨家官方電器零售商。



圖巴塞隆納球星雲集。

遊戲才是孩子的真正語言

不少家長終日為工作奔馳，想多抽時間陪伴子女但有心無力，難得其處卻不知從何入手。親子質素不似預期。香港小童群益會及美贊臣營養品合作舉辦的「美贊臣童懷希望」計劃認為親子遊戲是快樂童年的重要



Headline on 5 February 2016

新年吉祥

Local News 港聞

二〇一六年二月五日 星期五

星島日報 A8
SINGTAO DAILY

對車頭，同時加滿十數次對撼，情況有如鬥牛角力一樣，警員趕至將各貨車司機拘捕，證實超額帶着酒意。

車手饒不果，老羞成怒：「司機竟想盡方法踩油门，企圖推開我架車逃走！」幸好他臨危不亂「踩油頂住」，否則會白白被他逃去。

場，調頭逃走並四驅車及一車頭對車頭，兩司機狂加速如鬥牛，最後警員將兩司機拘捕。

le Ricci need control
OR... 車頭相撞後，「安得」將一下。」至於四驅車的維修或追討賠償，會交由司機處理。
本報記者

東區走廊下之行人板道研究

第一階段社區參與活動

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。

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(請聯絡我們或於本研究網站下載表格登記留座)

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Civil Engineering and
Development Department
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地址：香港北角道第333號北角政府合署13樓
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滿月嬰夢中嘔吐猝死

一名只有一個月大的男嬰，昨晨在睡牀上出現嘔吐昏迷，經送院搶救不治，警方初步調查，懷疑嬰兒在吐出現嘔吐時阻塞呼吸道，造成窒息斃命，但真正死因，仍要待法醫剖屍確定。

疑嘔吐時阻塞呼吸道

男嬰男嬰姓曾，一個月大，與從商父親(四十五歲)及家人同住元朗公園南路二十三號柏麗園一單位。

據現場消息稱，男嬰為學生，兩兄弟均比預產期早約兩星期出生，昨日凌晨時分，他被照顧，至昨晨八時許，曾父睡醒後查看兒子，發現他口有嘔吐物，面色轉紫已陷昏迷，連忙報警。

救護員趕至進行檢查，發現男嬰心跳及呼吸微弱，隨即進行急救，更急送博愛醫院，惟經搶救後，至早上九時四十八分證實不治，父親及家人聞悉，表現哀傷。

警方在現場及醫院進行調查，初步懷疑男嬰在睡覺時嘔吐，導致阻塞呼吸道出現窒息身亡，但真正死因需要交由法醫剖屍確定，後安排屍體運往殮房。

兒科專科醫生伍永強稱，嬰兒吐嘔吐物時，很多時是因身體病發造成，如近期天氣寒冷，嬰兒蓋上太多被褥，會因被褥太重壓住胸口，甚至遮蓋口鼻，便出現窒息。嬰兒亦會有嘔吐。而嬰兒病發，會有嘔吐物，亦有可能阻塞呼吸道，造成窒息。
本報記者

疑看錯燈撞輕鐵 車毀女司機傷

屯門鄉翠路近輕鐵車站同一位置，一年多內先後發生兩宗私家車與輕鐵相撞意外，一名女司機昨昨八時許駕駛紅色私家車，由鄉翠路左轉

往美樂邨時，有人疑看錯燈號，與一列沒載客輕鐵相撞，私家車被夾於列車與燈柱之間，左車頭損毀，女司機左手受傷，自行逃出車外，由救護員送院治理。

私家車與輕鐵相撞後，消防救救被困司機。

同一位置半年兩意外

受事件影響，三條輕鐵路線一度改道，不行駛屯門碼頭站至輕鐵車站，港鐵同時安排免費接駁巴士疏導乘客，現場至昨晚約九時完成清理，列車服務逐步恢復。

前年十月二十四日，成功為「雙非妻」孫兒莊靈柩，爭取居港權的六十歲祖父莊耀庭，駕車返家途經上址同一位置，與輕鐵發生碰撞，並將其車推行六公尺，幸他只受輕傷，車禍也不排除涉及看錯燈號引致。
本報記者

泥頭車輾傷老婦

離港頭車，昨午三時由姓董司機(三十七歲)駕駛，沿上水安海街向沙頭角方向行駛，途在一個交通燈位時，經車橋及剛機馬路時，老婦(七十九歲)，正將地拖入車底後解過雙欄。大批救護人員聞訊馳至，將老婦即場急救(見圖)，再送院搶救，警方正調查意外原因。
互聯網

機場一號客運大樓停電

香港國際機場昨午突然停電，一號客運大樓離境及入境大堂多個區域受影響，登機櫃位及安檢程序受阻，行李帶(見圖)及「速出人境」一度暫停運作，五分鐘後供電系統回復正常，原因有待調查。

昨午四時，機場一號客運大樓南翼出現電力供應不穩，部分商店、服務櫃位、電梯等一度停電，隨後恢復正常。

y, February 5, 2016

Standard 英文虎報

TOP NEWS 9

Macau culls, bans sale of chickens in flu find

ing Lo and Mary Ann Benitez

Macau culled 15,000 live chickens and slapped a three-day ban on sales tomorrow after bird flu was detected in a market.

Health authorities did not name a specific substrain of the H7 bird found in a stall at the Patane Temporary Market, after test results were released late on Wednesday.

The chickens were imported from a poultry farm in Gaoming district, Guangdong province.

There is one farm in Gaoming on a list of mainland suppliers to Hong Kong, but it has not been supplying chickens to the territory since February 2014, according to the Food and Health Bureau.

Secretary for Food and Health Ko Wing-man said yellow chickens have not been imported from Guangdong since February last year, only from Hainan.

Only live pigeons and other poultry are imported from the mainland. In the past two days, chickens from the mainland have not been supplied to Hong Kong, the bureau said.

A total of 21,300 live chickens from Hong Kong farms were supplied to the market yesterday and 18,450 on Wednesday.

They cost HK\$44.50 per catty yesterday, compared to HK\$41.50 the previous day, the Agriculture, Fisheries and Conservation Department said.

Centre for Health Protection controller Leung Ting-hung has issued advice about various infectious diseases, including bird flu, seasonal flu, Zika virus, dengue fever and Middle East Respiratory Syndrome.

On bird flu, Leung said: "Since 2013 to date, 683 human cases of avian influenza A(H7N9) have been reported in the mainland." One more case, a 60-year-old man, was reported in Hunan yesterday.

From October 2015, there have been six H5N6 cases reported.



Macau has ordered a three-day ban on chicken sales. SING TAO

"Human H5N6 and H7N9 cases were reported in the mainland this winter. Locally, birds positive for H5N6 were also detected. The public, especially poultry traders and travelers, should be highly alert," Leung said.

Meanwhile, seasonal flu continues at its winter peak and, since last Friday, 12 adults have been admitted to intensive care units and one has died.

Meanwhile, Chinese University Department of Microbiology chairman Paul Chan Kay-Sheung believes Hong Kong will be hit hard by seasonal flu every three or four years.

Chan advises the public to be injected with quadrivalent seasonal influenza vaccine rather than the trivalent one, as all four types of influenza are equally active this year.

The university released a new 15-year study on seven common respiratory viruses.

It named influenza A and respiratory syncytial virus as the two most prevalent fatal types, mainly affecting children under five and the elderly over the age of 65.

kinling.fo@singtaone.com
mary.benitez@singtaone.com

Blood tests to screen for Zika

Experts have called for blood to be used for pregnant women who need transfusion to be tested for Zika even as the local Blood Transfusion Service says it will rely on donors' "honesty" to ensure the virus does not spread in the SAR.

The Red Cross BTS said the "new screening guidelines" will apply to those who have been to Zika-infected countries. Their blood donation in BTS donor centers will also be delayed for at least 28 days from the date of their departure from an affected country.

A spokesman said stringent procedures are in place although things also "depend on a donor's honesty."

The virus has been associated with a surge in microcephaly, which causes developmental problems in newborns of infected mothers.

The blood of donors with a travel history will not be tested for Zika in the absence of a routine test even if the Centre for Health Protection has said that its laboratory has rapid blood tests to confirm the virus.

Since January 18, the Department of Health has advised "pregnant women and women preparing for pregnancy to consider deferring their trip to areas with ongoing Zika virus transmission. Travelers should seek medical advice before the trip and avoid mosquito bites during the trip."

Undersecretary for Food and Health Sophie Chan Siu-Chee yesterday reiterated the advice, especially for pregnant women.

A gazette today will make the Zika virus a notifiable infectious disease to enhance surveillance of the mosquito-borne disease.

The case in Texas, in which a patient who

traveled to Venezuela and infected the partner via sex, has led to more discussions about other ways Zika and other illnesses might be spread.

WHO spokesman Tarik Jasarevic said in Geneva that the Texas sexual transmission case is "obviously a concern."

But a report cited Ian Lipkin, a Columbia University infectious diseases researcher, as saying a bigger worry than sex is what dangers lurk in blood donations from people who have been to Zika outbreak areas.

He suggested that "any blood used in pregnant women should be tested for the presence of Zika virus."

Professor Paul Chan Kay-sheung, chairman of the Chinese University's microbiology department, said Hong Kong might have its first confirmed Zika case "not too far away from now as we had some dengue fever cases before."

He added: "Hong Kong has a chance of having dengue fever cases and the risks of having Zika virus cases are the same."

MARY ANN BENITEZ and KINLING LO



Screening guidelines will apply to those who travel to Zika-infected areas. BLOOMBERG

Employer backing for sex-case maid

Adeline Mak

A 45-year-old Filipina domestic helper accused of molesting an eight-year-old boy under her care was praised by a different ex-employer for her good work.

A letter from the third employer of the domestic helper charged with the indecent assault was read out in the District Court yesterday.

In the letter, the ex-employer, who hired her from

April 2013 until she was prosecuted last August, said the defendant had performed her duties well, took good care of his two children, aged 11 and 13, and wished her success in her future employment. One of the children is a boy.

Judge Johnny Chan Jong-herng, who had earlier ruled that a prima facie case had been established, will hear closing submissions today.

The domestic helper has pleaded not guilty to three counts of indecent assault on the boy, who is now 13 years old, from 2011 to 2013.

The court earlier heard the defendant say she is a lesbian who has been in a relationship for six years and had never had heterosexual relations.

The boy has testified that the lower parts of his body were touched and that he had sex against his will on weekends at his home when he and the

boy said he did not realize what had happened until he received sex education in Primary Six but did not dare tell his parents for fear the maid would leave.

In cross-examination, the defendant denied the claims and said the boy was lying.

She testified she never molested the boy, and that her relationship with the boy's family was good throughout her six years of employment.

The defendant said she was surprised by what she called the boy's tales and did not know why he had made up the story.

The boy's mother had testified that the relationship between her family and the defendant was good since she started working for them in 2007 until 2013, when they no longer needed a helper.

A pediatrician said the boy's penis was normal when checked last July.

MARK SIX

(No 16/015)
First prize: \$8,000,000
1 winner
Second prize: \$1,594,170
1 winner
Third prize: \$59,870
71 winners
The numbers are:
7, 13, 15, 35, 38, 45
Extra number: 32

BOARDWALK UNDERNEATH ISLAND EASTERN CORRIDOR INVESTIGATION

Stage 1 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 workshops to share your views on the proposed boardwalk.

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Venue Community Hall, 3/F, Causeway Bay Community Centre, 7 Fook Yum Road, Causeway Bay, Hong Kong	Venue Multi-purpose Hall, 3/F, City Gallery, 3 Edinburgh Place, Central, Hong Kong

(Please contact us or download the registration form from the study website for registration)

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



The Standard on 5 February 2016

Newspaper Advertisement on Headline, Sing Tao Daily and The Standard
on 12 February 2016

新居屋樓價有下調空間

新一波三千七百個位於沙田及元朗的居屋單位，最快將於今年三月或至三月間推出。房委會資助房屋小組主席黃偉雄表示，若樓價有明顯變動，相信下調單位售價的機會較大。

黃偉雄稱，今次推出的居屋是去年九月從單位所在區域的成交價，轉化為樓市調整後，再打七折作為定價。但近月樓市調頭回軟，單位正式推出市場時或會對定價作出調整。他認為，目前無需要為定價調整制定硬性指標，否則只會「綁手綁腳」，對市場未必好。

傳投資者籌三千萬今出糧 勞處向亞視董事發警告信

亞視員工欠薪問題未解決，勞工處昨向亞視三名董事發警告信，促請亞視盡快向員工支薪。亞視公關及宣傳科高級經理黃守東透露，新投資者司榮彬已向管理層表明會拯救亞視，正安排資金向員工發放十二月及一月的薪金，期望政府協助亞視渡過難關。

黃守東表示，司榮彬仍希望拯救亞視，正與各方安排向員工發放十二月及一月的薪金，期望資金盡快到位。

另有傳投資者已籌集三千萬元，爭取在今天出糧，希望員工繼續留守工作，但將起未獲亞視證實，大部份員工只抱觀望態度。

張建宗：收到80員工查詢

黃守東稱亞視會維持基本運作，有信心可營運至四月一日交還牌照。認為政府應協助亞視渡過今次的風波，否則一旦提早交還牌照，便會造成「三輸」的局面，即亞視、員工及市民的損失。

勞工及福利局長張建宗表示，勞工處設立的專線，過去四日假期，共收到八十名亞視員工查詢地盤問題。勞工處已向亞視三名董事發出警告信，督促亞視儘快向員工支付欠薪。接到當局警告信後，亞視現有資金支薪，張建宗回應，現時勞工處仍未接獲，但強調業主支薪是天經地義，不應再要求員工多等一個月。

男子偽造「牛肉乾」判服務令

中年男僱員利用photoshop偽造僱主「牛肉乾」的吉靈，再找街上其他店舖車充當「替死鬼」代交罰款。此案成為警方偵破的首宗偽造「牛肉乾」案件。被告早前承認使用虛假文書及偽造等四罪，昨在粉嶺裁判法院被判罰款三萬二千五百元及監禁三個月。

報稱印刷公司僱員的陳力揚（三十八歲），被控於去年一月至三月間偽造僱主罰款告示。案情指，陳被抄牌後，掃描告示，以電腦軟件刪去重要資料，但保留原有的電子編號及條碼，再用公司電腦列出偽造的空白告示，陳其後到大埔打龍路將修改過的告示貼在其他車上，圖代罰並至「替死鬼」罰款。

東區走廊下之行人板道研究

第一階段社區參與活動

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工作坊，分享您對行人板道的意見。

社區工作坊時間表

社區工作坊 1	社區工作坊 2
日期及時間 21/2/2016 (星期日) 13:00 – 17:00 (實地視察 13:00 – 14:00)	日期及時間 5/3/2016 (星期六) 13:00 – 17:00 (實地視察 13:00 – 14:00)
地點 香港銅鑼灣維多利亞道7號 新國貿社區中心3樓禮堂	地點 香港中環登打士街3號 展翼館3樓多用途廳

(請聯絡我們或於本研究網站下載表格登記留座)

聯絡詳情

地址：香港北角道第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/

CEDD 土木工程發展局
Civil Engineering and Development Department

AECOM

土木署下半年展諮詢 尖沙咀研地下街接駁彌敦道

市區腹地彌足珍貴，地面空間密塞，唯有向地底發展。土木署拓展下半年將就地下空間用途展開諮詢，將針對兩市行人連接下工夫。預料提出在尖沙咀中部興建東西、南北走向的地下街，接駁彌敦道和廣東道，藉以調動地底空間，但社會應考慮項目釋放土地帶來的價值。

《施政報告》提出政府將諮詢公眾，制訂地下空間初步發展綱要，提供空間供商業或其他用途，優化市區網絡。土木署拓展署總工務工程師何英傑表示，該署希望盡快決定地下空間發展綱要，物色可行的優先項目，又強調地下空間的用途會以「需要為本」，解決當區問題。

先為人流等進行調查

地下空間初步發展綱要包括尖沙咀西、銅鑼灣、跑馬地及金鐘、灣仔四區。何英傑指，現時收集到初步意見，認為尖沙咀彌敦道至廣東道的連接性不足，考慮增加尖沙咀中部南北向和東西向的地下通道，加強連接性，但受環境因素影響，發展地下街較困難。現正就該地區的人流和地下設施進行基礎調查。

銅鑼灣未來或於灣仔北設地鐵站。何英傑指，可利用地底地下空間接駁銅鑼灣至天后，但工程必然會影響公園設施使用，故不會完全開發十九公頃的地下空間，會進行調查了解條

發展地下空間成本大

市區空間寶貴，何英傑表示，市區地下空間應安置社區有需要的設施，如行人通道和圖書館等，亦可以興建商場，至於數據中心等與社區無關的設施則建議遷往市區邊緣的舊址。

何不諱言，「地面做一定平過地底做」。發展地下空間成本龐大，亦對社區造成工程影響，但強調社會不應只考慮項目的財務分析，即工程成本價值，應為項目進行經濟分析，將新造土地價值、填地成本、因遷走地面設施而釋出的土地價值。

土木署拓展署下半年將就地下空間用途展開諮詢。

Headline on 12 February 2016



Sing Tao Daily on 12 February 2016

Friday, February 12, 2016

星島日報

BUSINESS 11

HSI plunge brings to mind financial crisis

The Hang Seng Index tumbled yesterday, closing at 18,543 points, down 742 points to a four-year low.

Federal Reserve chair Janet Yellen did not fundamentally alter the message in her semi-annual Congressional testimony, but uncertainty created by recent instability in global financial markets will surely hinder the next rate hike.

Looking at the real side of the US economy, Yellen is increasingly satisfied with the labor market, though the appreciation of the dollar should explain why inflation is near the low end of expectations.

Investors stayed sidelined while money put into safe-haven gold rose to a nine-month high.

Besides, the yen also appreciated to the 111 level versus the US dollar, probably due to its unwinding of carry trades that used yen loans to invest.

Kyle Bass, founder of hedge fund Hayman Capital, continued to be bearish. Bass warned that China's liquid foreign reserves are lower than the mainland banking system, he said, is four times what the US banking system lost during the 2008 global financial crisis. US banks lost US\$650 billion (HK\$5.07 trillion) at that time.

To save Chinese banks, Beijing may need to print 10 billion yuan (HK\$1.83 billion) to inject capital. Then, the yuan may depreciate 30 percent against the greenback.

Goldman Sachs said in a report that valuations of shares with high dividends of up to 7.6 percent such as CCB (0939), ICBC (1398) and Agile Property (1383) are attractive.

Dr. Cheung and/or The Standard bears no responsibility for decisions made based on this column.

Flats slump leaves a stamp

Developers push ahead with releases

Kate Lin

Revenue from stamp duties plunged to a historic low last month, data from the Inland Revenue Department showed yesterday, reflecting the sluggish state of the property market.

The department received HK\$305 million in stamp-duty payments from buyers in 98 deals, down 54 percent and 60 percent, respectively, from December. Both the volume and number of deals fell to their lowest levels since the tax was imposed in March 2014.

Total double stamp duties and special stamp duties paid also hit fresh lows.

The double stamp duty, imposed on those who are not buying their first property and 45 percent to 1,763 transactions last month, while special stamp duties recorded a 30-percent drop to only 30 deals – the lowest since November 2014.

Meanwhile, developers accelerated home sales to give more choices at the start of the Year of the Monkey.

After a lukewarm response in new property sales during the four-day holiday, Sun Hung Kai Properties (0016) and its project Twin Regency will be put on sale next week.

The Yuen Long property, which consists of 523 units in two blocks, will be priced in reference to other new projects in the vicinity, general sales manager Amy Tso said.

To target starters, Twin Regency provides studio, one-, two- and three-bedroom flats of between 299 and 737 square feet.

Tso is confident of the quality of Twin Regency and believes sales will not be affected by the recent market correction.

The management fee will be less than HK\$4 per sellable square foot.

The project is slated to be completed by July next year.

Also yesterday, another large local developer, New World Development (0017), said it plans to launch seven residential projects, or about 2,900 units, during the year.

Mount Pavilia in Clear Water Bay is likely to be the first new project the group will sell after the holidays.

The 680-unit project ranks as the largest low-density home development in the neighborhood.

As for actual sales, a 498-sq-ft home in Grand Pinnacle on Hong Kong Island changed hands after its asking price was slashed by HK\$1.5 million. It sold for HK\$6.5 million or HK\$13,052 psf. The seller bought the flat 12 years ago for HK\$3.24 million.

staffreporter@singtaone.com

Manulife fails forecast

Canadian insurer Manulife Financial Corp (946) reported fourth-quarter earnings, missing estimates as weak oil prices hurt investments, earning C\$2.46 million (HK\$17.66 million).

TSMC sole supplier

Taiwan Semiconductor Manufacturing will be the exclusive supplier of mobile processors for Apple Inc's next iPhones, Electronic Times reported, beating Samsung Electronics.

US backs Lagarde

The US Treasury Department said it backed another term for International Monetary Fund Managing director Christine Lagarde. The IMF said it had nominated the agency's chief for a second term.

Ginseng boss sells

Matthew Yeung Wing-yan, chairman of Hang Fat Ginseng (0911) has sold another 3 billion shares, at prices between 6.2-8.6 HK cents on February 5 versus yesterday's close of 7.4 HK cents.

Subsidized units to be cheaper than expected

Imogene Wong

The 3,700 subsidized homes to be launched soon are likely to be cheaper than earlier expected due to recent "market adjustments," Stanley Wong Yuen-fai said yesterday.

Wong is the chairman of the Housing Authority's subsidized housing committee.

The price tag of the units, developed by the authority and Hong Kong Housing Society, were originally based on prices 30 percent lower than same-district transactions last September. This ranged from HK\$1.5 million to more HK\$3 million, or roughly HK\$4,000 per square foot. The base price now is likely to change if the prevailing prices vary more than 5 percent from last September, Wong said.

The authority will provide 248 and 2,499 flats – sized 37 to 574 sq ft per sellable square foot – under the Home Ownership Scheme in Tai Wai and Yuen Long respectively.

The society is to offer roughly 1,000 flats of Greenhill Villa in Sha Tin, ranging from 320 to 574 sq ft. An index tracking major estates in the New Territories by Centaline Property Agency saw price drop more than 7 percent from September.

Wong said the applicants' income cap will stay unchanged.

The 3,700 flats will be put out for sale later this month or the earliest. Half of the flats will be allocated for "green form" holders, who are qualified to rent public housing units, and the rest for "white form" applicants who are not.

A quota of 200 will be assigned for singles.

The projects are expected to be completed earliest by 2018.

Another 860 subsidized flats in San Po Kong, the first project under the Green Form Subsidized Home Ownership Scheme, is expected to be launched in the third quarter this year. Some 2,600 subsidized units forming five projects are planned for sale next year.

imogene.wong@singtaone.com

Virtual lai see frenzy

Mainland technology giants Tencent (0700) and Alibaba tried to outdo each other again in handing out online red envelopes on Lunar New Year's eve, which fell on February 7 this year.

A total of 4.2 billion red packets were sent out on the QQ platform of Tencent, marking a record high.

More than 308 million users took part in the QQ lucky draw to win 206 million yuan (HK\$237 million).

Tencent users sent out 12.3 billion red packets.

Its mobile messenger, WeChat, processed 8.1 billion transactions of virtual red packets, marking a new record. The sheer volume paralyzed WeChat for a short time on Sunday.

About 1.01 billion transactions were processed last year.

Meanwhile, Alipay, the online payment platform of Alibaba, sent out 890 million yuan.

In Hong Kong, more than 150,000 lucky users won the virtual red packets.

KATE LIN

BOARDWALK UNDERNEATH ISLAND EASTERN CORRIDOR INVESTIGATION

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Venue Community Hall, 3/F, Causeway Bay Community Centre, 7 Fook Yuen Road, Causeway Bay, Hong Kong	Venue Multi-purpose Hall, 3/F, City Gallery, 3 Edinburgh Place, Central, Hong Kong

(Please contact us or download the registration form from the study website for registration.)

CEDD
Civil Engineering and Development Department

AECOM

Contact Details
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The Standard on 12 February 2016

Newspaper Advertisement on Headline, Sing Tao Daily and The Standard
on 26 February 2016



和風 KPOP 韓流
席捲香港

於2月26日至3月24日推出的自助晚餐，一系列必嘅日韓美食來襲，精選包括傳統日式冰菜雲丹、天婦羅、和果子、韓式石鍋拌飯和高麗鮮人蔘雞湯等等。迎接和風韓流，你又豈能錯過！

	成人	小童 / 長者
星期日至四	HK\$608	HK\$338
星期五、六、公眾假期及其前夕	HK\$658	HK\$368

折扣	人數
85折	1-3位
8折	4-7位
75折	8-18位

另設一區晚餐

位置：香港灣仔港鐵道一號香港會議展覽中心四樓（或經會展廣場六樓進入）
訂座：2582 7250 congressplus@hkcec.com
www.hkcec.com HKCEOfficial

東區走廊下之行人板道研究

第一階段社區參與活動

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工作坊，分享您對行人板道的意見。

社區工作坊時間表

社區工作坊 2

日期及時間
5/3/2016 (星期六)
13:00 - 17:00
(實地觀察 13:00 - 14:00)

地點
香港中環愛丁堡廣場3號
展館3樓多用室

(請聯絡我們或於本研究網站下載表格登記留座)

聯絡詳情
地址：香港北角道華道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
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CEDD 土木工程發展署
Civil Engineering and Development Department
AECOM

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WWW.STHEADLINE.COM

現實穿越劇

非虛勿道 張明生

抵達埃塞俄比亞南部原始部落Key Afar市集，才十點鐘。本來想和司機進市集，怎知被本地導遊追上來，說必須要請一個協會認可的導遊。他叫Aman，二十歲，還在讀中學第九級，是Benner族人，英文講得很好。族人四分一信東正教，四分一信基督教，其他沒有信仰。集市有少量Tsemal族人，女生都紋面，和中國少數民族黎族和獨龍族一樣的獨特審美觀。經導遊問她們幾歲？Tsemal女生說自己不知道！原來族人沒有時間觀念！

相比土米市場只有婦孺，Key Afar市場男人多很多，打扮得花枝招展，比女人更貪靚、更有看頭，潮流觸覺遠超越異性。我懷疑他們每天出門前花在打扮的時間，應該超過一個小時以上，超越MK仔每天get頭用的時間。

Benner族人打扮和佻馬族差不多，分別是佻馬族女人結婚後，要拔掉一顆門牙。Benner族人很貪靚，先講頭。髮型各自發揮，前面剃青，後面紫小辮子，然後戴上無一雷同的頭飾。數量、品種、花款，應該冠絕全球各族男人。包括自製黑白、紅黑等鮮艷色彩相間珠仔頭飾，珠仔顏色往往和身上衣服顏色精心搭配。很多男人將彩色髮夾一串夾在前額，偶爾有男人頭上有一條動物羽毛，這代表他曾經獵殺過大型野獸！

最要命還要別上幾個粉紅淺綠的續滿滴髮夾，我肯定只有埃塞的Benner族男人才勇於將這麼女性化的髮夾，當作潮男必備的頭飾。但想深一層，我們認為穿褲子的是男人，穿裙子的是女人，也是人類有文明後自行加上兩性分別的枷鎖，和男女本身的性別並沒有直接關係。愛美是可以跨越性別的，現代最前衛的時裝師力證的unisex觀念，原來一早已存在原始部落。

Benner男族人很貪靚，髮型各自發揮，前面剃青，後面紫小辮子，然後戴上頭飾或夾髮夾。

Headline on 26 February 2016

Politics 政治 二〇一六年二月二十六日 星期五 SINGT

大棋盤

港大民意研究計畫昨日公布《財政預算案》，受訪市民對《預算案》的滿意率僅得三成六，較去年低九個百分點。但罕有地，泛民建制派議員都沒有狠大地大踩《預算案》，其實觀乎整個《預算案》，財爺都廣結善緣，幾乎每個政黨都有成功爭取項目，連向來不是政府盟友的民主黨及自由黨也受照顧，怪不得人人都鬧不落幕。

曾俊華出任財政司司長九年，任內並非一帆風順，如五年前的《預算案》就是人人喊打，被批評坐擁巨額盈餘，卻拒絕退稅還富於民，民主黨、教協當時宣布呼召全港市民、教師及公務員上街，有報章更為此遊行冠名「洋紫荊革命」，之後財爺被指「跪低」，全港人派六千元。

不服判決 可上訴覆核

全國港澳研究會質疑旺角騷亂是法院就佔領行動判刑的「姑息暴力的後遺症」，有與會者甚至建議成立「監察法庭組織」，對危害國家安全和社會秩序案件有明顯政治傾向。

大律師公會憤慨 針對法官言論

東區走廊下之行人板道研究

第一階段社區參與活動

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工作坊，分享您對行人板道的意見。

社區工作坊時間表

社區工作坊 2
日期及時間 5/3/2016 (星期六) 13:00 – 17:00 (實地視察 13:00 – 14:00)
地點 香港中環愛丁堡廣場3號 展城館3樓多用途廳

(請聯絡我們或於本研究網站下載表格登記留座)

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

AECOM

聯絡詳情
地址：香港北角渣甸道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/

墨爾本大型豪華項目

Moonee Ponds

港幣首期 **\$19萬起**
一房售價由澳幣 \$360,000 起

- 步行 200 米至火車站，5 個站至市中心。
- 電車 59 號 10 分鐘直達墨爾本大學、皇家科技大學及維多利亞大學。
- 附近有完善中小學校 Penleigh and Essendon Grammar School, St Columba's College。
- 鄰近 PUCKLE ST 和 High Point 購物中心和 Royal Park Golf Club 等消閒配套。
- 全屋配備歐洲品牌家電如洗碗機、酒窖、焗爐等。
- 空置率低於 2%，租盤供不應求。
- 別具一格的地標式大型住宅項目，座落當區心臟地帶。

《歡迎親臨》
2月25日(五)上
香港北角新皇道 510 號
2月27日及2月28日(六)
九龍尖沙咀彌敦道 20 號

8成按揭 2.1%利息 首期一成 2年10%保證租金回報

查詢及預約電話：+852 9700 8657
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網址：www.globalasset-group.com
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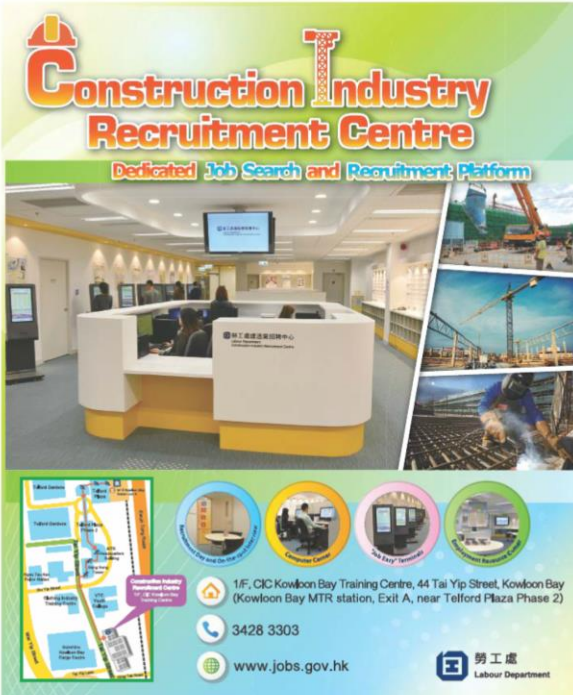
CAYDON

Sing Tao Daily on 26 February 2016

14 LOCAL

The Standard 英文虎報

Friday, February 26, 2016



Construction Industry Recruitment Centre
Dedicated Job Search and Recruitment Platform

1/F, CIC Kowloon Bay Training Centre, 44 Tai Yip Street, Kowloon Bay (Kowloon Bay MTR station, Exit A, near Telford Plaza Phase 2)

3428 3303

www.jobs.gov.hk

勞工處 Labour Department

Student expulsion backed

Kinling Lo

University of Hong Kong vice-chancellor Peter Mathieson yesterday defended the expulsion of undergraduate student representative Billy Fung Jing-on from Tuesday's HKU Council meeting, saying video evidence was reviewed and legal advice taken before reaching the decision.

In the second council meeting held by Executive Councillor Arthur Li Kwok-cheung as the new chairman, Fung was asked to leave the meeting as he refused to sign an agreement to ensure the safety of other council members.

During the university's spring reception, Mathieson rejected the allegation that the expulsion was part of a personal attack by Li against Fung.

"He was not targeted because he was a student representative but he was targeted because of safety concerns raised by some other council members after the previous council meeting in January," he said. "It was not just Arthur Li."

Fung was accused by some council members of helping and initiating the student protest outside the council meeting held last month, which ended in chaos with hundreds of students blocking council members from leaving.

Mathieson said legal advice had been sought before the decision.

"Video evidence and legal advice were taken before the statement about protecting people's safety was prepared," he said.

This was also why the council meeting was held at the Hong Kong Convention and Exhibition Centre



HKU vice-chancellor Peter Mathieson says they were right to expel Billy Fung, inset. RALPH CHAN

in Wan Chai instead of the university campus in Pok Fu Lam.

"The decision was made purely on the basis of safety," Mathieson said.

"The legal advice is that the council has the authority to do whatever it considers necessary to make its meetings run smoothly and safely."

He said he preferred to have council meetings at the university, but a team comprising of staff members would now decide on the venue of each meeting. Mathieson also said he will be meeting the new Students' Union cabinet led by new president Althea Suen today.

kinling.lo@singtaonews.com

Lying ship inspector jailed for 15 months

A retired Marine Department senior ship inspector, convicted of lying at the Lamma disaster inquiry, was yesterday sentenced to 15 months in jail.

Wong Kam-ching, 61, had denied one count of perjury, but was found guilty after trial at the District Court.

At the inquiry that ended in 2014, Wong claimed he counted 12 children's life jackets on the Lamma IV ferry during a safety

inspection – as required by local regulations – five months before its deadly collision. But staff from the vessel's owner, Hongkong Electric, said there were none.

A total of 42 letters from Wong's friends, family and former colleagues were submitted in mitigation, praising him as a good father, helpful, responsible and professional at work. His counsel John Dunn said Wong was under tremendous pressure, suffered

from depression and adjustment disorder for the past three years since the inquiry began.

The defense asked the judge to consider handing down a suspended sentence.

District Court judge Timothy Casewell said the intention of Wong's perjury was self-protection and covering up the fault of the department in the incident.

ADELINE MAK



BOARDWALK UNDERNEATH ISLAND EASTERN CORRIDOR - INVESTIGATION

Stage 1 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 workshop to share your views on the proposed boardwalk.

Community Workshop Timetable

Community Workshop No. 2

Date and Time
5/3/2016 (Saturday)
13:00 – 17:00
(Site Visit 13:00 – 14:00)

Venue
Multi-purpose Hall, 3/F,
City Gallery,
3 Edinburgh Place,
Central, Hong Kong



(Please contact us or download the registration form from the study website for registration)



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



VR comes alive in belt and road focus

Flora Chung

The organizer of a television world forum to be held in Hong Kong next month foresees virtual reality as the future of TV in the mainland as the industry continues to benefit from belt and road initiatives.

Hong Kong Televisioners Association – a non-profit organization – has been the organizers, for the past 10 years, of the TV World Forum and TV World Workshop.

The two events will take place on March 15 and 16, respectively, as part of the annual Hong Kong International Film & TV Market.

The workshop is sponsored by the Hong Kong Trade Development Council and CreateHK of the Commerce and Economic Development Bureau.

With "Our Virtual Future" as the theme, it will explore advances in TV technology.

"Virtual Reality and 3D tech-



Tsui Siu-ming said China's TV and film industry is developing rapidly.

nology have already been widely used in local TV productions, according to Eddie Chan Shu-chi, project leader of the workshop.

Chan used the Mong Kok riot as an example to illustrate the use of VR in TV productions.

"With VR technology, TV news presenters wouldn't be able to control what viewers see in the news about the riot," he said.

"Instead, as they turn their

heads at home, they would be able to witness or experience personally how the bullet flies, wearing the VR headset."

At the TV World Forum, experts will discuss how belt and road countries can benefit.

"With the immense growth of the box office, China's TV and film industry is developing rapidly as it expands into the world's markets," HKFTA president Tsui Siu-ming said.

Tsui pointed out that local members need to think about how to take advantage of the belt and road to expand opportunities.

Meanwhile, RTHK's head of corporate communications & standards Amen Ng Man-ye said the station will provide one Chinese and one English channel, starting from April 2 after it takes over from ATV, broadcasting 19 hours of shows per day, including its classic programs.

flora.chung@singtaonews.com

The Standard on 26 February 2016

Appendix G

Photos for Stage 1 Roving Exhibitions

Stage 1 Roving Exhibitions

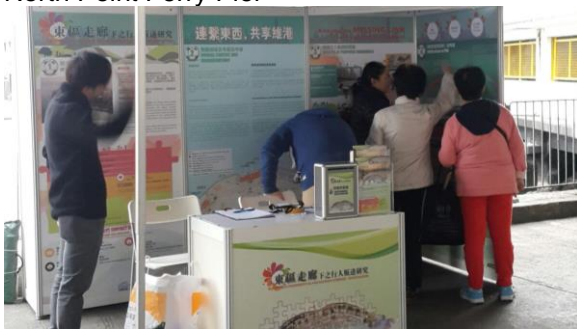
G/F of North Point Government Offices



Footpath of Junction of Electrical Road and Fook Yum Road



North Point Ferry Pier



MTR Tai Koo Station



Open Area near MTR Tin Hau Exit A1



Open Area near MTR Fortress Hill Exit A



Appendix H

Stage 1 Community Engagement Exhibition Panels

Exhibition Panels



Pannel 1



Pannel 2



Pannel 3



Pannel 4

Appendix I1

Minutes for Focus Group Meetings with Professionals and Academics

東區走廊下之行人板道研究
第一階段社區參與
焦點小組會議 - 專業及學術機構

日期: 17.2.2016

時間: 下午 6 時 30 分

地點: 禮頓山社區會堂

出席人士:

Ir Philip Chiu	Association of Engineering Professionals in Society Ltd.
Mr. Kan Kwan	HASELL
Mr. Freddie Hai	Hong Kong Institute of Architects
Mr. Jacky Cheung	Hong Kong Institute of Architects
Ms. Heidi Chang	Hong Kong Institute of Landscape Architects
Mr. Kenneth To	Hong Kong Institute of Planners
Mr. Alvin Kan	Hong Kong Institute of Urban Design
Mr. Ben MacLeod	Hong Kong Institute of Urban Design
Mr. Paul Zimmerman	Society for Protection of the Harbour

土木工程拓展署

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

顧問

程亮先生	Mr. Peter Cheek	艾奕康有限公司
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
何小芳女士	Ms. Betty Ho	建港規劃顧問有限公司 (會議主持)
王雲豪先生	Mr. Andy Wong	建港規劃顧問有限公司 (會議記錄)

意見摘要：

Mr. Paul Zimmerman

- He requested for better drawings to illustrate the locations and the increased amount of shadowed area due to the provision of boardwalk.
- He opined that if the provision of boardwalk was on the southern side of the IEC, the additional impact was none because the water area behind the IEC was already inaccessible.
- He requested more information justifying the reclamation for the provision of dolphins from technical perspective.
- He opined that right of access to the waterfront was the public right recognized around the world. Providing right of access to the waterfront was the most important overriding public need. It will add value to the harbour.
- He was concerned about the level of the boardwalk which would limit the public access to the waterfront.
- He opined that the boardwalk would be widened to the southward side as long as the changes would not further affect the harbour. The proposed minimal design of 5m width boardwalk unnecessarily restricted the uses of waterfront and right of access. The provision of cycle track to the southern side of the boardwalk would not affect additional water area.
- He suggested that design improvements of the boardwalk should be made to maximize the use. More access points between land and boardwalk should be provided to allow more people to use it. The boardwalk would be wider so that it could be shared with different users. The gradient of the boardwalk should be minimized to make it convenient to use for children and people with disabilities.

Mr. Freddie Hai

- 他認為構想圖顯示東廊下的行人板道冰冷，應提供更多綠化及種植。
- 他認為不要再糾纏「覆蓋海面」是否屬於填海的定義，如有人挑戰有關定義，應請法庭盡快澄清。由於每個人的需要不同，很難去證明是否有「凌駕性公眾需要」，故此不應因可能出現的法律問題而阻礙發展。

Mr. Kenneth To

- 他詢問研究會否在橋底進行空氣質素評估，關注會否對單車活動的影響。
- 他同意 Mr. Paul Zimmerman 意見，如認同有需要提供板道，便不應計較是否符合最小填海面積而限制行人板道面積及可進行的活動，應盡力令發展符合我們的需要。

- 他絕對贊成提供單車徑，認為是次研究為唯一的機會在港島北提供有關設施。
- 他關注到單車徑的斜度問題帶來的安全問題，希望能妥善處理。
- 他關注到現時研究範圍西面東廊下的水域有船隻收集垃圾，詢問會如何處理。
- 他認為釣魚人士不會在指定地點釣魚，所以提供一個釣魚平台並不足夠，建議在向內海或其他位置提供更多釣魚平台。
- 他認為行人板道可帶來的經濟效益頗為牽強。但在環境方面可進一步鼓勵步行及單車活動，從而減少使用炭排放的交通工具，長遠對環境方面有正面影響。

Mr. Alvin Kan

- 從城市規劃角度，他絕對贊成提供單車徑建議，應趁此機會盡量提供有關設施。
- 他認為不應限制行人板道的闊度，可在不同位置加闊以提供座位、小食亭，及園景美化。
- 他認為西面的板道高度為主水平基準以上 5.5 米，已覆蓋水面，建議採用無欄杆設計，讓行人進一步貼近水面。
- 他建議深化園景設計，在東廊橋頂及柱身加入垂直攀藤植物。

黃健民先生回應

- 同意提供更多綠化及種植，亦會考慮在東廊橋柱進行綠化工程。
- 同意現時對「覆蓋海面」是否屬於填海未有清晰定義，如有人挑戰有關定義，會由法庭裁決。
- He clarified the amount of boardwalk area sheltered by the IEC and affected area.

Mr. Paul Zimmerman

- He reiterated that the use of affected area was already restricted by the IEC. The provision of boardwalk only changed the type of boats / vessels accessing the affected area. It would not further reduce the effective use of the affected area. He considered that the provision of boardwalk would allow more public use of the water. It would increase the public right of access to the waterfront.

Mr. Peter Cheek 回應

- He clarified that the digest aimed to present the amount of decked area for the boardwalk above the sea. He agreed that the decked area do not increase the amount of affected area, but it would further restrict smaller boats / vessels

accessing the affected area.

黃健民先生回應

- He agreed to explore more access points to the boardwalk.
- 他表示稍後會進行空氣質素影響研究。
- 他補充行人板道的西面會考慮提供開合橋的設計，在有需要、緊急或維修時讓船隻通過，如收集垃圾。
- 他表示會考慮公眾意見建議合適的釣魚平台位置。
- 他同意會在經濟方面深化研究。在環境方面，他同意短期未必會顯著減低碳排放量，但長遠有助改善空氣質素。
- 他表示會考慮在不增加受影響水域的情況下，在現時東廊的橋墩加闊板道。
- 他表示會研究提供攀藤植物。

Ms. Heidi Chang

- She opined that, apart from vertical vegetation, trees must be provided along the boardwalk.
- She considered that the elevated section of the boardwalk to the east was close to the IEC. She was concerned about the impact of noise and air quality on the cyclists and walkers. She would like to compare the difference of these impacts at elevated section (12.5mPD) and low level section (5.5mPD) of the boardwalk.

Mr. Kan Kwan

- 他認為現時行人板道的建議比較保守，只是改善北角地區的連接。他建議行人板道應更有創意，可參考外國例子，美化環境，鼓勵進行不同活動，如利用東廊內海進行跳水活動，成為新景點，吸引遊客，帶動經濟。

Mr. Alvin Kan

- 他認為問卷會令公眾有錯覺，以為提供單車徑會額外增加覆蓋海面面積而帶來壞處。他認為加闊行人板道正是釋放一些原本不能使用的海港空間，對市民會帶來好處。
- 他建議行人板道的西面可進行放模型船活動。他亦建議可提供浮橋加強行人板道的南北連接。

Mr. Jacky Cheung

- 他認為如果靠向內陸走線的效果並不理想的話，加闊的板道走線應要貼近東區走廊的邊緣。
- 他同意要提供更多與行人板道的連接位置。他亦建議提供不同活動，如街頭表演、假日市場，令海濱更熱鬧。

Mr. Ben MacLeod

- He was concerned about the limited access to the boardwalk. He suggested to explore more connection points, such as near ICAC Headquarters Building.
- He was also concerned about the elevated section at the eastern side of the boardwalk. He suggested to negotiate with respective pier operators on the access right to the piers so that it could be levelled down.
- He also agreed that more activities should be provided along the boardwalk, e.g. food and beverage.

Ir Philip Chiu

- 他指出香港人期待行人板道已久。提供行人板道可鼓勵跑步及健身等運動。
- 他認為行人板道仍在初步設計階段，可考慮加入燈光設計，及提供座位。

Mr. Freddie Hai

- 他詢問升高行人板道原因是否讓車輛進入有關碼頭位置。如屬擁有權問題，可與有關機構及部門協商。如屬操作上問題，建議加閘分隔人車，讓行人板道可以在較低水平高度興建。

麥志標先生回應

- 他解釋升高行人板道最主要原因是讓消防船隻進出。早前已與消防處商討行人板道及消防碼頭共用的可行性，但消防處表示在緊急時難以控制人流出入，會影響消防處的服務承諾。他表示會繼續與消防處商討。
- 現時柯達大廈及嘉華國際中心的地契註明業主有碼頭使用權利，是否可以收回有關權利需要進一步商討。
- 他指出升高行人板道設計可擴闊景觀，遠眺對岸，效果未必不理想。

黃健民先生回應

- 他表示會聽取有關美化行人板道的意見，在下一階段再諮詢有關設計方案。
- 他表示會進一步研究增加行人板道南北方向的連接位置。由於涉及私人地段，會與有關屋苑商討。
- 至於增加覆蓋面積以提供多元化活動，則需要理據支持其有凌駕性需要。亦要考慮現時結構的負荷承載力。

Rundown for Focus Group Meetings

6:15 – 6:30pm	• Registration
6:30 – 6:40pm	• Welcoming Remarks and Study Background
6:40 – 6:45pm	• Introduction of Programme Rundown
6:45 – 7:00pm	• Report on Progress of the Study and Preliminary Proposal
7:00 – 8:20pm	Discussion on: <ul style="list-style-type: none"> • Boardwalk Proposal; • Implication of PHO; • Impact of additional facilities on the extent of reclamation; • Any other methods to demonstrate – <ol style="list-style-type: none"> 1) overriding public needs; 2) minimum extent of reclamation; 3) any alternatives to reclamation.
8:20 – 8:30pm	• Concluding Remarks & Vote of Thanks



Focus Group Meeting No. 1

Rundown for Focus Group Meetings

Appendix I2

Minutes for Focus Group Meetings with Green Groups, Cyclist and Harbour Concerned Groups

東區走廊下之行人板道研究

第一階段社區參與

焦點小組會議 - 環保團體 / 單車團體 / 水上康樂活動團體 / 其他關注組織

日期: 25.2.2016

時間: 下午 6 時 30 分

地點: 禮頓山社區會堂

出席人士:

Mr. Cheng Wai Hin, Anson	3+1 單車同學會
Ms. Ng Oi Yin, Alice	3+1 單車同學會
Ms. Cheung Mei Wah, Yuko	3+1 單車同學會
Ms. Christina Chow	Association of Geoconservation, Hong Kong 香港地貌岩石保育協會
Mr. Julian TH Kwong	Community for Road Safety 道路安全研究小組 / Association of Geoconservation, Hong Kong 香港地貌岩石保育協會
Mr. Wendell Chan	Friends of the Earth (HK) 香港地球之友
Mr. Martin Turner	Hong Kong Cycling Alliance 香港單車同盟
Mr. Nick Andrew	Hong Kong Cycling Alliance 香港單車同盟
Mr. Chan Ka Leung	Hong Kong Cycling Alliance 香港單車同盟
溫泰敬先生	Hong Kong Cycling Association 香港單車聯會
Mr. Alex Brazier	Lead 8
Ms. Lilian Chan	Royal Hong Kong Yacht Club 香港遊艇會
Ms. Koko Mueller	Royal Hong Kong Yacht Club 香港遊艇會

土木工程拓展署

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

顧問

程亮先生	Mr. Peter Cheek	艾奕康有限公司
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
何小芳女士	Ms. Betty Ho	建港規劃顧問有限公司 (會議主持)
王雲豪先生	Mr. Andy Wong	建港規劃顧問有限公司 (會議記錄)

意見摘要：

Ms. Koko Mueller

- She suggested to provide more cycle rental kiosks and to introduce self-help smart card cycle rental system to encourage people for commuting. It would be attractive to the tourists.
- She welcomed the provision of fishing platform.

Mr. Martin Turner

- He opined that the boardwalk is not only a route for people to walk along the waterfront but a usable place for people to perform various activities.
- The width of the boardwalk should not be limited to 7.5m. More space for people should be provided.

Mr. Chan Ka Leung

- 他認為訂立《保護海港條例》原意並不是想封鎖海港，阻止市民使用，而是讓市民可以充份享用海港。提供行人板道正是讓市民可以享用海港，滿足市民需要。如提供行人板道涉及少量填海，但能夠滿足市民享用海濱的需要，他認為是值得推行的工程。

Mr. Martin Turner

- He was concerned about the view of Mr. Winston Chu [Founder of the Society for Protection of the Harbour (SPH)] on the boardwalk proposal.

麥志標先生回應

- 他同意會考慮加入更多設施。
- 他表示行人板道可以有不同的闊度，但應盡量減少影響海港。
- 他表示行人板道可考慮不同用途，盡量加入不同設計元素，讓市民感受不同景觀及經驗。
- He replied that the SPH' response was positive on the boardwalk proposal but he could not represent the SPH to reflect their view.

Mr. Martin Turner

- He opined that the purpose of the cycle track was for leisure use instead of racing track.
- The design and the width of the boardwalk should be flexible, and not necessary to strictly define the width of the walkway and cycleway. He suggested "pocket" design for the alignment. He agreed that both pedestrians

and cyclists could share use of the boardwalk with flexible segregation design or indication.

Mr. Chan Ka Leung

- 在單車徑設計方面，他認為行人與單車人士可以共用行人板道，在日本及香港（城門河體育學院附近）也有人車共用例子。不需要硬性劃分單車徑及行人徑區域。
- 他建議以渡輪連接東廊及啟德的單車徑，單車人士可在兩岸還車，以活化維港兩岸。

Mr. Anson Cheng

- 他認為單車不只作消閒用途，在經濟及環保方面也有貢獻，既可節省車費開支，亦有助減少使用炭排放交通工具，有利環境及改善交通擠塞問題。

Ms. Lilian Chan

- 她認為現時市民難以暢達海濱，建議在鰂魚涌及北角增加更多連接點，方便市民前往海濱。

黃健民先生回應

- 他回應行人板道由西至東的連接點包括：油街、糖水道、書局街、電照街、琴行街及海裕街。
- 他表示由於東面的行人板道要升高避開碼頭，難以增加連接點。西面的行人板道接近城市花園及和富中心，他表示稍後會約見相關居民代表，了解他們在附近增加連接點的意見。

麥志標先生回應

- He asked Koko's opinion whether there was opportunity to include water-land interface activities for this project.

Ms. Koko Mueller

- She welcomed and appreciated to include land-water interface activities to encourage people using the harbourfront.

Mr. Nick Andrew

- He queried the engineering justification of the dolphin loading capacity which restricted the width of the boardwalk.
- He asked the consultant and CEDD's view on the share use of boardwalk for pedestrians and cyclists.

Mr. Julian TH Kwong

- 他表示原則上非常支持計劃，但在細節上要多作考慮。
- 他認為要先確立單車徑的功能定位是作消閒還是通勤用途，不同用途會影響其設計。如用作消閒用途，建議配合適當的設計及教導，行人與單車人士可以共用板道；但如用作長距離通勤用途，單車行車速度會較快，某些路段可能需要人車分隔，並小心設計終點位置，如近油街或鰂魚涌道路較繁忙，要有特別措施降低車速。
- 他指出單車人士通常聚集在平台等待同伴，建議在這些位置加闊板道。而且現時建議的休憩空間面積偏小，建議擴大面積。

陸榮傑先生回應

- 他提供現時東廊樁柱的設計參數及荷載能力數據，如配合輕型的物料興建，現時的樁柱只能承受最闊 7.5 米的板道。
- 他表示曾考慮板道走線以非直線設計，亦考慮過在某些路段分開行人及單車徑，但會增加覆蓋海面面積。

Mr. Martin Turner

- He further asked if it was possible to provide a separate cycle track in addition to the 7.5m boardwalk.
- He opined that the public would appreciate more open space to enjoy the harbour.

黃健民先生回應

- He clarified that the area to the south of the proposed boardwalk is already the affected area under the existing IEC. Interesting (pocket) design for the boardwalk to increase decked area would be possible if there was strong justification of overriding public need for more open space at the harbourfront.

Mr. Chan Ka Leung

- 他同意東廊以南的水域已受東廊影響，故支持適當增加板道在內海的覆蓋海面面積。

Mr. Martin Turner

- He opined that the existing IEC took away the public right of using the harbourfront, it should return the right back to the public.

Ms. Koko Mueller

- She opined that use of the boardwalk should not be limited for walking and cycling only but it should allow variety of activities, like walking the dog.

Mr. Chan Ka Leung

- 他同意單車徑應定位作消閒用途，2 公里長的單車徑不足以作通勤用途。

Mr. Julian TH Kwong

- 他亦同意單車徑應定位作消閒用途。建議小心設計單車徑，讓單車人士知道只作消閒用途，並降低車速，好讓行人及單車人士共用板道。

Mr. Martin Turner

- He suggested making reference of other experience on how the design of the cycle track would influence the cyclists habit.

Mr. Anson Cheng

- 他亦同意單車徑應定位作消閒用途，在走線及設計上有助減低車速。
- 但他亦表示不能限制單車人士作通勤用途，認為單車作通勤用途有助改善環境質素，建議應透過教育市民安全使用單車徑的態度及方法。
- 他建議租借不同大小的單車，讓成人及兒童一起享受單車的樂趣。
- 他認為建議的單車停泊處不用太多，亦應有更好的管理，否則只淪為棄置單車的地方。

麥志標先生回應

- He appreciated the participants to provide valuable opinions and suggestions for the project. The Government would refine the design and consult the public in Stage 2 Community Engagement Programme.

Mr. Martin Turner

- He pointed out that the two ends of the proposed boardwalk were yet to address the connectivity issue of the harbourfront. The east end of the boardwalk at Hoi Yu Street was segregated by the pumping station and was not connected to the Quarry Bay Promenade. The connection between the west end of the boardwalk to Causeway Bay was affected by the Central-Wan Chai Bypass project.

Rundown for Focus Group Meetings

6:15 – 6:30pm	• Registration
6:30 – 6:40pm	• Welcoming Remarks and Study Background
6:40 – 6:45pm	• Introduction of Programme Rundown
6:45 – 7:00pm	• Report on Progress of the Study and Preliminary Proposal
7:00 – 8:20pm	Discussion on: <ul style="list-style-type: none"> • Boardwalk Proposal; • Implication of PHO; • Impact of additional facilities on the extent of reclamation; • Any other methods to demonstrate – <ol style="list-style-type: none"> 1) overriding public needs; 2) minimum extent of reclamation; 3) any alternatives to reclamation.
8:20 – 8:30pm	• Concluding Remarks & Vote of Thanks



Focus Group Meeting No. 2

Appendix I3

Meeting Minutes and Discussion Paper for Planning, Works and Housing Committee of EDC

**東區區議會轄下
規劃、工程及房屋委員會
第二次會議紀錄**

日期：2016 年 2 月 1 日（星期一）

時間：下午 2 時 30 分

地點：東區區議會會議室

<u>出席委員</u>	<u>出席時間(下午)</u>	<u>離席時間(下午)</u>
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	2 時 30 分	4 時 30 分
王國興議員, BBS, MH	3 時正	5 時正
古桂耀議員	2 時 30 分	7 時 30 分
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
林心廉議員	2 時 34 分	會議結束
林其東議員	2 時 30 分	會議結束
邵家輝議員	2 時 30 分	會議結束
洪連杉議員	2 時 30 分	會議結束
徐子見議員	2 時 30 分	會議結束
張國昌議員	2 時 30 分	會議結束
梁兆新議員	2 時 30 分	7 時 30 分
梁國鴻議員 (主席)	2 時 30 分	會議結束
梁穎敏議員	4 時 51 分	會議結束
郭偉強議員	4 時 50 分	5 時 50 分
麥德正議員	2 時 30 分	會議結束
黃建彬議員, MH, JP	2 時 30 分	會議結束
黃健興議員	2 時 30 分	會議結束
楊斯竣議員	2 時 30 分	7 時 10 分
趙家賢議員	2 時 30 分	會議結束
趙資強議員	2 時 30 分	會議結束
劉慶揚議員	4 時 25 分	會議結束
蔡素玉議員, BBS, JP	3 時 50 分	5 時 50 分
鄭志成議員 (副主席)	2 時 30 分	會議結束
鄭達鴻議員	2 時 40 分	會議結束
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	3 時 10 分
龔栢祥議員, MH	2 時 30 分	5 時 38 分

致歉未能出席者

李鎮強議員

許林慶議員（同意缺席）

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)
劉偉倫先生	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
黃悅忠先生	房屋署 高級房屋事務經理/西九龍及港島 3
伍偉賢先生	房屋署 屋宇保養測量師(港島東)
鄭偉傑先生	屋宇署 屋宇測量師/B4-1
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

張敬緯先生	水務署 高級工程師/設計(4)
陳子濠先生	水務署 工程師/設計(5)
甄彤軒先生	水務署 助理工程師/設計(20)
陳鴻先生	Ozzo Technology (HK) Limited 高級交通工程師
陳俊輝先生	雅邦規劃設計有限公司 高級副董事
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
何小芳女士	建港規劃顧問有限公司 董事
陳威豪先生	消防處 海務及離島區指揮官
張德華先生	消防處 東區副指揮官
李志偉先生	海事處 高級助理船務主任／海港巡邏組(1)
譚偉文先生	海事處 署理海事主任／牌照及關務(3)
馮正光先生	社會福利署 東區及灣仔區助理福利專員 1
司徒穎宜女士	漁農自然護理署 漁業主任(聯絡及特別職務)
陳豪勳先生	東區民政事務處 筲箕灣聯絡組主管
何盛田先生	規劃署 高級城市規劃師/港島 4
盧偉斌先生	康樂及文化事務署 高級行政主任（策劃事務）5
林國麟博士	環境保護署 首席環境保護主任(廢物管理政策)

負責者

高啟嫻女士	環境保護署 高級環境保護主任(廢物管理政策)4
林木崑先生	保良局 社會服務總幹事(安老及康復服務)
冼安怡女士	保良局 綠在東區營運經理

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一次會議紀錄初稿

2. 委員會確認上述初稿毋須修改，並通過會議紀錄。

II. 規劃、工程及房屋委員會的職權範圍

(規劃、工程及房屋委員會文件第 1/16 號)

3. 秘書介紹第 1/16 號文件。
4. 委員備悉委員會的職權範圍。

III. 提名規劃、工程及房屋委員會的增選委員

(規劃、工程及房屋委員會文件第 2/16 號)

5. 秘書介紹第 2/16 號文件。委員備悉兩位獲提名人士江玉歡女士及江澤濠先生的社區服務資料。
6. 趙家賢委員建議邀請增選委員出席會議，向委員作簡短的自我介紹。他另詢問江玉歡女士的社區服務資料是否有誤。
7. 梁國鴻主席回應時請秘書處備悉委員的意見，並向增選委員核實其社區服務資料。
8. 經討論後，委員會通過向東區區議會推薦委任江玉歡女士及江澤濠先生為規劃、工程及房屋委員會的增選委員。他們的任期將在東區區議會通過有關任命後生效，直至 2017 年 12 月 31 日為止。

- (會後備註：(1) 江玉歡女士已於 2016 年 2 月 16 日修訂其社區服務資料。
(2) 東區區議會已於 2016 年 2 月 24 日以文件傳閱方式通過上述推薦。)

IV. 通過定期列席規劃、工程及房屋委員會會議的政府部門代表名單

(規劃、工程及房屋委員會文件第 3/16 號)

9. 秘書介紹第 3/16 號文件。
10. 委員會通過載列於文件的政府部門代表名單。

V. 成立規劃、工程及房屋委員會轄下的工作小組

(規劃、工程及房屋委員會文件第 4/16 號)

11. 秘書介紹第 4/16 號文件。
12. 9 位委員就議題發表意見及作出提問，內容摘錄如下：
- (a) 趙家賢委員表示中環灣仔繞道工程對東區的交通影響甚大，建議將相關事宜列入委員會的跟進事項，以及邀請部門定期向委員會匯報工作進度；
 - (b) 徐子見委員認為兩個工作小組的職權範圍有異，因此不同意合併；
 - (c) 古桂耀委員詢問新成立的工作小組如何跟進市區重建的賠償及安置問題；
 - (d) 鄭達鴻委員表示中環灣仔繞道的個別出口座落於東區，詢問有關交通的事宜會否交由相關委員會討論及跟進；
 - (e) 何毅淦委員建議部門就工程相關的改道或其他交通安排諮詢相關委員會；
 - (f) 黃建彬委員表示東區區議會已於去年 9 月的會議上討論維園及天后兩個選區的議題轉移至灣仔區的安排，而委員會將於日後繼續跟進有關東區的交通及規劃等事宜。此外，由於區內陸續有其他重建計劃，如有需要，委員可透過工作小組與相關部門或私人發展商跟進賠償及重置問題，為居民提供協助；

- (g) 梁兆新委員建議部門定期向委員會匯報工程的進度，令委員更容易掌握工程的概況；
- (h) 羅榮焜委員表示現時部門不時向委員發放資訊，向委員報告工程的最新進展，因此部門並無需定期出席會議交代進度。如將來工程涉及東區的地域，相信部門會再次諮詢區議會。此外，工作小組會請相關部門交代區內重建的賠償及重置問題；以及
- (i) 趙資強委員表示委員一直關注中環灣仔繞道工程的進度，並定期與顧問公司保持聯絡。由於個別公路出口位於東區範圍，委員會將邀請部門出席會議再作詳細介紹及匯報。

13. 經討論後，委員會通過成立「海濱發展及房屋管理工作小組」，其任期直至 2017 年 12 月 31 日為止，並通過載於文件附件的工作小組職權範圍。此外，委員會亦同意取消「關注中環灣仔繞道工程工作小組」。

VI. 東區走廊下之行人板道研究

(規劃、工程及房屋委員會文件第 5/16 號)

14. 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及建港規劃顧問有限公司董事何小芳女士出席會議。土木工程拓展署麥志標先生及林振德先生介紹第 5/16 號文件。

15. 王振星委員申報他是艾奕康亞洲有限公司的僱員。

16. 20 位委員就議題發表意見及作出提問，內容摘錄如下：

- (a) 丁江浩委員支持署方展開題述研究，建議署方仔細研究如何符合《保護海港條例》(下稱《條例》)，避免工程再受司法覆核或其他原因延誤。此外，他建議署方提供更詳細的工程構思圖，讓市民更了解工程的細節，以便公眾考慮工程是否具凌駕性公眾需要；
- (b) 古桂耀委員表示現有的海濱長廊設施不足，因此贊成興建題述行人板道，以供市民休憩之用。此外，他認為署方提交的文件略為空泛，另建議署方參考外國經驗，利用現有設施興建架空式建構物，避免違反《條例》，加快工程進度，協助建構更完善美觀的海濱設施；

- (c) 何毅淦委員備悉興建單車徑需額外增加覆蓋海面面積，認為署方在《條例》下的工作定必備受壓力。他鼓勵署方繼續努力，採取主動吸引市民發表意見，以便收集更多民意，證明社會對板道設施的需求；
- (d) 李進秋委員表示維多利亞港(下稱維港)屬香港的獨有資源，但眾多的填海計劃令維港面積日漸縮小，她關注東區海濱的未來發展，建議署方平衡工程及公眾的利益，盡量保留維港的特色。此外，由於板道鄰近東區走廊，她建議署方增設合適的週邊配套設施，以減低對行人的噪音及空氣污染；
- (e) 梁兆新委員希望署方進行精密的研究及調查，證明公眾對行人板道有迫切需要，以符合《條例》的要求。他建議署方設計完善的海濱，關顧不同使用者的需求；
- (f) 徐子見委員支持興建行人板道。不過，他認為板道的斜度較高，而單車徑的設計亦較為擠迫，建議署方作出修整；
- (g) 洪連杉委員反映市民意見指區內的休憩設施不足，希望處方盡早落實興建題述板道，並加快施工進度，以便市民早日享用海濱設施。他希望署方加強宣傳工作，積極推動社區參與計劃，提升活動成效；
- (h) 林心廉委員表示市民熱切期待行人板道的落成，希望署方盡快落實工程計劃，以及積極鼓勵市民參與諮詢，尋求公眾支持；
- (i) 麥德正委員表示現今體育風氣盛行，市民對緩跑徑及單車徑等康樂設施的需求甚殷，希望署方為此展開詳盡的諮詢計劃，並盡早落成人行板道，以供市民享用。他另請署方利用模型介紹工程的設計；
- (j) 楊斯峻委員表示行人板道計劃已討論多年，希望署方提供確切時間表，讓公眾理解工程進展。他贊成署方舉辦工作坊，以收集市民的意見，建議署方就單車徑及垂釣區等設施的細節諮詢市民的意見。他另建議署方參考區內同類型康文設施的經驗，注意板道的物料設計，以及留意噪音及空氣等污染問題，建設完善的海濱；
- (k) 趙家賢委員表示題述板道有助連接北角至鰂魚涌的海濱地段，希望署方在完成研究後盡快落實工程，避免空談。此外，他請署方盡量透過各項社區參與活動收集公眾人士的意見，確立工程具凌駕性公眾需要，以符合《條例》的要求；

負責者

- (l) 龔栢祥委員表示題述板道計劃多年，希望署方盡快諮詢公眾，確立工程具凌駕性公眾需要，並早日開展工程。此外，他建議署方詳細交代單車徑的設計，以及確保單車不會與行人碰撞，避免發生意外；
- (m) 顏尊廉委員同意興建題述板道，亦支持增設單車徑，以便市民於海濱享樂。他請署方交代單車徑的詳細設計，並建議規管單線行車以保持單車與行人的距離，避免與行人相撞；
- (n) 鄭達鴻委員認為題述板道有利於整個東區的發展，同意興建板道。他詢問署方有否就工程設計徵詢法律意見，以滿足《條例》的要求，以及請署方詳細交代單車徑的斜度。他另建議署方配合「灣仔北及北角海濱城市設計研究」，長遠構思連接筲箕灣至灣仔的海濱設施，為市民提供完整的單車徑；
- (o) 趙資強委員表示題述板道經討論多時，希望署方盡快確立工程具凌駕性公眾需要，早日興建板道。此外，他建議委員踴躍出席各項社區參與活動，向署方提出有建設性的方案，以及積極支持署方建議的行人板道設施，以免計劃受到拖延；
- (p) 黃建彬委員表示北角區曾撥出足球場用地興建政府部門總部，因此政府應盡快興建題述板道，以補償休憩用地的不足。此外，他建議署方重新整理諮詢文件的圖片和內容，增加更詳細的設計圖則，方便公眾參考。他另提醒署方必須增加垂釣區的安全措施，避免發生意外；
- (q) 王國興委員表示行人板道的建議經討論多年，可惜一直仍未落實計劃。他建議署方進行務實的諮詢，確保工程符合《條例》的要求，以免將來引起不必要的訴訟或司法覆核。此外，他認為行人板道屬行人設施，希望署方認真檢視單車徑的可行性，以及為諮詢期訂定確切的時間表，並適時向公眾交代結果；
- (r) 王振星委員表示全球多個大城市都設有海濱設施，香港在此方面的發展相對落後，希望署方盡快落實工程。他贊成興建單車徑，以便市民利用單車代替公共交通工具，提倡健康城市的概念。他請署方交代板道及單車徑與其他鰂魚涌及筲箕灣海濱設施的連接，以及整個東區的長遠海濱發展規劃。他另詢問署方有否就板道的設計徵詢法律意見，以及板道設施能否符合《條例》的要求；
- (s) 王志鍾委員歡迎署方興建板道，以增加區內的休憩設施，供市民享用。他建議署方先興建符合法例、技術及經濟原則的基本工程，如有需要，可於日後再增加其他額外設施；以及

- (t) 張國昌委員表示署方曾指出要推翻《條例》內不准在海港內進行填海工程的規定，必須基於「有力和令人信服」的資料，證明填海具備凌駕性公眾需要。他請署方提交相關資料，另亦詢問署方為何未有向委員發放是次簡報的資料。

17. 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陸榮傑先生及黃健民先生就委員的意見及提問，回應如下：

- (a) 為推展行人板道涉及的填海工程，政府需確立工程具凌駕性公眾需要。署方已就此徵詢法律意見，並制訂明確的方向及目標。除透過社區參與活動收集公眾人士的意見外，顧問公司亦會制訂經濟、環境及其他評估報告，用以預備「有力和令人信服」的資料，證明填海具備凌駕性公眾需要；
- (b) 署方將加強宣傳工作，透過郵遞及網上推廣形式廣泛邀請市民參加問卷調查及其他社區參與活動，爭取市民支持；
- (c) 第一階段社區參與活動的結論可協助我們確立興建行人板道的凌駕性公眾需要。隨後，我們將制訂行人板道的詳細建議方案，並就方案於 2016 年稍後時間進行第二階段社區參與，諮詢公眾對詳細建議方案的看法，屆時會再諮詢區議會；
- (d) 為符合《條例》要求，署方必須深入研究最少填海方案，以及盡量利用現有東區走廊地基的基礎結構，因此行人板道及單車徑的闊度受到限制，上限為 7.5 米；
- (e) 如公眾諮詢結果確立單車徑具備凌駕性公眾需要，署方將於板道加入單車徑設施。初步擬議為來回雙線設計，署方將於下一階段進一步研究相關工程細節，並會確保使用者的安全；以及
- (f) 為保留空間供公眾、政府及私人碼頭的船隻使用，部分板道於東面的範圍將稍為升高。此外，署方將採用適合戶外使用、輕巧及防滑物料興建行人板道，確保板道設計達到標準。

土木工程拓展署

18. 梁國鴻主席總結時請部門備悉委員的意見，盡快制訂行人板道的詳細建議方案。經討論後，委員會同意交由委員會轄下「海濱發展及房屋管理工作小組」繼續跟進議題。

東區走廊下之行人板道研究

目的

本文件旨在向東區區議會規劃、工程及房屋委員會介紹東區走廊下之行人板道研究的最新進展，並徵詢委員的意見。

背景

2. 規劃署於 2012 年完成《港島東海旁研究》，當中建議在由油街至海裕街之間的東區走廊橋底興建一條約 2 公里長的行人板道，並獲得普遍市民支持。該研究亦建議就擬議的行人板道作進一步的技術評估，包括其是否符合《保護海港條例》。

3. 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》，有關研究主要旨在確立擬建行人板道的可行性，包括如何符合《保護海港條例》。研究也會為擬議的行人板道提出設計方案。

行人板道概要及《保護海港條例》

4. 擬議的行人板道長約 2 公里，途經地點與《港島東海旁研究》建議相同，即由油街至海裕街之間的東區走廊橋底（見附件 I）。在符合《保護海港條例》下，我們也建議項目除提供行人板道外，亦可考慮附設包括單車徑、觀景平台、釣魚平台、單車租借亭/停泊處以及餐飲亭等設施。

5. 《保護海港條例》旨在藉設定不准在海港內進行填海工程的推定，以達致保護和保存海港的目的。根據《保護海港條例》，填海指「任何為將海床或前濱形成為土地而進行或擬進行的工程」。要推翻條例中不准許海港進行填海工程的推定，須證明有關工程具備凌駕性公眾需要。根據以往法庭的判詞，公眾需要包括社會、經濟及環境方面的需要。

6. 要落實擬建的東區走廊下之行人板道，有關工程將需建造一些新建的保護樁柱（包括樁承台）。在《保護海港條例》下，這些保護樁柱會被視為「填海」。另外，行人板道的結構會覆蓋海面，有可能限制使用東區走廊之下的水域。為推展行人板道涉及的填海工程，政府需確立工程具凌駕性公眾需要。作為《東區走廊下之行人板道研究》的一部分，我們期望透過社區參與活動收集公眾意見，協助相關的工作。

擬建行人板道的效益

7. 按初步設計，擬建的行人板道將會連接未來油街北面的海濱公園及現時鰂魚涌海裕街海濱，並會在糖水道碼頭及前北角邨提供連接出入口至海濱。我們預計擬建之行人板道可帶來以下的效益：

- (a) 社區方面 - 擬建的行人板道可連接現時因私人業權問題而被間斷的北角海濱，讓公眾可在一個連綿不斷的海濱上更親近維港。擬建的行人板道亦將提供更好的連接，整合沿海濱較為零散的休憩用地，完善休憩用地網絡。行人板道將會是一個具吸引力的設施，鼓勵本地居民及市民大眾多步行及踏單車，實踐健康生活；
- (b) 經濟方面 - 擬建的行人板道可望吸引遊人遊覽該段海濱，促進區內及附近範圍的經濟活動；以及
- (c) 環境方面 - 擬建的行人板道將提升東區走廊下的空間景觀。我們也會藉工程翻新東區走廊的支柱及橋墩。

社區參與

8. 我們將於 2016 年 2 月起展開為期約四個月、兩階段的社區參與活動。第一階段社區參與旨在透過問卷調查收集意見。問卷調查主要查詢：

- (a) 受訪者是否同意有當前迫切的需要興建擬議的行人板道，以滿足不同的社會需要；
- (b) 受訪者是否同意擬議的行人板道有助市民享用海港；

(c) 受訪者是否同意一系列可建於板道的設施的組成部份(單車徑、觀景平台、釣魚平台、單車租借亭/停泊處以及餐飲亭等) 有當前迫切的需要；以及

(d) 受訪者的其他意見。

9. 在第一階段社區活動中，我們會諮詢東區區議會及海濱事務委員會，並在社區進行問卷調查、舉辦巡迴展覽、工作坊及專題小組會議等。我們另為這項研究開設了網站：<http://www.boardwalk.gov.hk>。網站羅列了社區參與活動的細節，亦連結至諮詢摘要。

未來路向

10. 第一階段社區參與活動的結論可協助我們確立興建行人板道的凌駕性公眾需要。隨後，我們將制訂行人板道的詳細建議方案，並就方案於 2016 年第 2 季進行第二階段社區參與，諮詢公眾對詳細建議方案的看法。

11. 請各議員備悉研究的進度和就擬議項目提出意見。

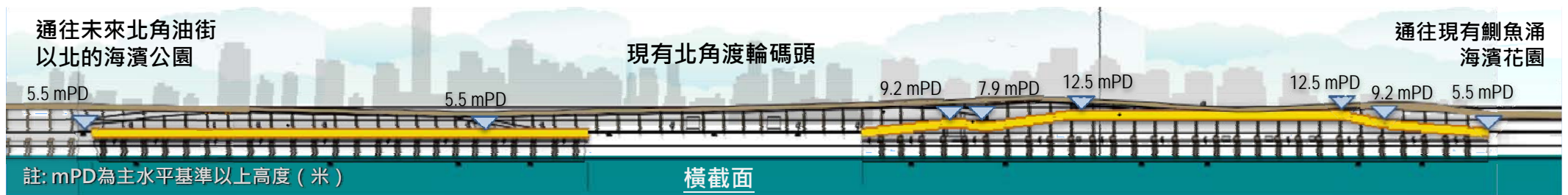
附件

附件 I - 擬議東區走廊下之行人板道

土木工程拓展署

2016 年 1 月

擬議東區走廊下之行人板道



近和富中心構思圖



近糖水道碼頭構思圖



糖水道構思圖



海裕街連接點構思圖



土木工程拓展署
港島及離島拓展處

東區區議會 規劃、工程及房屋委員會

東區走廊下之行人板道研究

2016年2月1日

‘連繫東西, 共享維港’



AECOM

背景

- 規劃署於**2012**年完成《港島東海旁研究》，當中建議在由油街至海裕街之間的東區走廊橋底興建一條約**2**公里長的行人板道，並獲得普遍市民支持。該研究亦建議就擬議的行人板道作進一步的技術評估，包括其是否符合《保護海港條例》。
- 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》，有關研究主要旨在確立擬建行人板道的可行性，包括如何符合《保護海港條例》。研究也會為擬議的行人板道提出設計方案。

通往北角油街以北
將來的休憩空間

現有北角渡輪碼頭

通往現有鰂魚涌
海濱花園

5.5 mPD

5.5 mPD

9.2 mPD

7.9 mPD

12.5 mPD

12.5 mPD

9.2 mPD

5.5 mPD

註: mPD為主水平基準以上高度 (米)

橫截面

圖例

- 建議的單車徑
- 建議的行人通道
- 已規劃的休憩用地(有待詳細設計)
- <--> 連接點
- 主要活動點

- 觀景平台
- 釣魚平台
- 單車租借亭
- 單車停泊處
- 餐飲亭

維多利亞港
Victoria Harbour



通往現有鰂魚涌海濱花園
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



近和富中心構思圖



近糖水道碼頭構思圖

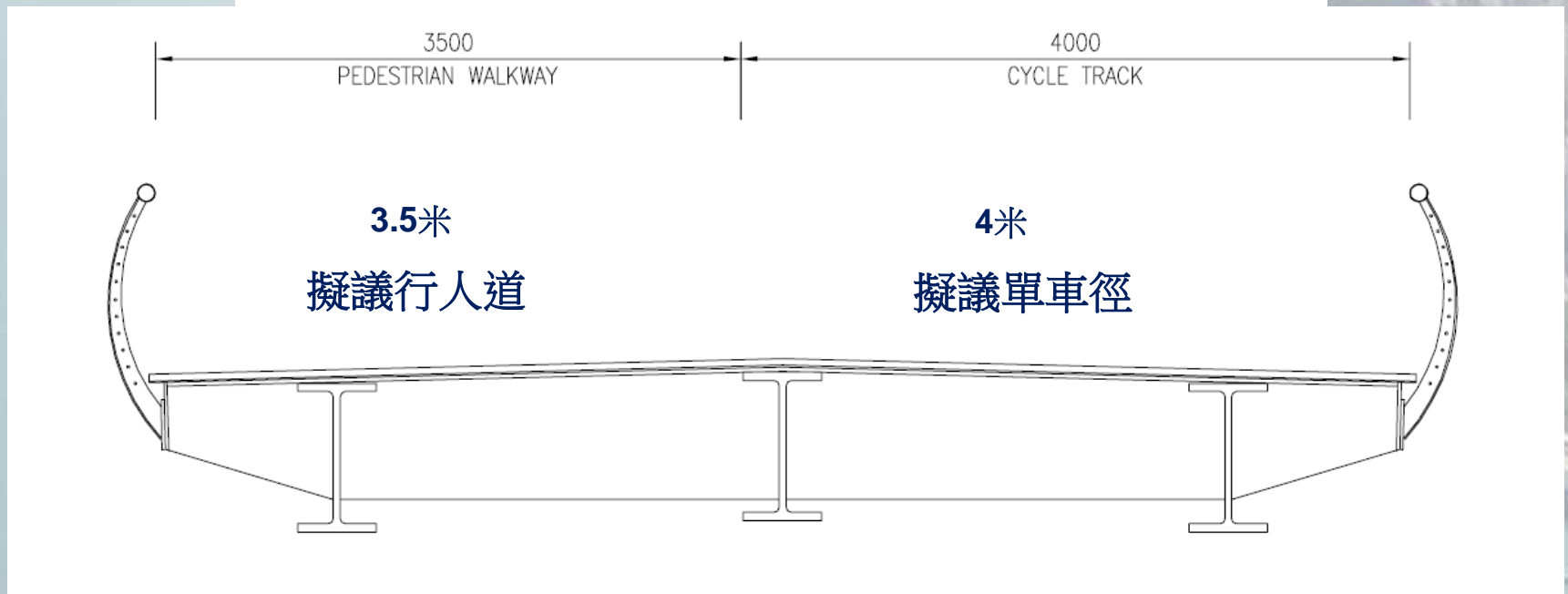
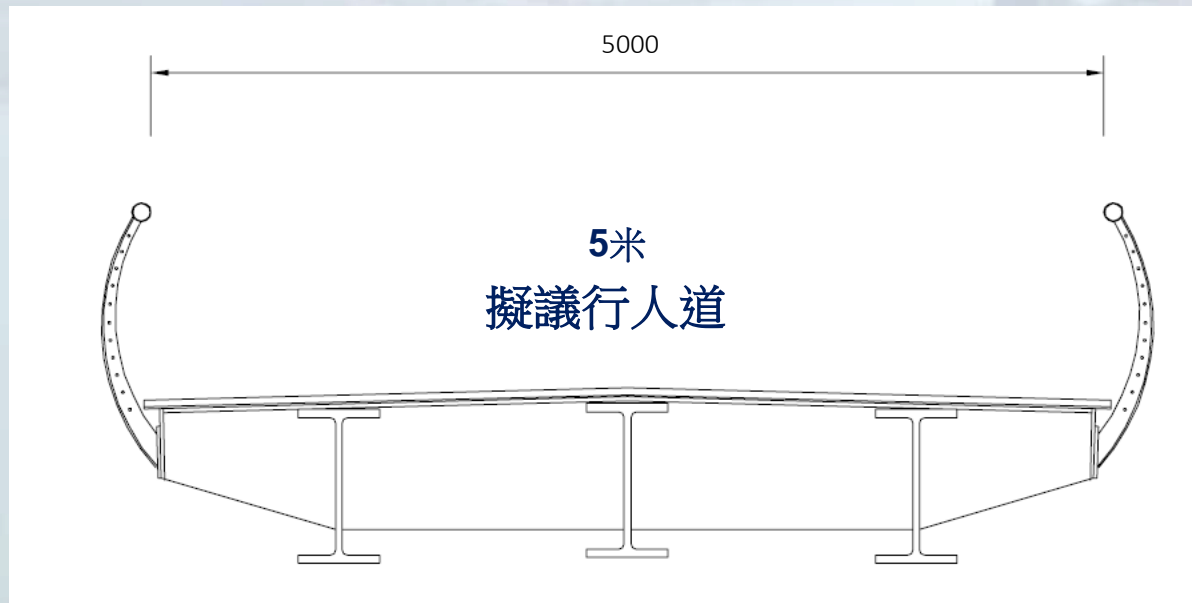


糖水道構思圖

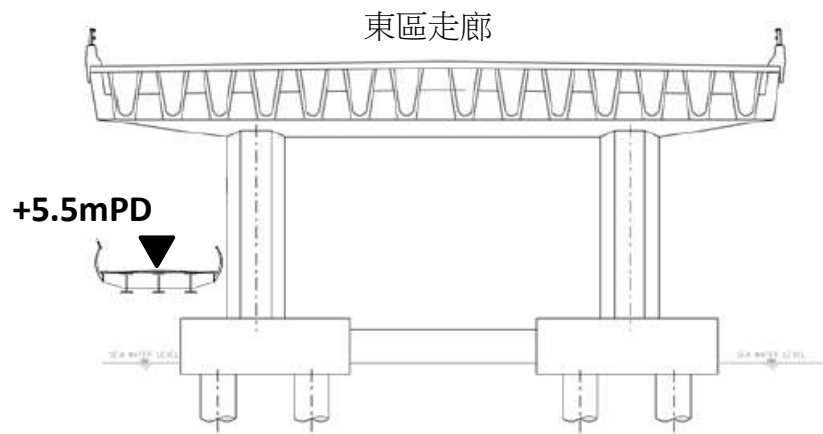


海裕街連接點構思圖

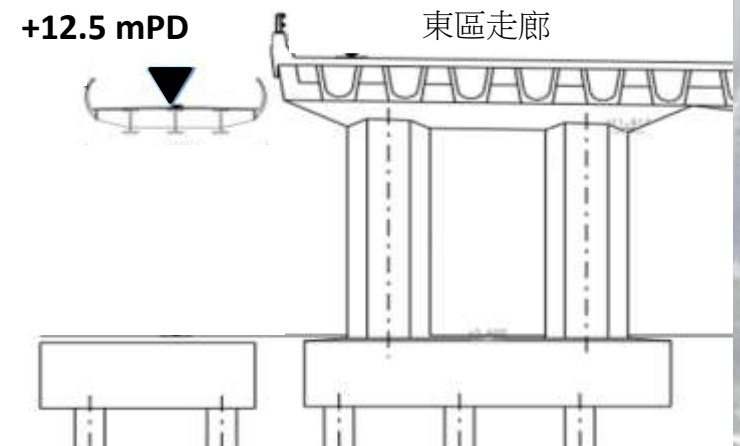
擬議行人板道的橫截面



擬議行人板道的橫截面

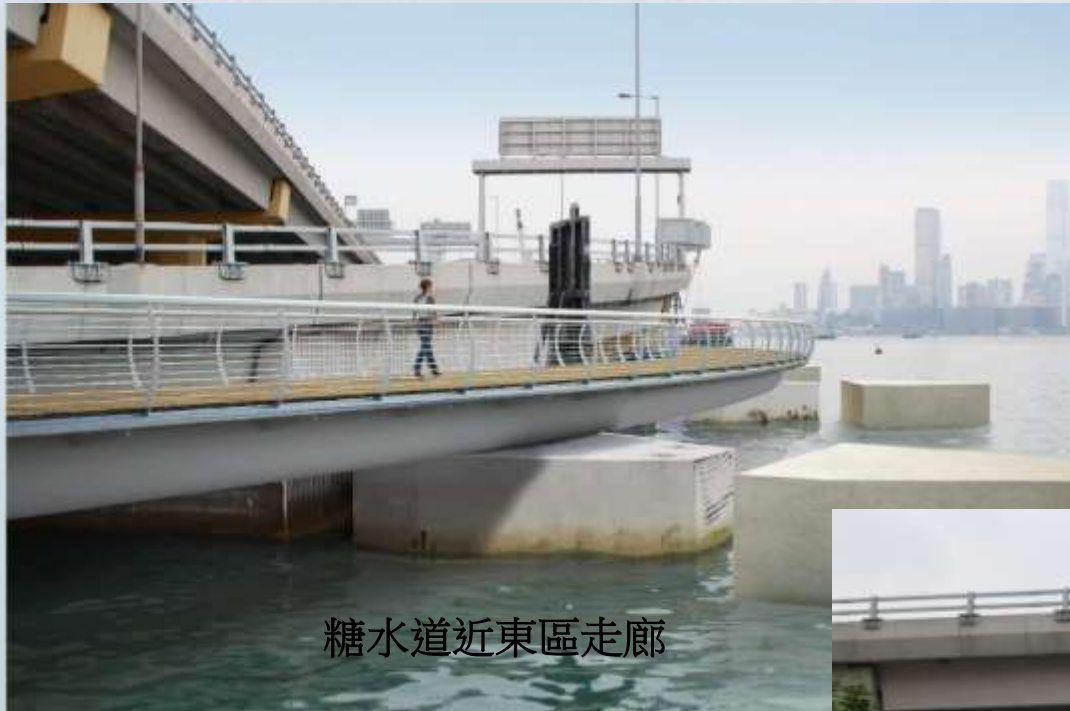


近和富中心



近北角消防局

糖水道的模擬行人板道



糖水道近東區走廊

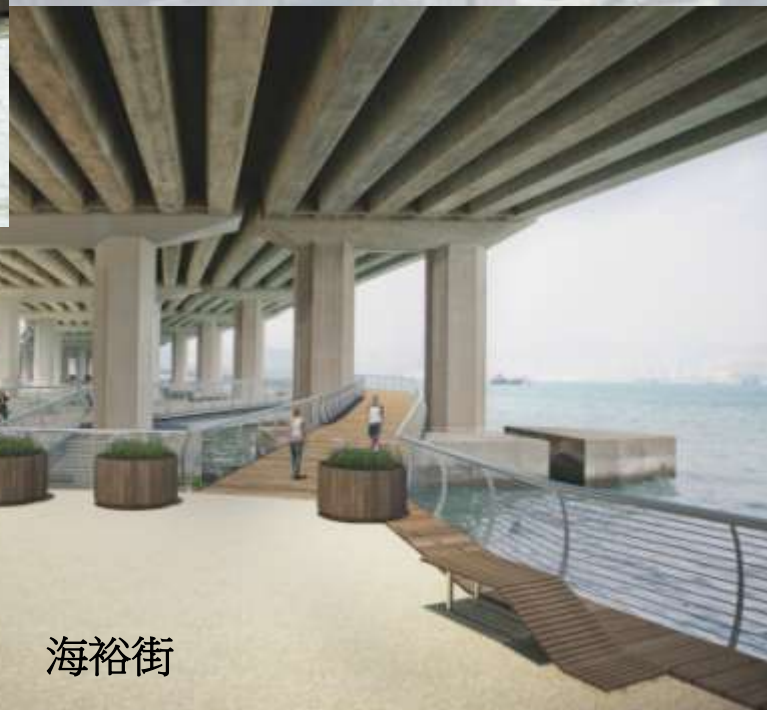


糖水道

近北角消防局及海裕街的模擬行人板道



近北角消防局



海裕街



從東區走廊遠眺九龍










維港內回望東區走廊板道
(構思圖)

《保護海港條例》

- 《保護海港條例》旨在藉設定不准在海港內進行填海工程的推定，以達致保護和保存海港的目的。根據《保護海港條例》，填海指「任何為將海床或前濱形成為土地而進行或擬進行的工程」。要推翻條例中不准許海港進行填海工程的推定，須證明有關工程具備凌駕性公眾需要。根據以往法庭的判詞，公眾需要包括社會、經濟及環境方面的需要。
- 要落實擬建的東區走廊下之行人板道，有關工程將需新建一些保護樁柱（包括樁承台）。在《保護海港條例》下，這些保護樁柱會被視為「填海」。
- 行人板道的結構會覆蓋海面，有可能限制使用東區走廊之下的水域。
- 為推展行人板道涉及的填海工程，政府需確立工程具凌駕性公眾需要。

《保護海港條例》

建議的行人板道設施	《保護海港條例》的考慮
約 2 公里長、約 5 米闊的行人通道 	新建的十個保護樁柱涉及共約 300 平方米填海面積，行人板道會覆蓋海面約 8250 平方米。
約 2 公里長的單車徑，使行人板道大部份路段的總闊度擴闊至 7.5 米以容納單車徑 	需額外增加覆蓋海面面積約 4550 平方米。
4個觀景平台 (每個約 20 平方米) 	需額外增加覆蓋海面面積約 80 平方米。
釣魚平台 (位於北角渡輪碼頭西面，平台合共約 400 平方米) 	部分釣魚平台將位於東區走廊的地基上, 需額外增加覆蓋海面面積(超出東區走廊的地基範圍以外) 約 300 平方米。
單車租借亭 (位於海裕街現有土地) 	無需填海或額外增加覆蓋海面面積
單車停泊處 (位於北角渡輪碼頭西面的平台) 	需額外增加覆蓋海面面積約 70 平方米。
餐飲亭 	無需填海或額外增加覆蓋海面面積。

擬建行人板道的效益

- 擬建的行人板道將會連接將來油街北面的休憩用地及現時鰂魚涌海裕街海濱，並會在糖水道碼頭及前北角邨提供連接出入口至海濱。
- 擬建之行人板道可帶來以下的效益：
 - (a) 社區方面 - 行人板道讓公眾可在一個連綿不斷的海濱上更親近維港。行人板道將會是一個具吸引力的設施，鼓勵地區居民及市民大眾多步行，實踐健康生活；
 - (b) 經濟方面 - 吸引遊人遊覽該段海濱，促進區內及附近範圍的經濟活動；以及
 - (c) 環境方面 - 提升東區走廊下的空間景觀。藉工程翻新東區走廊的支柱及橋墩。



社區參與

- 2016年2月展開兩階段共為期約四個月的社區參與。

東區走廊下之行人板道研究 BOARDWALK UNDERNEATH ISLAND EASTERN CORRIDOR - INVESTIGATION 第1階段社區參與摘要 Stage 1 Community Engagement Digest

東區走廊下之行人板道研究 BOARDWALK UNDERNEATH ISLAND EASTERN CORRIDOR - INVESTIGATION

簡介 INTRODUCTION

研究背景
規劃署於2012年完成的《港島東南岸研究》，建議由北角海旁至鰂魚涌海旁之間的東區走廊下興建一條約2公里長的行人板道，改善北角海旁一帶的連貫性，增加公眾享用維多利亞港海濱的機會。建議獲得市民普遍支持。

由於建議的行人板道位處維多利亞港範圍內，落實建議需符合《保護海港條例》的規定。

Study Background
Planning Department completed the Hong Kong Island East Harbour-front Study (HKIEHS) in 2012 and proposed a 2km long boardwalk underneath the Island Eastern Corridor (IEC), from Cili Street in North Point to Hoi Yu Street in Quarry Bay, to enhance the connectivity along the North Point waterfront for the enjoyment of the harbourfront area of Victoria Harbour by the public. The proposal was well received by the public.

研究目標 Study Objectives
研究目標是檢視興建行人板道的可行性，並證明這將符合《保護海港條例》的規定。

At the proposed location...

東區走廊下之行人板道研究 BOARDWALK UNDERNEATH ISLAND EASTERN CORRIDOR - INVESTIGATION

連繫東西，共享維港
Bridging the MISSING LINK - Let's embrace the Harbour

歡迎發表意見
Welcome your views

我們誠意邀請您參與社區工作坊，分享您對行人板道的意見。
(請聯絡我們或於本研究網站下載表格登記參加)

We invite you to participate in our community workshops to share your views on the proposed boardwalk. Please contact us or download the registration form from the study website for registration.

社區工作坊 1 Community Workshop No. 1	社區工作坊 2 Community Workshop No. 2
日期及時間 Date and Time 21/2/2016 (星期日 Sunday) 13:00 - 17:00 [實地視察 Site Visit 13:00 - 14:00]	日期及時間 Date and Time 5/3/2016 (星期日 Sunday) 13:00 - 17:00 [實地視察 Site Visit 13:00 - 14:00]
地點 / Venue 東區維多利亞港海濱1號 東區維多利亞港海濱1號 Community Hub, 3/F, Causeway Bay Community Centre, 7 Fook Yuen Road, Causeway Bay, Hong Kong	地點 / Venue 康寧中心樓下海濱樓座 康寧中心樓下海濱樓座 Multi-purpose Hall, 3/F, City Gallery, 5 Edinburgh Place, Central, Hong Kong

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

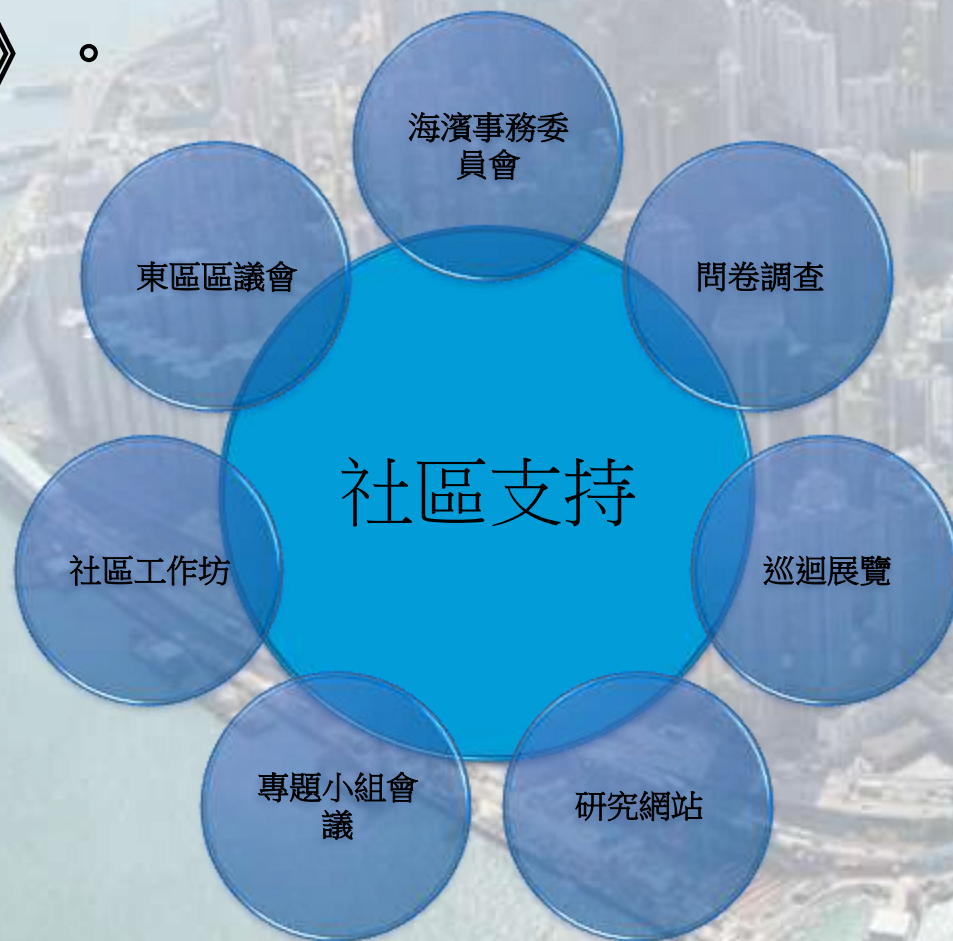
電郵 / E-mail
boardwalk@cedd.gov.hk

電話 / Phone (852) 2231-4408 傳真 / Fax (852) 2577-5040

CEPD
Civil Engineering and
Development Department

AECOM

- 社區參與活動包括：諮詢東區區議會及海濱事務委員會、問卷調查、巡迴展覽、社區工作坊及專題小組會議，用以尋求公眾的支持以符合《保護海港條例》。



- 第一階段社區將有問卷調查收集意見 -
 - 受訪者是否同意有當前迫切的需要興建擬議的行人板道，以滿足不同的社會需要；
 - 受訪者是否同意擬議的行人板道有助市民享用海港；
 - 受訪者是否同意一系列可建於板道的設施的組成部份(單車徑、觀景平台、釣魚平台、單車租借亭/停泊處以及餐飲亭等) 有當前迫切的需要。

巡迴展覽



巡迴展覽

編號	巡迴展覽地點	日期/時間
1	北角渡輪碼頭外	1.2.2016 - 5.2.2016; 15.2.2016 - 27.2.2016 (8:00 - 20:00)
2	北角政府合署地下大堂	1.2.2016 - 5.2.2016; 22.2.2016 - 10.3.2016 (8:00 - 20:00)
3	電氣道/福蔭道交匯處行人路	1.2.2016 - 5.2.2016; 22.2.2016 - 10.3.2016 (8:00 - 20:00)
4	港鐵太古站非付款區	13-19.2.2016 (8:00 - 20:00)
5	港鐵天后站A1出口外	1.3.2016 - 5.3.2016; 8.3.2016 - 12.3.2016; 15.3.2016 - 19.3.2016; 22.3.2016 - 24.3.2016 (8:00 - 20:00)
6	港鐵炮台山站A出口外	8.3.2016 - 12.3.2016; 15.3.2016 - 19.3.2016; 22.3.2016 - 24.3.2016 (8:00 - 20:00)

社區工作坊

	地點		日期/時間
社區工作坊 1	銅鑼灣社區中心 (銅鑼灣福蔭道 7 號)		21.2.2016 (13:00 - 17:00) (13:00 - 14:00 實地視察)
社區工作坊 2	展城館 (中環愛丁堡廣場3號)		5.3.2016 (13:00 - 17:00) (13:00 - 14:00 實地視察)

- 請瀏覽為這項研究開設的網站：
<http://www.boardwalk.gov.hk>
- 網站羅列了社區參與活動的細節，亦連結至諮詢摘要。



- 第一階段社區參與活動的結果可協助我們確立興建行人板道的凌駕性公眾需要。
- 隨後，我們將制訂行人板道的詳細建議方案，並就方案於**2016**年第**2**季進行第二階段社區參與，諮詢公眾對詳細建議方案的看法。



An aerial photograph of a coastal city, likely Hong Kong, showing dense urban development along the waterfront and a large, green, hilly area in the center. The text "謝謝" is overlaid in the center of the image.

謝謝

Boardwalk underneath Island Eastern Corridor Study

Purpose

This paper is to update the progress of the Investigation Study for the Boardwalk underneath Island Eastern Corridor (IEC) and to seek members' views on the Study.

Background

2. Planning Department completed the Hong Kong Island East Harbour-front Study (HKIEHS) in 2012 and proposed a 2-km long boardwalk from Oil Street to Hoi Yu Street underneath the IEC. The proposal was well received by the public. The HKIEHS also recommended conducting further technical assessments, including its compliance with the Protection of the Harbour Ordinance (PHO).

3. Civil Engineering and Development Department commissioned the "Boardwalk underneath Island Eastern Corridor - Investigation" (the Study) in March 2015. The main objectives of the Study are to review the feasibility of the proposed boardwalk underneath the IEC and to demonstrate whether the proposal can comply with the PHO. The Study will also identify recommended scheme for the proposed boardwalk.

Proposed Boardwalk and PHO

4. A 2-km long boardwalk is proposed to link up Oil Street to Hoi Yu Street underneath IEC (**Enclosure I**), same as that recommended under HKIEHS. In addition to the walkway, we would consider other facilities such as cycleway, viewing platforms, fishing platform, cycle rental kiosk/ bicycle parking and food & beverage kiosk subject to compliance with the PHO.

5. The PHO seeks to protect and preserve the Harbour by establishing a presumption against reclamation in the Harbour. Reclamation is defined in the PHO as "any works carried out or intended to be carried out for the purpose of forming land from the sea-bed or foreshore". The presumption against reclamation in the Harbour must be interpreted in such a way that it can only be rebutted by establishing an overriding public need for reclamation. According to past judgments of the Court, public needs are community needs, which include social, economic and environmental needs.

6. To implement the proposed boardwalk underneath IEC, some new piled protection dolphin structures with pile caps would need to be constructed, and they are to be regarded as reclamation under the PHO. Furthermore, the boardwalk structure will deck over the sea and may restrict access to the water underneath IEC. To take forward reclamation works which the boardwalk would entail, the Government is required to establish an overriding public need for such works. As part of the Study, we would like to collect public views through the Community Engagement Exercise as part of the relevant work.

Benefits of Proposed Boardwalk

7. According to the preliminary design, the proposed boardwalk will connect the future waterfront park north of Oil Street to the existing Hoi Yu Street harbourfront in Quarry Bay. Access points will be provided at Tong Shui Road Pier and ex-North Point Estate to the harbourfront. We anticipate that the proposed boardwalk will have the following benefits:

- (a) Social aspect – Proposed boardwalk will re-connect the broken linkage at current North Point harbourfront due to private lots, enabling the public to get closer to the Harbour along a continuous harbourfront. The boardwalk enables better connection and integration with existing isolated open spaces hence enhancing the open space network. The proposed boardwalk will be an attractive facility to encourage local residents and the general public to exercise and cycle, thus helping to promote healthy living;
- (b) Economic aspect – Proposed boardwalk will attract more visitors and tourists to visit the harbourfront, enhancing economic activities in the surrounding area; and
- (c) Environmental aspect – Proposed boardwalk will improve the landscaped amenity underneath the IEC. Columns and piers of IEC will also be renovated.

Community Engagement

8. We will commence a four-month, two-stage Community Engagement Exercise in February 2016. Stage 1 Community Engagement seeks to collect public opinions through questionnaires. The questionnaires will mainly focus on:

- (a) Whether the interviewees agree that there is a compelling and present need for the IEC boardwalk to satisfy different community needs;
- (b) Whether the interviewees agree that the proposed boardwalk may help

the public enjoy the Harbour;

- (c) Whether the interviewees agree that the series of facilities that may be constructed on the boardwalk (cycleway, viewing platforms, fishing platform, cycle rental kiosk/ bicycle parking and food & beverage kiosk) meet the compelling and present need; and
- (d) Other views of interviewees.

9. During Stage 1 Community Engagement Exercise, we will consult the Eastern District Council and the Harbourfront Commission, conduct questionnaire surveys, roving exhibitions, community workshops and focus group meetings. A project website (<http://www.boardwalk.gov.hk>) has been prepared for the Study. Details of the Community Engagement Exercise and the consultation digest can be found at the website.

Way Forward

10. Public views collected from Stage 1 Community Engagement Exercise will assist us to establish the overriding public need on the proposed boardwalk. Afterwards, we will formulate detailed boardwalk scheme and carry out Stage 2 Public Engagement in second quarter of 2016 to seek public views on recommended detailed scheme.

11. Members are invited to note the progress of the Study and comment on the proposed boardwalk.

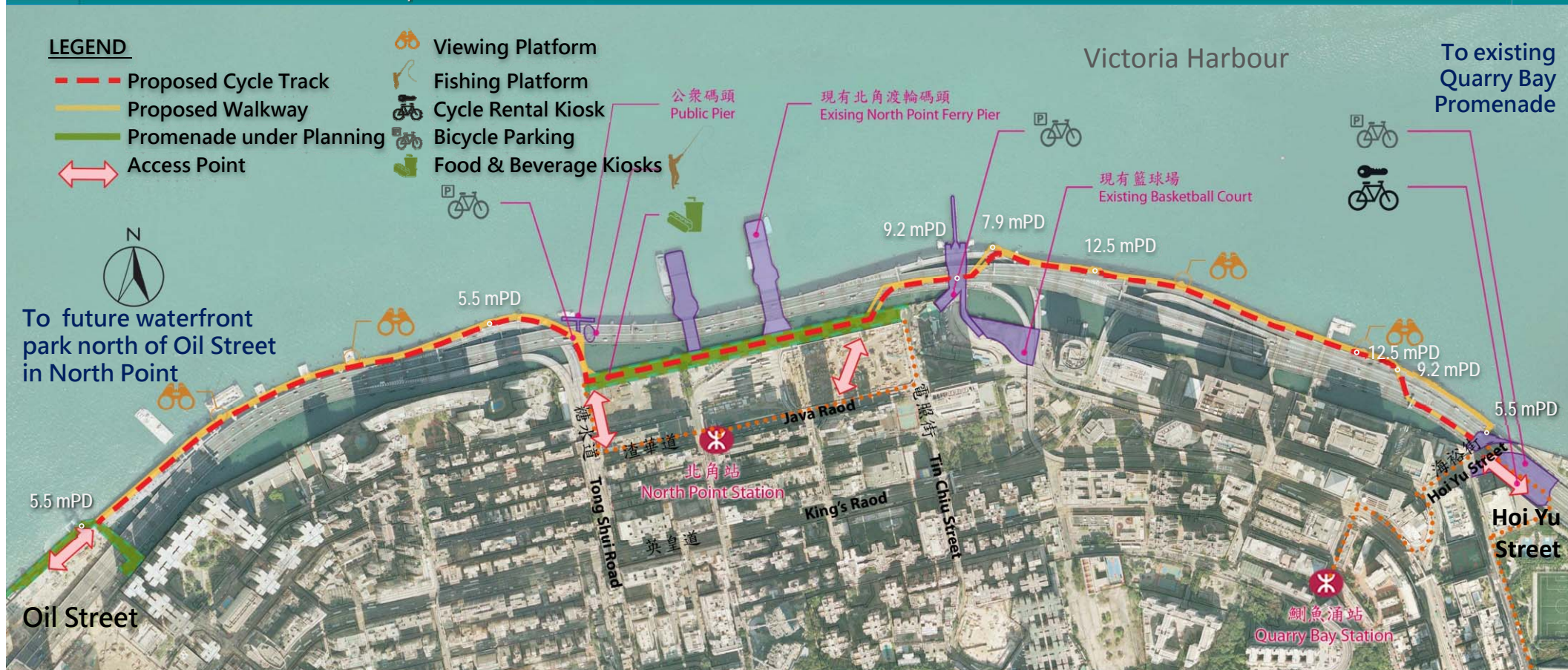
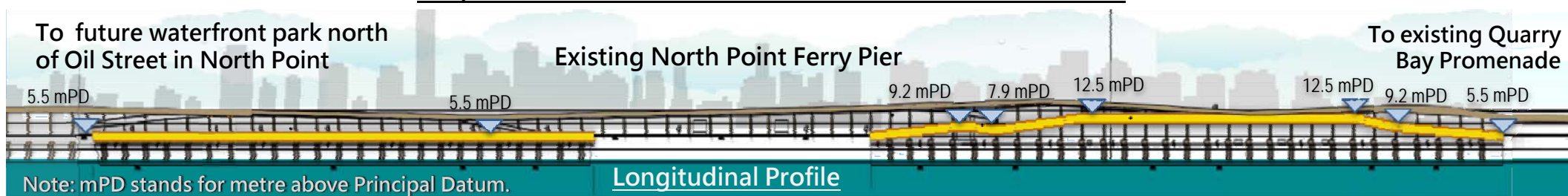
Enclosure

Enclosure I – Proposed Boardwalk underneath IEC

Civil Engineering and Development Department
January 2016

Proposed Boardwalk underneath Island Eastern Corridor

Enclosure I



Artist's Impression near Provident Centre



Artist's Impression near Tong Shui Road Pier



Artist's Impression at Tong Shui Road



Artist's Impression at Hoi Yu Street Access Point

Appendix I4
Meeting Minutes and Paper for Meeting with Task
Force on Harbourfront Developments on
Hong Kong Island - Harbourfront Commission

Harbourfront Commission
Task Force on Harbourfront Developments on Hong Kong Island

Minutes of Twenty-second Meeting

Date : 29 February 2016
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
Mr LEUNG Kong-yui	Representing Chartered Institute of Logistics and Transport in Hong Kong
Mrs Karen BARRETTO	Representing Friends of the Earth
Mr Freddie HAI	Representing Hong Kong Institute of Architects
Mr Evans IU	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 Prof CHOY Kin-kuen	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 CHAN Hok-fung	
Mr Walter CHAN	
Miss Lily CHOW	
Mr Eric FOK	
Ms Vivian LEE	
Mr Vincent NG	
Mr Henry CHAN	
Ms Rosanna CHOI	
Mr Alvin YIP	

Official Members

Mr Thomas CHAN	Deputy Secretary for Development (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 David Stanley CHAIONG	Chief Leisure Manager (Hong Kong West), LCSD
Ms Ginger KIANG	District Planning Officer/Hong Kong, Planning Department (PlanD)
Miss Ingrid TJENDRO	Secretary

In Attendance

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

Absent with Apologies

Mrs Margaret BROOKE	Representing Business Environment Council
Dr NG Cho-nam	Representing the Conservancy Association
Mr Hans Joachim ISLER	
Mr David PONG	

For Agenda Item 2

Ms TENG Yu-yan Anne	District Officer (Eastern), Home Affairs Department (HAD)
Mr LAI Ho-chun Samuel	Assistant District Officer (Eastern)2, HAD
Mr CHAN Chung-yuen	Chief Traffic Engineer / Hong Kong, TD
Mr KUK Wai-kei	District Traffic Team (Eastern District), Hong Kong Police Force (HKPF)
Mr Edward LEUNG	Senior Manager (Tourism) 2, TC
Ms HO Mun-yee Money	Sr Estate Surveyor/HKE(3) (District Lands Office, Hong Kong East), Lands Department (LandsD)

For Agenda Item 3

Ms April KUN	Chief Town Planner/ Studies and Research, PlanD
Mr Patrick FUNG	Senior Town Planner /Studies and Research 5(Atg.), PlanD
Ms Wendy LEE	Town Planner, Studies and Research 3, PlanD
Dr Eunice MAK	Director of Urban Planning, AECOM
Mr Kenny CHAN	Associate, Planning, AECOM
Ms Carol LEE	Project Officer, Kadoorie Institute, HKU

For Agenda Item 4

Mr MAK Chi-biu	Chief Engineer /Hong Kong 1, CEDD
Mr Eddie LAM	Senior Engineer 7, CEDD

Mr Albert LEUNG	Project Director, Jacobs China Ltd.
Mr Raymond CHAN	Project Manager, Jacobs China Ltd.
Prof Bernard V LIM	Principal, Architecture Design and Research Group Ltd.
Mr David STANDFORD	Principal Director, Leigh & Orange Ltd
Mr Henry LO	Associate Director, Centre for Architectural Heritage Research, School of Architecture, CUHK

For Agenda Item 5

Mr MAK Chi-biu	Chief Engineer /Hong Kong 1, CEDD
Mr LAM Chun-tak	Senior Engineer 2, CEDD
Mr Charles LUK	Project Director, AECOM
Mr Peter CHEEK	Executive Director, AECOM
Mr Simon WONG	Project Manager, AECOM
Ms Betty HO	Director, PlanArch
Professor John BACON-SHONE	Director, Social Sciences Research Centre, HKU

For Agenda Item 6

Ms Emily MO	Assistant Commissioner for Tourism
Mr Samir S THAPA	Director, Formula Electric Racing (Hong Kong) Limited
Ms Michelle LEE	Director of Operations, Formula Electric Racing (Hong Kong) Limited
Ms Vivian LEE	Managing Director, ActionHouse International Limited
Ms Bernice TSANG	Account Executive, ActionHouse International Limited

For Agenda Item 7

Mr MOK Hei-tat Paul	Chief Engineer, Special Duties (Works) Division, CEDD
Mr LEUNG Tak-kuen Anka	Senior Engineer, Special Duties (Works) Division, CEDD
Mr KWOK Hiu-fung Derek	Engineer /5, Special Duties (Works) Division, CEDD
Mr CHING Ming-kam Eric	Divisional Director, Mott Macdonald Hong Kong Limited
Mr CHAN Pak-kin	Senior Environmental Consultant, Mott Macdonald Hong Kong Limited

For Agenda Item 8

Mr Alexander BOSWORTH	Team Member, Worcester Polytechnic Institute Team
Mr Brandon BOZEAT	
Mr Xander ING	
Miss Emily YU	

4.22 **Mr Henry LO** responded that to meet heritage preservation standard, it would be best for the unused landing steps to be kept with the entire structure at its original place. As for the location matter, following the international charter, it would be best if every heritage building could be retained at its original location as far as practicable.

4.23 **Mr Peter Cookson SMITH** enquired if the design of the Ferry Plaza within future Site 7 had been drawn up.

4.24 **Miss Christine AU** responded that the design of the “Ferry Plaza”, alike “Festival Lawn” and “Themed Garden”, would make reference to the UDS.

4.25 **The Chair** remarked that the context of the design of the Ferry Plaza should be provided when presenting to the public. He thanked the Government and the project team for the efforts made for the QP project and asked them to take on board Members’ comments and keep Members informed of the refined options and outcome of the PE programme.

**DEVB
CEDD**

Item 5 Proposed Boardwalk underneath the Island Eastern Corridor (Paper No. TFHK/04/2016)

5.1 **The Chair** welcomed representatives of CEDD and the project team to the meeting. **Mr CB MAK, Mr CT LAM and Mr Peter CHEEK** presented the proposed boardwalk underneath the Island Eastern Corridor (IEC) with the aid of a PowerPoint.

5.2 **The Chair** enquired about the public comments received so far.

5.3 **Mr Ivan HO** supported the project and requested the process be expedited. Besides, he enquired if the width of the boardwalk could be varied in different sections as a 3.5 metre wide walkway would be too narrow and it would be unsatisfactory to adopt this width for the entire boardwalk. He opined that Hong Kong people should have the right to decide on the shape of their waterfront and the Government should not be over-cautious with the Protection of the Harbour Ordinance.

5.4 **Mr Peter Cookson SMITH** objected to the proposed cycle track as it would narrow the pedestrian walkway by half. He also considered that the questionnaire was too complicated and it should be designed in a way such that convincing responses would be collected for establishing an overriding need as required. In this connection, he enquired about the number of positive public responses needed to establish the overriding need.

5.5 **Mr Freddie HAI** supported the project. He commented that additional greenery should be provided along the boardwalk as greenery could act as a softener to its outlook which is beneath the bleak IEC. Besides, he enquired if there were other alternative design options such that the walkway would not need to be ascending to the flyover level and bypassing the ferry piers. He appreciated the Project Team for their courage to take on the issue of “definition of reclamation” under the current Protection of the Harbour Ordinance in pursuit of a more sensible design for the greater benefit of the general public.

5.6 **Mr Alvin YIP** commented that the proposal should be presented in a more precise and exciting manner. The team might consider collaborating with local universities which had many innovative student projects on developing the site concerned.

5.7 **Mr Paul ZIMMERMAN** made the following comments, which were included in previous submission made to the Government -

- (a) as the proposed boardwalk could enhance accessibility to the harbour and add value to it, subject to Government’s provision of adequate justification to the issue of dolphin structures, the Society for Protection of the Harbour would unlikely object to it;
- (b) a wider walkway cum cycle track would maximise the benefits of the boardwalk;
- (c) more access points should be provided; and
- (d) the boardwalk should have minimal changes in levels to facilitate people with children or

disabilities.

5.8 **The Chair** enquired about the public responses received so far.

5.9 **Mr CB MAK** made the following responses-

- (a) around five hundred public replies had been received so far. Among them, only a minority objected to the project and there was general support for the cycle track;
- (b) the team would review the width of the boardwalk taking into account comments received. The team would also explore the possibilities of providing a boardwalk with varying width at some sections;
- (c) while the team would try to maximize the provision of greenery on the boardwalk, he cautioned that there were geographical and technical constraints to do so as the boardwalk was built under the IEC and above water; and
- (d) the team would explore the possibility of providing additional access points but noted the presence of private lots along the boardwalk.

5.10 In response to the design of the questionnaire, **Prof John BACON-SHONE** explained that the public usually complained about insufficient information when responding to a questionnaire and hence the present draft has aimed to be informative. The questionnaire asked open-ended questions and invited the public to write in comments. People could leave this part blank if they were already satisfied with the other parts of the questionnaire.

5.11 **The Chair** commented that it would be helpful if HC could show its passion and support for the project to the community.

5.12 **Miss Christine AU** responded that a boat trip within the Community Engagement process would be arranged for Members to show their support for the project and help publicize it.

(Post-meeting notes: A boat trip for Members was organised on 30 March 201 and a press release was subsequently issued.)

5.13 **Mr Henry CHAN** opined that artists might be interested to show their artwork on the boardwalk which could be a great attraction to people. He was also concerned about the safety of the cycle track.

5.14 **The Chair** invited CEDD and the project team to report to the Task Force on the latest progress before Stage 2 Community Engagement. **Mr CB MAK** responded that the Government would get back to the Task Force again after Stage 1 Community Engagement.

CEDD

(Post-meeting notes: CEDD plans to report back to the Task Force on the latest progress in Q3 2016.)

Item 6 Proposed Short Term Tenancies for Government Land at Central Harbourfront for Staging of the Fédération Internationale de l'Automobile Formula E Championship - Hong Kong ePrix (Paper No. TFHK/05/2016)

6.1 **The Chair** informed that the Formula E race would be held for the first time at the new Central harbourfront in October 2016. He welcomed representatives from TC and the organiser to the meeting to brief Members on the details of the race including the harbourfront sites proposed to be used for the event.

6.2 **Ms Vivian LEE** declared interest as the Managing Director of ActionHouse International Limited, which was the project management team of the race. **The Chair** advised that Ms LEE could attend as one of the representatives from the project team but should refrain from commenting on the matter.

6.3 **Ms Emily MO** presented the Government's support for the event, and **Mr Samir S THAPA** presented the event proposal and the proposed short term tenancies with the aid of a PowerPoint.

6.4 **The Chair** expressed his concern on the accessibility to

Task Force on Harbourfront Developments on Hong Kong Island

For discussion
on 29 February 2016

TFHK/04/2016

Proposed Boardwalk underneath the Island Eastern Corridor

PURPOSE

This paper updates members on the progress of the Investigation Study for the Boardwalk underneath the Island Eastern Corridor (IEC) and to seek members' views on the Study.

BACKGROUND

2. A 2-km long boardwalk is proposed to link up Oil Street to Hoi Yu Street underneath IEC (**Annex A**). A Topical Study for Boardwalk underneath Island Eastern Corridor (Topical Study) was completed in early 2014. We briefed members the findings of the Topical Study including a refined alignment of the boardwalk on 24 October 2013 and 18 February 2014. Members generally agreed with the refined scheme.

3. We commissioned the "Boardwalk underneath Island Eastern Corridor - Investigation" (the Study) in March 2015. The objectives of the Study are to review the feasibility of the proposed boardwalk under the IEC and to demonstrate whether the proposal can comply with the Protection of the Harbour Ordinance (PHO). The Study will also identify recommended scheme(s) for the proposed boardwalk.

THE PROTECTION OF THE HARBOUR ORDINANCE

4. The PHO seeks to protect and preserve the Victoria Harbour by establishing a presumption against reclamation in the Harbour. Reclamation is defined in the PHO as "any works carried out or intended to be carried out for the purpose of forming land from the sea-bed or foreshore". The presumption against reclamation in the Harbour must be interpreted in such a way that it can only be rebutted by establishing an overriding public need for reclamation. According to past judgments of the Court, public needs are community needs, which include social, economic and environmental needs.

5. To implement the proposed boardwalk underneath IEC, some new piled protection dolphin structures with pile caps would need to be constructed to support the boardwalk, and they are to be regarded as

Task Force on Harbourfront Developments on Hong Kong Island

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reclamation under the PHO. Furthermore, the boardwalk structure will deck over the sea and may restrict access to the water underneath IEC. To take forward reclamation works which the boardwalk would entail, the Government is required to establish an overriding public need for such works. As part of the Study, we would like to collect public views through the Community Engagement Exercise as part of the relevant work.

BENEFITS OF PROPOSED BOARDWALK

6. According to the preliminary design, the proposed boardwalk will connect the future waterfront park north of Oil Street to the existing Hoi Yu Street harbourfront in Quarry Bay to enhance the connectivity. Access points will be provided at Tong Shui Road Pier and ex-North Point Estate to the harbourfront. We anticipate that the proposed boardwalk will have the following benefits:

- (a) Social aspect – Proposed boardwalk will re-connect the broken linkage at current North Point harbourfront due to private lots, enabling the public to get closer to the Harbour along a continuous harbourfront. The boardwalk enables better connection and integration with existing isolated open spaces hence enhancing the open space network. The proposed boardwalk will be an attractive facility to encourage local residents and the general public to exercise and cycle, thus helping to promote healthy living;
- (b) Economic aspect – Proposed boardwalk will attract more visitors and tourists to visit the harbourfront, enhancing economic activities in the surrounding area; and
- (c) Environmental aspect – Proposed boardwalk will improve the landscaped amenity underneath the IEC. Columns and piers of IEC will also be renovated.

COMMUNITY ENGAGEMENT

7. We commenced a four-month, two-stage Community Engagement Exercise on 1 February 2016. Stage 1 Community Engagement seeks to collect public opinions through questionnaires. The Community Engagement Digest and the questionnaire are at **Annex B** and **Annex C** respectively. The questionnaire mainly focuses on:

- (a) Whether the interviewees agree that the proposed boardwalk

Task Force on Harbourfront Developments on Hong Kong Island

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may help the public enjoy the Harbour;

- (b) Whether the interviewees agree that there is a compelling and present need for the IEC boardwalk to satisfy different community needs;
- (c) Whether the interviewees agree that the series of facilities that may be constructed on the boardwalk (cycleway, viewing platforms, fishing platform, cycle rental kiosk/ bicycle parking and food & beverage kiosk) meet the compelling and present need; and
- (d) Other views of interviewees.

8. During Stage 1 Community Engagement Exercise, we will also consult the Eastern District Council in addition to the Harbourfront Commission, conduct questionnaire surveys, roving exhibitions, community workshops and focus group meetings. A project website (<http://www.boardwalk.gov.hk>) was prepared for the Study. Details of the Community Engagement Exercise and the consultation digest can be found at the website.

WAY FORWARD

9. Public views collected from Stage 1 Community Engagement Exercise will assist us to establish the overriding public need on the proposed boardwalk. We will conduct further technical assessments. Afterwards, we will formulate detailed boardwalk scheme and carry out Stage 2 Public Engagement in second quarter of 2016 to seek public views on recommended detailed scheme.

ADVICE SOUGHT

10. Members are invited to note the progress of the Study and comment on the proposed boardwalk.

**Civil Engineering and Development Department
February 2016**

Task Force on Harbourfront Developments on Hong Kong Island

TFHK/04/2016

ATTACHMENTS

- Annex A -** Proposed Boardwalk underneath IEC
- Annex B -** Community Engagement Digest of the Boardwalk underneath Island Eastern Corridor - Investigation
- Annex C -** Questionnaire on the need for the Boardwalk underneath Island Eastern Corridor

Proposed Boardwalk underneath Island Eastern Corridor

Annex A

To future open space north of Oil Street in North Point

Existing North Point Ferry Pier

To existing Quarry Bay Promenade



Note: mPD stands for metre above Principal Datum.

Longitudinal Profile

LEGEND

- Proposed Cycle Track
- Proposed Walkway
- Planned Open Space (Subject to detailed design)
- 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

通往現有鯉魚涌海濱花園
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



Artist's Impression near Provident Centre

Artist's Impression near Tong Shui Road Pier

Artist's Impression at Tong Shui Road

Artist's Impression at Hoi Yu Street Access Point



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

Proposed Boardwalk underneath Island Eastern Corridor



Task Force on Harbourfront Developments on Hong Kong Island



29 February 2016



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

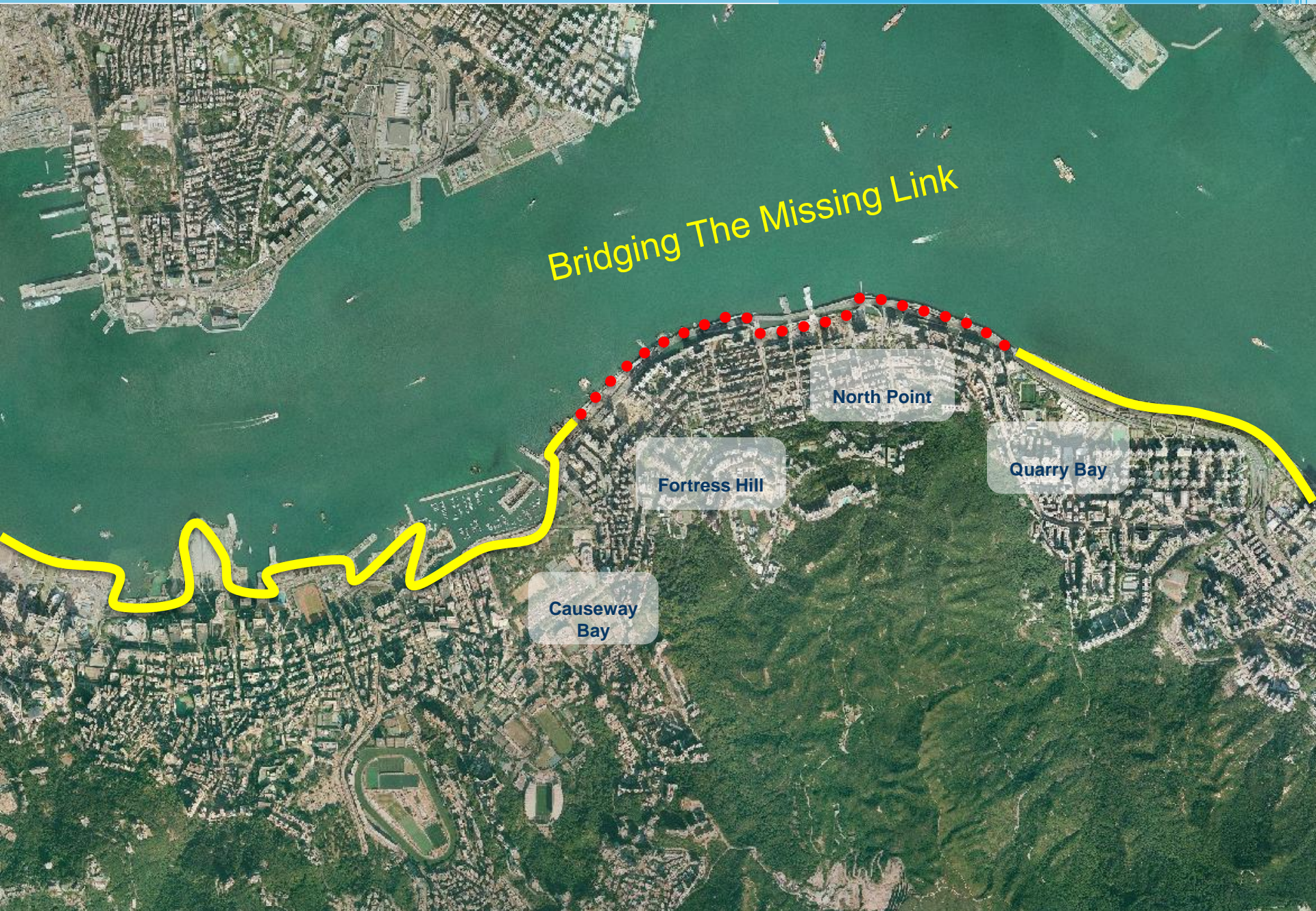
Background

- CEDD briefed the Task Force on Harbourfront Developments on Hong Kong Island (HKTF) findings of the topical study including a refined alignment of the boardwalk on 24 October 2013 and 18 February 2014. Members generally agreed on the refined scheme.
- CEDD commissioned the study “Boardwalk underneath Island Eastern Corridor” in March 2015 to investigate the feasibility of the proposed boardwalk and to demonstrate compliance with the PHO of the proposal.

The Proposed Boardwalk

Proposed Boardwalk

4



Proposed Boardwalk

5

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

Note: mPD stands for metre above Principal Datum.

Longitudinal Profile

LEGEND

- - - Proposed Cycle Track
- Proposed Walkway
- Planned Open Space (Subject to detailed design)
- ↔ Access Point
- Major Activity Node

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

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

通往現有鰂魚涌海濱花園
To existing Quarry Bay Promenade



Artist's Impression near Provident Centre



Artist's Impression near Tong Shui Road Pier

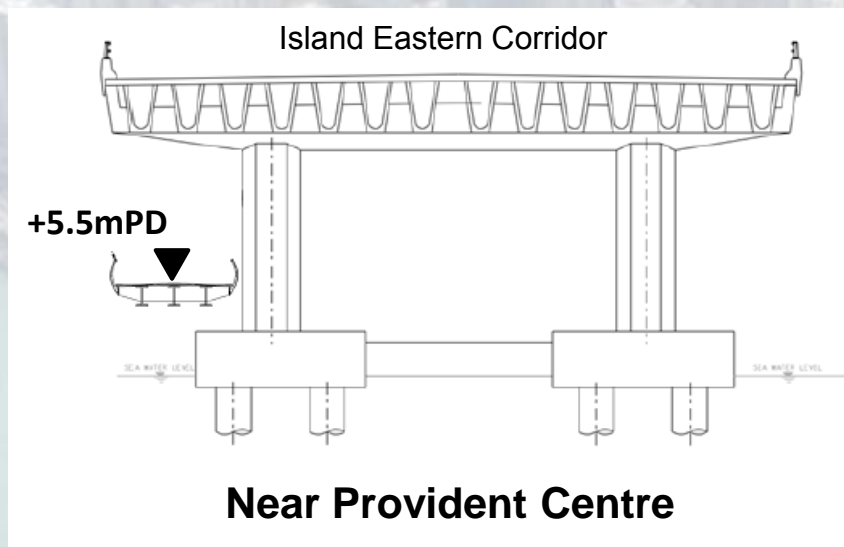


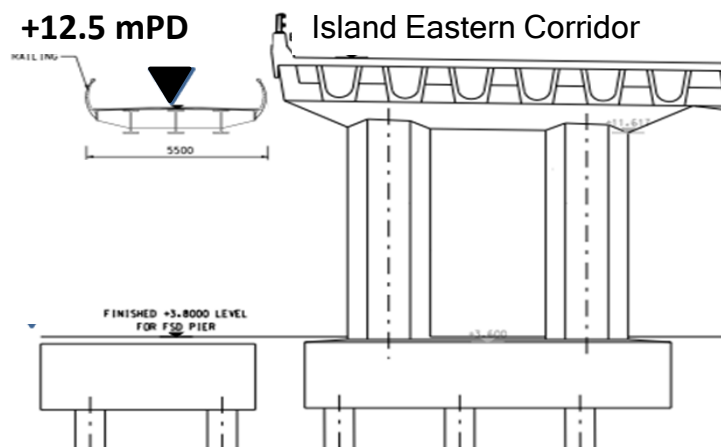
Artist's Impression at Tong Shui Road



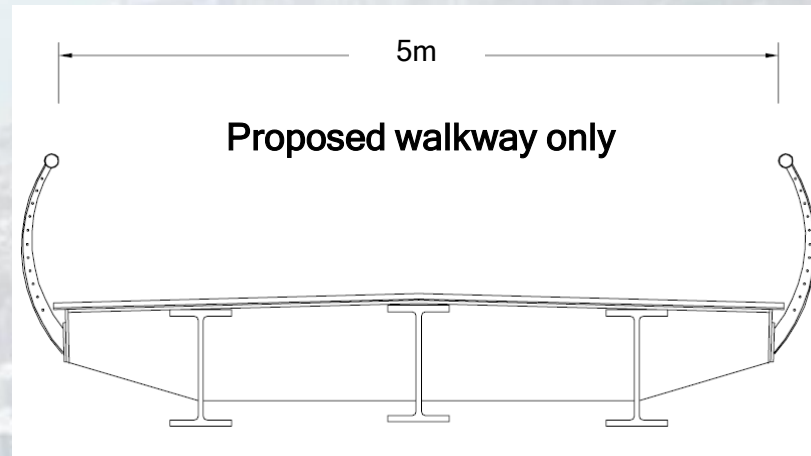
Artist's Impression at Hoi Yu Street Access Point

Proposed Boardwalk

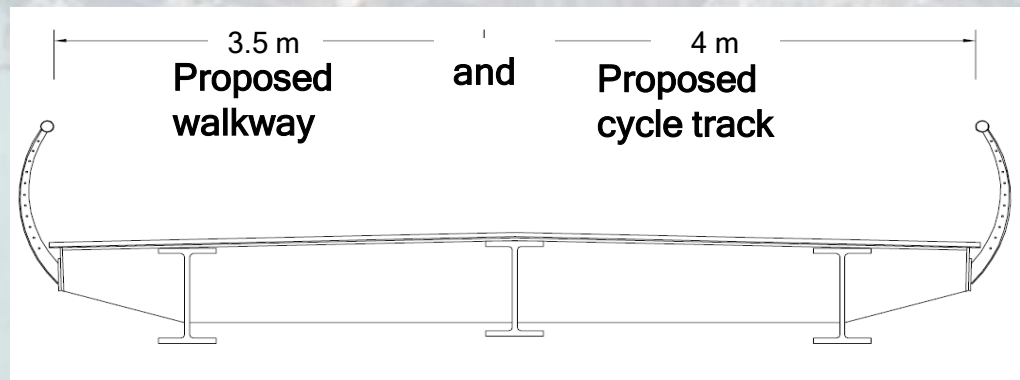




- 5m wide for walkway only



- 3.5m wide walkway + 4m wide cycle track



Proposed Boardwalk



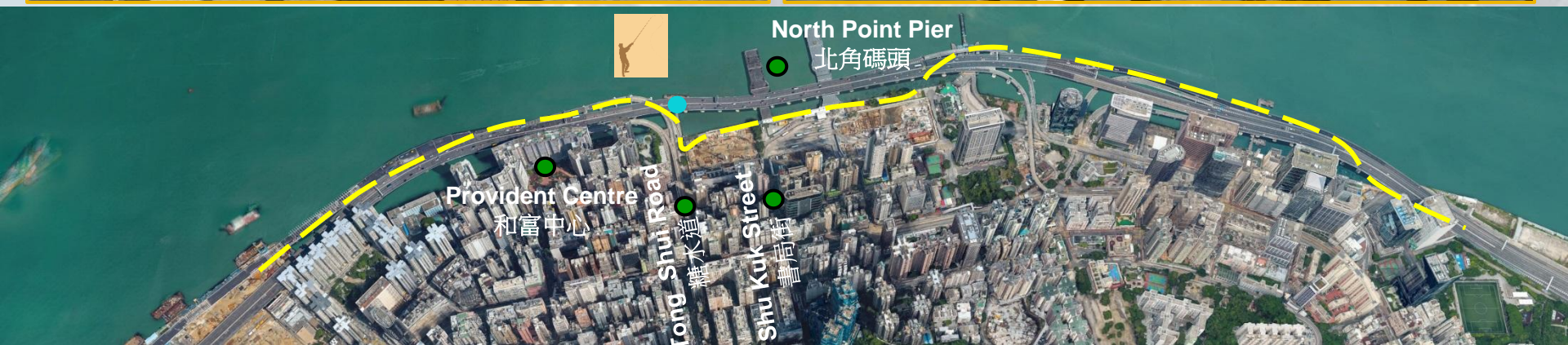
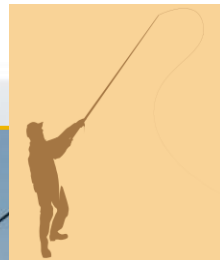
Cycle Track



Viewing Platforms



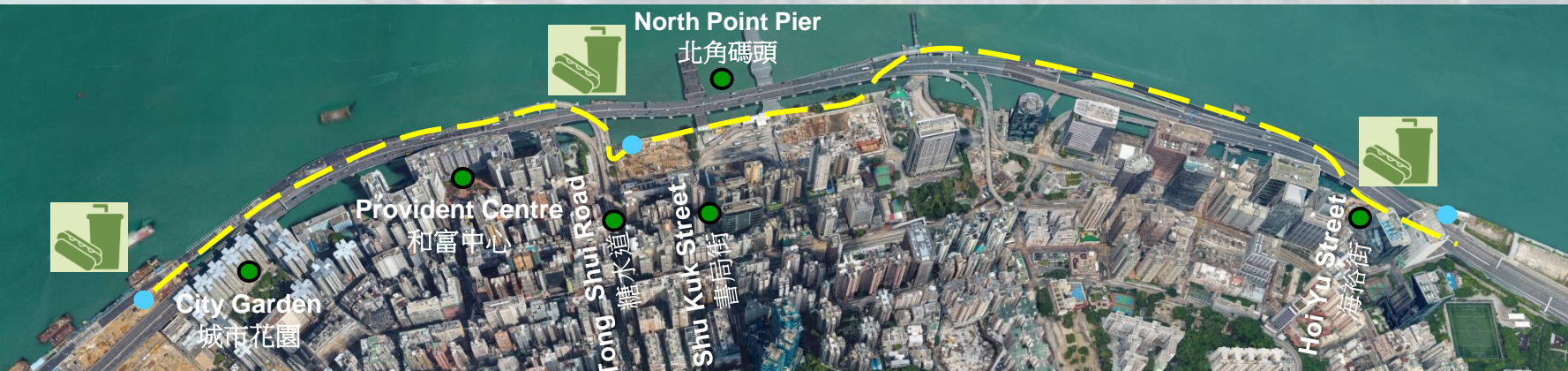
Fishing Platforms



Bicycle Parking & Cycle Rental Kiosk



Food & Beverage Kiosk



Protection of the Harbour Ordinance

Presumption against Reclamation under the Protection of the Harbour Ordinance (PHO)

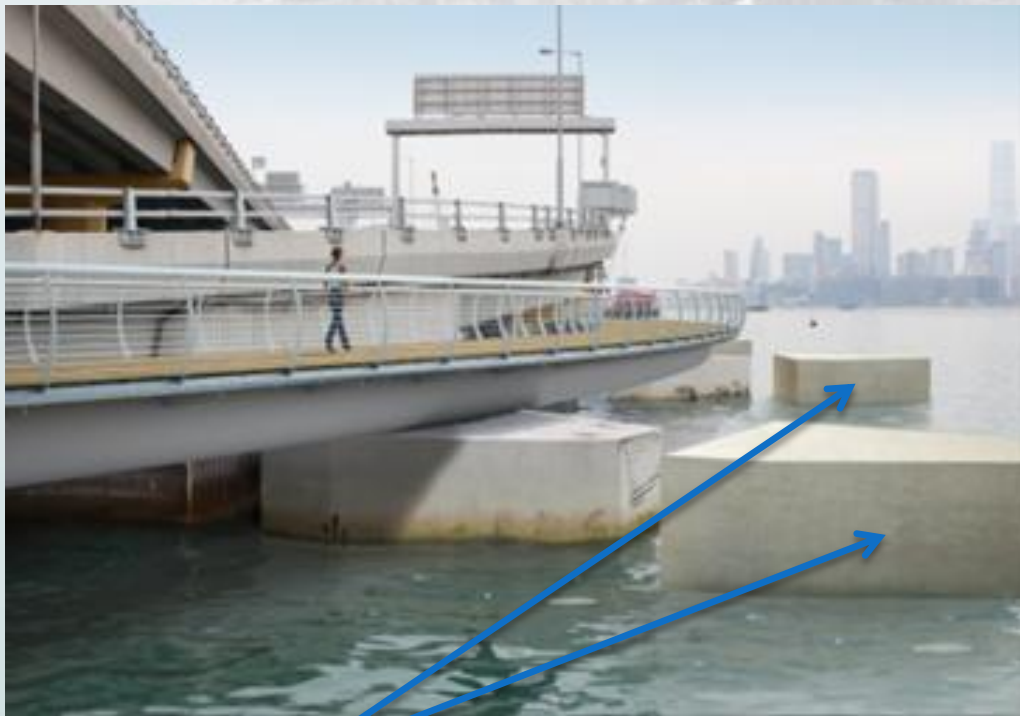
- “Reclamation” means any works carried out or intended to be carried out for the purposes of forming land from the sea-bed or foreshore. *[section 2]*
- “The harbour is to be protected and preserved as a special public asset and a natural heritage of Hong Kong people, and for that purpose there shall be a presumption against reclamation in the harbour.” *[section 3(1)]*
- “All public officers and public bodies shall have regard to the principle stated in subsection (1) for guidance in the exercise of any powers vested in them.” *[section 3(2)]*

The Overriding Public Need Test

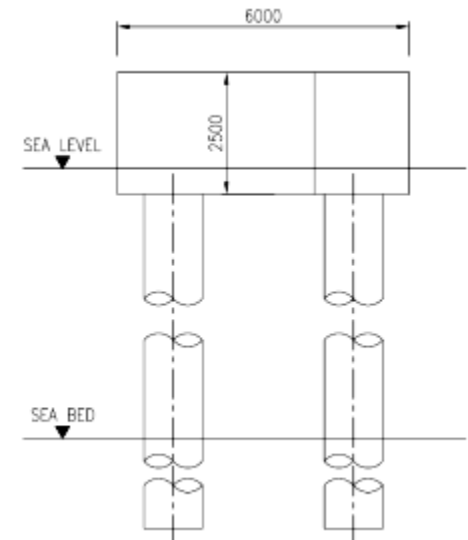
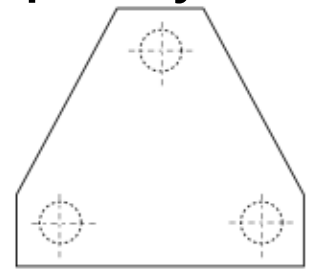
- The presumption against reclamation in the harbour must be interpreted in such a way that it can only be rebutted by establishing an overriding public need for reclamation.
- Public needs would be community needs. They would include the social, economic and environmental needs of the community.

Protection Dolphin Structures

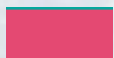
- The boardwalk will sit on the existing protection dolphin structures which protect the IEC from ship impact. Additional dolphin structures are required if the loading exceeds the original design capacity



New dolphin structures (with pile caps)



Boardwalk Affected Area



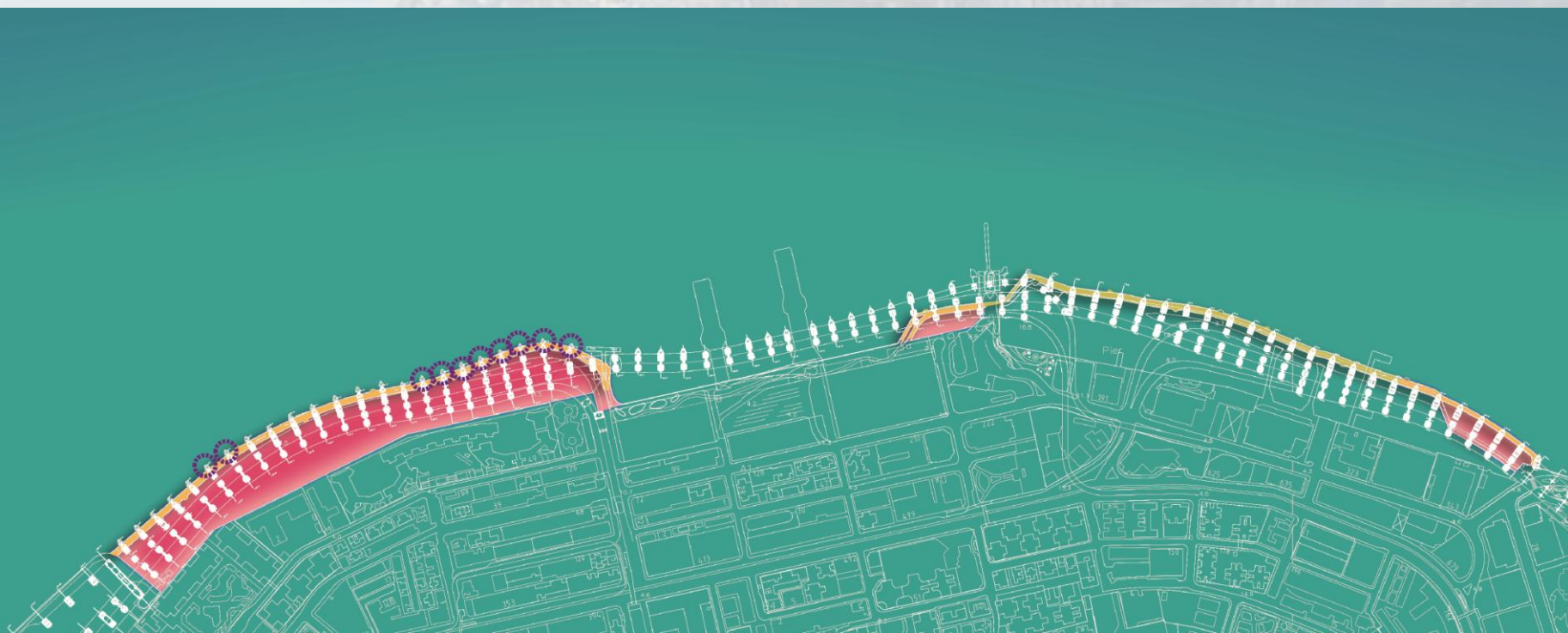
Affected Water Area : 42,000 m²(walkway only) + 1,000 m² (with additional cycle track)










Boardwalk Decking Area : 8,250 m² (walkway only) + 4,550 m² (with additional cycle track)



Reclamation Area for New Dolphins : 300 m²



Proposed Boardwalk Facilities	Implication
<p>Pedestrian walkway, of length approx 2km and width of approx 5m</p> 	<p>Reclamation in the form of ten new protection 'dolphin' structures, with total area of reclamation approx 300m². Area of decking above the sea approx 8250m²</p>
<p>Cycleway, of length approx 2km and some section of the boardwalk widened to overall 7.5m to accommodate cycle track</p> 	<p>Additional area of decking above the sea approx 4550m²</p>
<p>Total of 4 viewing platforms, each of area approx 20m²</p> 	<p>Additional area of decking above the sea for the four viewing platforms approx 80m²</p>
<p>Fishing platform, provided on platform deck to west of North Point ferry pier with an area of approx 400m²</p> 	<p>Area of decking above the sea approx 300m²</p>
<p>Cycle rental kiosk located on existing land at Hoi Yu Street</p> 	<p>No reclamation or decking above the sea required</p>
<p>Bicycle parking provided on platform deck at one location</p> 	<p>Area of decking above the sea approx 70m²</p>
<p>Food & Beverage kiosks</p> 	<p>No reclamation or decking over the sea required</p>

Benefits of Proposed Boardwalk

Benefits of Proposed Boardwalk

- Enhance connectivity, access points will be provided at Tong Shui Road and ex-North Point Estate to the harbourfront

ACCESS POINTS



已規劃的休憩用地(有待詳細設計)

Planned Open Space (subject to detailed design)





Social Aspect

- Providing an attractive facility to encourage local residents and general public to exercise and promote healthy living



Courtesy of West Kowloon Cultural District Authority



Economic Aspect

- Enhancing economic activities by attracting more local visitors and tourists to visit the harbourfront.





Environmental Needs

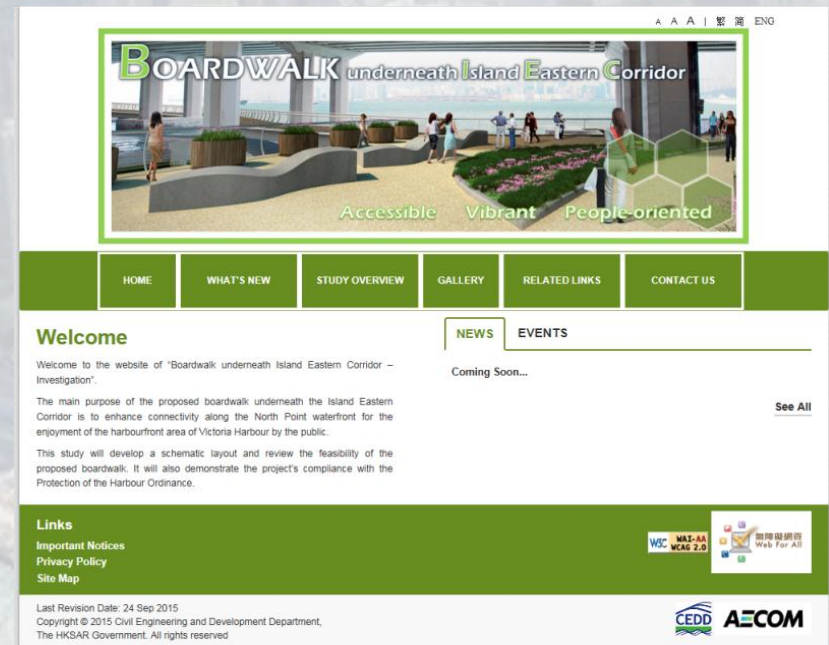
- Improving the landscaped amenity underneath the IEC



Community Engagement

Community Engagement

- A 2-stage of community engagement exercise commenced on 1 February 2016 for 4 months.
- A project website (<http://www.boardwalk.gov.hk>) has been launched



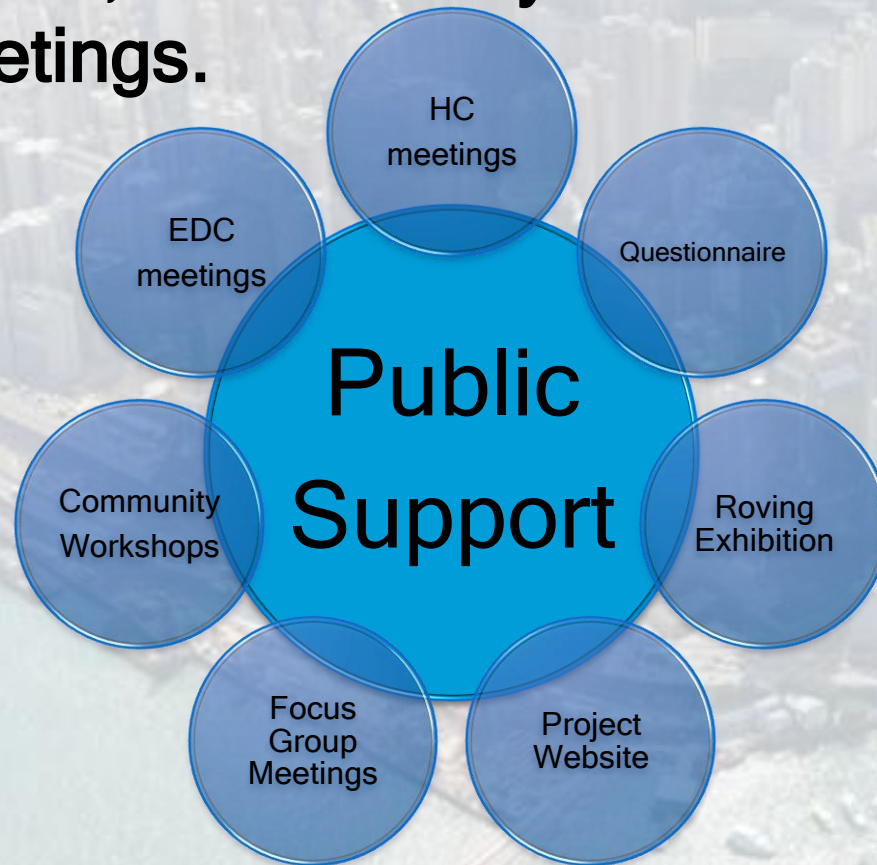
Community Engagement

To collect views through questionnaires which focus on:


- (a) Whether the proposed boardwalk may help the public enjoy the Harbour;
- (b) Whether there is a compelling and present need for the IEC boardwalk to satisfy different community needs;
- (c) Whether the series of facilities that may be constructed on the boardwalk (cycleway, viewing platforms, fishing platform, cycle rental kiosk/ bicycle parking and food & beverage kiosk) meet the compelling and present need.

Community Engagement

- We are in the process of consulting HC HKTF, Eastern DC, conducting questionnaire survey, roving exhibitions, community workshops and focus group meetings.



Details of Community Workshop & Focus Group Meetings

	Location		Target Audience	Date / Time
Focus Group Meeting No. 1	Leighton Hill Community Hall 133 Wong Nai Chung Road, Happy Valley		Academic and professional institutions	17.2.2016 (18:00 - 22:00)
Community Workshop No. 1	Causeway Bay Community Centre 7 Fook Yum Road, Causeway Bay		General public	21.2.2016 (13:00 - 17:00)
Focus Group Meeting No. 2	Leighton Hill Community Hall 133 Wong Nai Chung Road, Happy Valley		Concerned groups	25.2.2016 (18:00 - 22:00)
Community Workshop No. 2	City Gallery 3 Edinburgh Place, Central		General public	5.3.2016 (13:00 - 17:00)

Way Forward

Way Forward

- Public views collected from Stage 1 Community Engagement Exercise will assist us to establish the overriding public need on the proposed boardwalk.
- CEDD will formulate detailed boardwalk scheme and carry out Stage 2 Community Engagement in second quarter of 2016 to seek public views on recommended detailed scheme.



THANK YOU

Appendix I5

Minutes for Community Engagement Workshop 1

東區走廊下之行人板道研究
第一階段社區參與
社區工作坊 1

日期: 21.2.2016

時間: 下午 2 時 30 分

地點: 銅鑼灣社區中心

出席人士 (共 40 人):

第一組: 共 14 人

第二組: 共 7 人

第三組: 共 8 人

第四組: 共 6 人

(參與小組討論人數: 35 人)

土木工程拓展署

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
林偉全先生	Mr. LAM Wai Chuen, Eddie	高級工程師
林可欣女士	Miss LAM Ho Yan, Cathy	工程師
楊展豪先生	Mr. YEUNG Chin Ho, Daniel	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
何小芳女士	Ms. Betty Ho	建港規劃顧問有限公司 (主持)
王雲豪先生	Mr. Andy Wong	建港規劃顧問有限公司 (協論員- 第一組)
趙柏謙先生	Mr. Kimson CHIU	建港規劃顧問有限公司 (協論員- 第二組)
肖海貝先生	Mr. Ben Xiao	艾奕康有限公司 (協論員- 第三組)
張凱怡女士	Ms Cheung Hoi Yee	建港規劃顧問有限公司 (協論員- 第四組)

社區工作坊意見歸納

社區工作坊 1 共有 40 位市民出席，當中 35 人參與小組討論環節。以下歸納四組意見。

各組詳細意見及出席人士名單列於各組意見記錄。

	同意/ 接受	不同意/ 不接受	不清楚/ 其他意見
問題 1：您是否同意沿銅鑼灣至鰂魚涌海濱提供一條連綿不斷的行人通道，是讓公眾充分享用維港這公有資產所必要的？	31 (89%)	0 (0%)	1 (3%)

31 位(89%) 參與討論人士同意沿銅鑼灣至鰂魚涌海濱提供一條連綿不斷的行人通道，沒有人士表示不同意。

他們認為市民十分需要行人板道，市民是有權利享用維港。他們認為現時缺乏連接海濱的通道，忽視市民暢達海濱的需要，提供行人板道可增加港島的整體連接性，讓市民更容易到達海濱，享用維港，欣賞海景，提供公共空間讓市民進行不同活動。如落實計劃，可成為先例作示範作用，沿海濱提供行人、單車設施及活動空間。

他們同意行人板道以公眾利益為理由而進行填海，亦認為提供行人板道可避免進一步填海。他們反對以商業理由而填海。

他們認為提供行人板道能改善交通，有助改善空氣質素；亦可幫助市民減輕車費負擔，幫助民生；有助旅遊業發展，及提供拍拖地點。

此外，他們建議延長擬議的行人板道，連接港島的其他區域；增加更多的通道連接，讓市民能自由出入海濱；研究是否可以強化原有樁柱，以減少興建保護樁柱；及研究對環境方面的實際影響。

問題 2：您是否接受在以下的社區層面，行人板道具備當前迫切的需要？			
(a) 鼓勵公眾透過一條安全和牢固的通道前往銅鑼灣至鰂魚涌海濱。該段海濱目前被私人地段、道路、公用設施和碼頭所間斷阻隔。東區走廊亦是港島東海濱實體上及視線上的障礙	28 (80%)	0 (0%)	4 (11%)
(b) 提供比現時東區的行人路徑更好的步行環境	32 (91%)	0 (0%)	0 (0%)
(c) 吸引公眾前往海濱步行，並鼓勵居民用更多時間進行體能運動(如緩步跑)，以實踐更健康的生活模式	29 (83%)	0 (0%)	0 (0%)
(d) 提供更好的通道前往海濱，為東區帶來新的消閒活動	31 (86%)	0 (0%)	0 (0%)
(e) 加強香港居民之間的正面社區互動	25 (71%)	0 (0%)	1 (3%)
(f) 行人板道將增加人流量，以促進東區乃至香港的本地經濟發展（如餐飲設施及水陸連接活動）	22 (63%)	4 (11%)	0 (0%)
(g) 行人板道將吸引公眾將其用作活動場地	23 (66%)	4 (11%)	2 (6%)
(h) 行人板道將可作為地標性構築物，有助提升香港作為優質旅遊城市的形象	26 (74%)	6 (17%)	0 (0%)
(i) 行人板道將為現有英皇道/電氣道/渣華道的行人路提供替代路綫，能緩解空氣污染及噪音對行人的影響	31 (86%)	0 (0%)	0 (0%)
(j) 行人板道將可作為地標性構築物，改善當區海濱的視覺質素及景觀特色。	29 (83%)	0 (0%)	0 (0%)

大部份參與討論人士 (63% - 91%)同意行人板道在 (a)至(j)項各社區層面有當前迫切需要，有小部份人士 (11%-17%)在(f),(g)及(h)項表示不同意有其需要。

(a) 28 位參與討論人士(80%)同意公眾需要一條安全和牢固的通道前往銅鑼灣至鰂魚涌海濱。他們認為現時內街行人環境並不理想，行人板道能提供更直接完整的通道連貫海濱，更建議進一步伸延連接其他地區，提升行人板道的價值。

他們認為現時該路段被私人地段、道路、公用設施和碼頭所間斷阻隔，政府應與有關業權擁有人及相關部門磋商，開放給公眾使用，否則需要其他連接方法連貫行人板道。

沒有人反對(a)項社區層面的需要。但有小部份人士認為要再多收集公眾意見才能決定是否有迫切需要。

(b) 32 位參與討論人士(91%)同意需要提供比現時東區的行人路徑更好步行環境的行人板道。他們認為現時東區行人路徑的行人環境並不連貫，應進一步伸延。他們亦認為行人板道會提供一個無車的環境，減少對行人的影響。

沒有人反對(b)項社區層面的需要。

(c) 29 位參與討論人士(83%)同意需要提供行人板道吸引市民前往海濱步行，鼓勵進行體能運動，實踐健康的生活模式。他們認為現時北角區的公園及休憩空間擠迫，政府應趁此機會提供更多空間讓市民進行各類運動，如太極等。

沒有人反對(c)項社區層面的需要。

(d) 31 位參與討論人士(86%)同意需要提供更好前往海濱的通道，帶來新的消閒活動。他們除了建議鼓勵進行各類運動：如太極、滑板、滾軸溜冰、步行、單車等外，亦建議提供其他設施，包括兒童遊樂設施、歷奇訓練遊樂場、單車公園、室外戲院、座位及檯。他們亦建議設置行人自動通道以連接將來的海濱。

沒有人反對(d)項社區層面的需要。

(e) 25 位參與討論人士(71%)同意需要提供行人板道，以加強香港居民之間的正面社區互動。

沒有人反對(e)項社區層面的需要。但有意見認為行人板道未必有足夠的地方讓市民進行不同類型的活動。亦有意見認為未能確定行人板道會帶來正面還是負面的社區互動。

(f) 22 位參與討論人士(63%)同意有需要提供行人板道，增加人流量，以促進東區乃至香港的本地經濟發展。他們認為有關經濟活動應由小販或本地居民經營，提供多元化的餐飲服務，並提供基本設施。不希望引入連鎖式經營/集團式經營的商鋪，讓價格定於市民能負擔的水平。他們亦建議結合其他活動，如街頭表演、地區小食店、咖啡店、本地臨時展售商店、及假日市集等，產生協同效應，突顯本土特色。

4 位參與討論人士(11%)反對(f)項社區層面的需要。他們擔心會由大財團壟斷，影響地區小商戶，並定價太高。亦有意見認為就算增加人流，遊人亦未必前往光顧。此外，有意見認為應先顧及社區其他需要發展。

(g) 23 位參與討論人士(66%)同意有需要提供行人板道，吸引公眾將其用作活動場

地。他們建議於行人板道上每隔一個路段設置活動區，方便進行不同的活動，例如街頭表演、市集、手作市場等。

4 位參與討論人士(11%)反對(g)項社區層面的需要。他們認為行人板道應該給予行人專用，不希望有其他活動佔用行人板道。

有參與討論人士表示其他意見：例如場地避免進行太大型活動、避免採用現時限制性條例管理活動場地、緊急通道設計及人潮管理問題等。

(h) 26 位參與討論人士(74%)同意有需要提供行人板道作為地標性構築物，提升香港作為優質旅遊城市的形象。有意見認為可以提高北角知名度。亦有建議鼓勵加入塗鴉等藝術元素，讓青年人有更多創作機會。

6 位參與討論人士(17%)反對(h)項社區層面的需要。他們認為應先服務本地社區。

有參與討論人士表示其他意見。他們建議於行人板道兩旁設置標示，向行人介紹區內的建築物，並提高行人的方向感。

(i) 31 位參與討論人士(86%)同意有需要提供行人板道作現有英皇道/電氣道/渣華道等行人路的替代路綫，以緩解空氣污染及噪音對行人的影響。他們同意內陸街道車輛多，交通太繁忙，對行人影響大。亦理解到區內的老人家較多，認為行人板道可以提供一個安全的行人環境。他們亦建議顧問應進行空氣質素及噪音影響評估，以證明有需要提供行人板道。他們建議應提供更多行人板道連接點，並評估人流以證明有其需要。

沒有人反對(i)項社區層面的需要。

(j) 29 位參與討論人士(83%)同意有需要提供行人板道作為地標性構築物，改善當區海濱的視覺質素及景觀特色。他們認為反正現時海濱的景觀並不理想，任何改善總比現況優勝。現時東區走廊及其他建築物阻礙景觀視線，提供行人板道會令市民更能夠欣賞維多利亞港的美景。

沒有人反對(j)項社區層面的需要。

其他建議包括設置燈飾，增加吸引力，但要處理光害問題，以免影響居民。亦有建議為行人板道引入主題性設計，可參考觀塘海濱長廊的設計。此外，他們建議行人板道採用的設計，能夠解決行人板道管理及安全問題。

問題三：我們現在尋求您對行人板道哪些的擬建部份可以滿足社區的當前迫切需要的看法。

除了行人通道(行人板道核心部份)，請指出下列哪些組成部分是您認為要滿足在問題 1 中選擇的需要所不可或缺的

(a) 行人通道: 約 2 公里長 / 板道闊 5 米 (填海形式為十個新保護結構，填海總面積約為 300 平方米 / 板道覆蓋海面大約 8,250 平方米 / 限制船隻前往約 730 米長的現有海濱)	23 (66%)	1 (3%)	3 (9%)
(b) 單車徑: 約 2 公里長 / 行人板道大部份路段的總闊度擴闊至 7.5 米以容納單車徑 (額外增加板道覆蓋海面面積約 4,550 平方米)	22 (63%)	1 (3%)	3 (9%)
(c) 觀景平台: 共 4 個觀景平台 / 每個約 20 平方米 (4 個觀景平台額外增加板道覆蓋海面面積約 80 平方米)	10 (29%)	9 (26%)	2 (6%)
(d) 釣魚平台: 位於北角渡輪碼頭西面的平台上 / 平台總面積約 400 平方米 (部分釣魚平台將位於東區走廊的地基上, 需額外增加覆蓋海面面積 (超出東區走廊的地基範圍以外) 約 300 平方米。)	10 (29%)	14 (40%)	0 (0%)
(e) 單車租借亭: 位於海裕街現有土地上 (無須填海或板道覆蓋海面)	21 (60%)	2 (6%)	3 (9%)
(f) 單車停泊處: 位於北角渡輪碼頭西面的平台上 (額外增加板道覆蓋海面面積約 70 平方米)	8 (23%)	5 (14%)	3 (9%)
(g) 餐飲亭: 位於現有土地上 (無須填海或板道覆蓋海面)	26 (74%)	2 (6%)	0 (0%)

參與討論人士在提供行人通道(行人板道核心部份)、單車徑、單車租借亭及餐飲亭立場頗為一致，分別有 23 位(66%)、22 位(63%)、21 位(60%)及 26 位(74%) 同意提供上述設施，只有 1 至 2 位人士反對。另有數位參與討論人士並沒有表態支持與否。

然而參與討論人士則對提供觀景平台、釣魚平台及單車停泊處表示不同取向。

(a) 23 位參與討論人士(66%)同意提供行人通道(行人板道核心部份)，認為應優先提供行人通道。

1 位參與討論人士不同意，但表示如能減少覆蓋海面面積則會贊成。

有參與討論人士則認為應研究對環境的影響才作決定。其他意見包括不贊成船隻進入受影響範圍。

(b) 22 位參與討論人士(63%)同意提供單車徑。他們認為現時港島區並沒有相關設施，可作牽頭示範作用。他們並認為單車徑闊度不一定要 4 米，如有需要，可進一步擴闊。亦建議配合其他發展計劃，長遠規劃進一步伸延單車徑至其他地方。

1 位參與討論人士反對提供單車徑，認為會收窄行人路，但如單車人士及行人共用板道則會有危險。

有參與討論人士表示歡迎提供單車徑，但如未能提供，亦不應影響落實提供行人通道。有意見表示關注單車徑斜度，希望長者及兒童也能夠使用。有建議將單車徑設於內港，而行人通道則面對維多利亞港。

(c) 參與討論人士對提供觀景平台有不同意見。

10 位參與討論人士(29%)表示同意提供觀景平台。他們認為視乎需要，可提供更多平台，並加大平台面積，讓市民觀賞煙花。亦有建議提供漂浮平台。

9 位參與討論人士(26%)不同意提供觀景平台。他們認為觀景平台用途不大，行人板道本身已提供觀景作用，未必是最需要的設施，無需另設觀景平台，增加不必要的填海面積。他們建議觀景平台可設立在不需填海的位置。有建議認為提供綠化植物更好。

有參與討論人士認為應該研究對環境方面的實際影響。他們亦關注進行特別活動時會否封閉行人板道或提供特別安排。

(d) 參與討論人士對提供釣魚平台有不同意見。

10 位參與討論人士(29%)表示同意提供釣魚平台。他們認為能夠提供地方讓喜愛釣魚的人士進行釣魚活動。他們認為位置可以再作商討，建議釣魚平台可設置糖水道附近，或現有碼頭附近位置。他們亦建議觀景平台也可包括釣魚設施。

14 位參與討論人士(40%)不同意提供釣魚平台。他們認為釣魚人士會尋找合適的釣魚位置，不會只在釣魚平台進行釣魚活動。此外，他們認為釣魚平台會對板道上的行人帶來危險。並應該減少填海面積。

有參與討論人士詢問如何訂出釣魚平台面積。建議釣魚平台不應設置於行人板道旁，應適當管理釣魚活動，不應讓釣魚人士在行人路釣魚。亦應提供指示牌提醒途人小心釣魚活動。

e) 21 位參與討論人士(60%)同意提供單車租借亭，贊成有關設施是不需要填海或增加覆蓋海面面積。他們認為沒有單車的人士也能參加運動。他們建議最少在油街提供多一個單車租借亭，提供免費借用單車服務，並提供適當管理。

2 位參與討論人士(6%)不同意提供單車租借亭。他們認為單車徑只有 2 公里長，距離太短，亦沒有伸延連接東西兩端。

有參與討論人士認為政府應長遠規劃及支持單車徑作進一步伸延連接。亦建議應結合單車租借亭及單車停泊處，以減少填海面積。

(f) 參與討論人士對提供單車停泊處有不同意見。

8 位參與討論人士(23%)表示同意提供單車停泊處。他們認為如果不設立單車停泊處會產生非法停泊單車的問題，並建議和餐飲設施一起提供，作休息用途。

5 位參與討論人士(14%)表示不同意提供單車停泊處。他們認為用途不大，並會引起管理問題，導致大量單車長期過夜停泊，成為棄置單車地方，有礙景觀。但有參與人士認為，如限制單車不可過夜停泊，會有條件接受單車停泊處。此外，他們亦認為行人路太窄，不適合提供單車設施。

有參與討論人士建議避免在有需要填海地方提供單車停泊處，如北角碼頭。此外，他們認為政府應長遠規劃及支持單車徑作進一步伸延連接。他們亦關注安全設施是否足夠；擔心將來發展前北角邨項目的私人發展商會將建議設置的單車停泊處歸為自己擁有；亦有建議提供水上單車活動設施。

(g) 26 位參與討論人士(74%)同意提供餐飲亭，贊成有關設施是不需要填海或增加覆蓋海面面積。他們建議加入街頭表演、假日市集等，會令海濱更熱鬧。他們表示支持本土小食、多元化的小鋪、鼓勵小販經營，定價不可太貴，避免財團壟斷。

2 位參與討論人士 (6%)不同意提供餐飲亭。他們認為行人板道會吸引飲食業營運者於板道的主要出入口提供餐飲服務，所以無需要另設餐飲亭。

(h) 參與討論人士表達其他意見如下：

關注事項:

- 認為行人與單車並行太危險。
- 關注行人板道夜間安全問題，如吸引吸毒人士聚集。
- 認為行人板道只可作休憩用途，不可用作遊行等政治用途。

建議事項

- 建議採用無障礙設計。
- 建議推廣提升市民單車安全意識，教導兒童單車安全，贊成實施單車考牌制度。
- 建議利用板道與現時海濱之間的土地興建表演平台。
- 建議向全世界推廣行人板道。
- 建議增添香港特色，例如加設人力車。
- 鼓勵街頭表演，3D 地面畫展。
- 有建議准許攜帶寵物使用海濱，但亦意見表示不希望板道上有狗隻出現。
- 希望盡快落實行人板道的計劃，管理問題容後處理。

各組意見記錄：

第 1 組

協論員：王雲豪先生 Mr. Andy Wong

出席人士 (共 14 人)

Huang Chi Ho	Chan Sin Yui
Calvin Cho	Or Pok Man
Joshua Cho 曹志浩	Lee Ping Tung 李秉東
Cho Mei Sze	楊海華
黃山 (柴灣東聯盟)	李敬謙
Chan Tsz Ki, Jacky (THEi)	李敬生
Cheng Wai Hin, Anson 鄭偉軒	李樂賢

問題 1：您是否同意沿銅鑼灣至鰂魚涌海濱提供一條連綿不斷的行人通道，是讓公眾充分享用維港這公有資產所必要的？

同意: 11 人

意見:

- 表示十分需要行人板道。
- 認為現時忽視市民暢達海濱的需要，提供板道能讓市民享受海濱，避免進一步填海。
- 支持行人板道建議，讓公眾（包括小朋友）享用。
- 行人板道可成為示範作用，沿海濱提供行人、單車設施及活動空間。
- 支持提供單車設施。
- 認為有助改善交通，可減少車費，減輕市民經濟負擔，幫助民生。
- 認為有助改善空氣質素。
- 認為有助旅遊業發展。
- 認為可提供拍拖地點。

不同意: 0 人

意見: 沒有

表示不清楚: 0 人

意見: 沒有

問題 2：您是否接受在以下的社區層面，行人板道具備當前迫切的需要？

(a) 鼓勵公眾透過一條安全和牢固的通道前往銅鑼灣至鰂魚涌海濱。該段海濱目前被私人地段、道路、公用設施和碼頭所間斷阻隔。東區走廊亦是港島東海濱實體上及視線上的障礙

接受: 11 人

意見:

- 同意一條完整的行人板道是重要的需要。
- 同意提供一條安全的行人板道能提高板道的價值。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(b) 提供比現時東區的行人路徑更好的步行環境

接受: 11 人

意見: 沒有

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(c) 吸引公眾前往海濱步行，並鼓勵居民用更多時間進行體能運動(如緩步跑)，以實踐更健康的生活模式

接受: 9 人

意見: 沒有

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(d) 提供更好的通道前往海濱，為東區帶來新的消閒活動

接受: 11 人

意見:

- 如結構許可，建議提供廣場作太極活動。
- 其他建議用途包括兒童遊樂設施、單車公園、室外戲院。
- 建議在柯達大廈附近提供兒童歷奇訓練遊樂場。
- 建議利用汽車渡輪碼頭空置地方。
- 建議提供更多座位及檯。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(e) 加強香港居民之間的正面社區互動

接受: 11 人

意見:

- 同意社會正是需要正面交流互動，達致共融。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(f) 行人板道將增加人流量，以促進東區乃至香港的本地經濟發展（如餐飲設施及水陸連接活動）

接受: 7 人

意見:

- 鼓勵由小販或本地居民經營，讓價格定於市民能負擔的水平。
- 建議提供基本設施，幫助地區經濟發展。

不接受: 1 人

意見:

- 擔心會由大財團壟斷，影響地區小商戶。
- 擔心定價會太高。

表示資料不足: 0 人

意見: 沒有

(g) 行人板道將吸引公眾將其用作活動場地

接受: 8 人

意見: 沒有

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見:

- 認為不適合作太大型活動。
- 建議避免採用現時限制性條例管理活動場地。

(h) 行人板道將可作為地標性構築物，有助提升香港作為優質旅遊城市的形象

接受: 11 人

意見:

- 建議鼓勵加入塗鴉等藝術元素，讓青年人有更多創作機會。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(i) 行人板道將為現有英皇道/電氣道/渣華道的行人路提供替代路線，能緩解空氣污染及噪音對行人的影響

接受: 11 人

意見: 沒有

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(i) 行人板道將可作為地標性構築物，改善當區海濱的視覺質素及景觀特色。

接受: 11 人

意見:

- 同意可改善視覺效果
- 認為可能會有光害，但應影響不大。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

問題 3：我們現在尋求您對行人板道哪些的擬建部份可以滿足社區的當前迫切需要的看法。

除了行人通道(行人板道核心部份)，請指出下列哪些組成部分是您認為要滿足在問題 1 中選擇的需要所不可或缺的

(a) 行人通道: 約 2 公里長 / 板道闊 5 米 (填海形式為十個新保護結構，填海總面積約為 300 平方米 / 板道覆蓋海面大約 8,250 平方米 / 限制船隻前往約 730 米長的現有海濱)

接受: 8 人

意見: 沒有

不接受: 1 人

意見:

- 如減少海港覆蓋面積，在有條件的情況下會接受行人通道。

表示不清楚: 0 人

意見:

- 不贊成船隻進入受影響範圍。

(b) 單車徑: 約 2 公里長 / 行人板道大部份路段的總闊度擴闊至 7.5 米以容納單車徑 (額外增加板道覆蓋海面面積約 4,550 平方米)

接受: 9 人

意見:

- 提供單車徑可作牽頭示範作用。
- 建議不一定要 4 米闊的單車徑，如有需要，可進一步擴闊。
- 關注單車徑斜度，讓長者及兒童均可使用。

不接受: 0 人

意見: 沒有

表示不清楚: 0 人

意見:

- 需要配合其他發展計劃，進一步伸延單車徑。

**(c) 觀景平台: 共 4 個觀景平台 / 每個約 20 平方米
(4 個觀景平台額外增加板道覆蓋海面面積約 80 平方米)**

接受: 4 人

意見:

- 視乎需要，可增加更多平台。
- 可提供漂浮平台。

不接受: 1 人

意見:

- 沒有需要，用途不大。

表示不清楚: 0 人

意見:

- 視乎需要用途，認為觀景平台未必是最需要的設施
- 建議提供綠化植物更好。

**(d) 釣魚平台: 位於北角渡輪碼頭西面的平台上 / 平台總面積約 400 平方米
(部分釣魚平台將位於東區走廊的地基上，需額外增加覆蓋海面面積 (超出東區走廊的地基範圍以外) 約 300 平方米。)**

接受: 6 人

意見:

- 認為觀景平台可包括釣魚設施。
- 建議可設置糖水道附近。

不接受: 3 人

意見:

- 認為釣魚人士會尋找合適的釣魚位置。

表示不清楚: 0 人

意見:

- 關注安全問題。
- 詢問如何訂出釣魚平台面積，及如何界定建議面積是否合適。
- 詢問為何要劃定釣魚位置。
- 建議擴大飲食亭。

(e) 單車租借亭: 位於海裕街現有土地上 (無須填海或板道覆蓋海面)

接受: 11 人

意見:

- 建議最少在油街提供多一個單車租借亭。
- 建議提供適當管理。

不接受: 0 人

意見: 沒有

表示不清楚: 0 人

意見: 沒有

(f) 單車停泊處: 位於北角渡輪碼頭西面的平台上 (額外增加板道覆蓋海面面積約 70 平方米)

接受: 2 人

意見:

- 需要單車停泊處，並要和餐飲設施一起提供，作休息用途。

不接受: 2 人

意見:

- 認為用途不大。
- 會引起管理問題，成為棄置單車地方。
- 有參與討論人士表示，如限制單車不可過夜停泊，會同意提供單車停泊處。

表示不清楚: 0 人

意見:

- 關注安全設施是否足夠。

(g) 餐飲亭: 位於現有土地上 (無須填海或板道覆蓋海面)

接受: 10 人

意見:

- 表示定價不可太貴，避免財團壟斷，鼓勵小販經營。

不接受: 1 人

意見:

- 無需要。

表示不清楚: 0 人

意見: 沒有

(h) 其他意見

- 建議改善連接行人位置環境。
- 鼓勵街頭表演，3D 地面畫展。
- 關注板道夜間安全問題，如吸引吸毒人士聚集。
- 認為板道只可作休憩用途，不可用作遊行等政治用途。
- 建議推廣提升市民單車安全意識，教導兒童單車安全，贊成實施單車考牌制度。

第2組

協論員：趙柏謙先生 Mr. Kimson CHIU

出席人士 (共 7 人)

Leung Wai Tak

Wong Wai Fung

Lau Yip Leung 劉業良

Wong Sau Lai

Lee Kwok Wai

鄭達鴻議員 (東區區議員 - 丹拿選區)

Tuen H.M., Connie

問題 1：您是否同意沿銅鑼灣至鰂魚涌海濱提供一條連綿不斷的行人通道，是讓公眾充分享用維港這公有資產所必要的？

同意: 7 人

意見:

- 同意需提供一條連綿不斷的行人通道，是讓公眾充分享用維港這公有資產所必要的。
- 於海濱設置一條連貫的行人通道可讓市民欣賞海景。
- 於海濱設置一條連貫的行人通道可提供更多的公共空間讓市民享用。
- 一條連綿不斷的行人通道可以增加香港島的整體連接性。

不同意: 0 人

意見: 沒有

表示不清楚: 0 人

意見: 沒有

問題 2：您是否接受在以下的社區層面，行人板道具備當前迫切的需要？

(a) 鼓勵公眾透過一條安全和牢固的通道前往銅鑼灣至鰂魚涌海濱。該段海濱目前被私人地段、道路、公用設施和碼頭所間斷阻隔。東區走廊亦是港島東海濱實體上及視線上的障礙

接受: 7 人

意見:

- 行人板道可提供比一條現在更直接的通道以連接銅鑼灣至鰂魚涌的海濱。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(b) 提供比現時東區的行人路徑更好的步行環境

接受: 7 人

意見:

- 設立行人板道會提供一個無車的環境，從而減少車輛對行人的污染。
- 設立行人板道會有更好的行人環境。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(c) 吸引公眾前往海濱步行，並鼓勵居民用更多時間進行體能運動(如緩步跑)，以實踐更健康的生活模式

接受: 6 人

意見: 沒有

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(d) 提供更好的通道前往海濱，為東區帶來新的消閒活動

接受: 6 人

意見:

- 建議設置行人自動通道以連接將來的海濱。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(e) 加強香港居民之間的正面社區互動

接受: 4 人

意見: 沒有

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見:

- 認為將來的行人板道未必有足夠的地方讓市民進行不同類型的活動以加強正面社區互動。

(f) 行人板道將增加人流量，以促進東區乃至香港的本地經濟發展（如餐飲設施及水陸連接活動）

接受: 2 人

意見: 沒有

不接受: 3 人

意見:

- 認為就算增加人流量，亦未必會吸引區內市民使用。
- 認為行人板道應首要促進東區乃至香港的社區發展。

表示資料不足: 0 人

意見:

- 認為未必會因為增加行人板道的活動而促進本地經濟發展。
- 希望將來餐飲設施的營運者不會是大財團。

(g) 行人板道將吸引公眾將其用作活動場地

接受: 7 人

意見:

- 建議於行人板道上每隔一個路段設置活動區，方便進行不同的活動，例如街頭表演、市集等。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見:

- 進行活動會吸引人流，關注緊急通道設計及人潮管理問題。

(h) 行人板道將可作為地標性構築物，有助提升香港作為優質旅遊城市的形象

接受: 7 人

意見: 沒有

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見:

- 認為可於行人板道兩旁設置標示，向行人介紹區內的建築物，並提高行人的方向感。

(i) 行人板道將為現有英皇道/電氣道/渣華道的行人路提供替代路線，能緩解空氣污染及噪音對行人的影響

接受: 6 人

意見:

- 理解到區內的老人家較多，認為行人板道可以提供一個安全的行人環境。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(j) 行人板道將可作為地標性構築物，改善當區海濱的視覺質素及景觀特色。

接受: 4 人

意見: 沒有

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見:

- 建議於將來的行人板道設置燈飾，增加吸引力。
- 建議可參考觀塘海濱長廊的設計。
- 建議可以引入主題性的行人板道設計。

問題 3：我們現在尋求您對行人板道哪些的擬建部份可以滿足社區的當前迫切需要的看法。

除了行人通道(行人板道核心部份)，請指出下列哪些組成部分是您認為要滿足在問題 1 中選擇的需要所不可或缺的

(a) 行人通道: 約 2 公里長 / 板道闊 5 米 (填海形式為十個新保護結構，填海總面積約為 300 平方米 / 板道覆蓋海面大約 8,250 平方米 / 限制船隻前往約 730 米長的現有海濱)

接受: 4 人

意見: 沒有

不接受: 0 人

意見: 沒有

表示不清楚: 0 人

意見: 沒有

(b) 單車徑: 約 2 公里長 / 行人板道大部份路段的總闊度擴闊至 7.5 米以容納單車徑 (額外增加板道覆蓋海面面積約 4,550 平方米)

接受: 3 人

意見: 沒有

不接受: 0 人

意見: 沒有

表示不清楚: 0 人

意見:

- 建議擴闊行人通道及單車徑。
- 建議將單車徑設於內港，而行人通道則面對維多利亞港。

(c) 觀景平台: 共 4 個觀景平台 / 每個約 20 平方米

(4 個觀景平台額外增加板道覆蓋海面面積約 80 平方米)

接受: 0 人

意見: 沒有

不接受: 4 人

意見:

- 認為行人板道本身已提供觀景作用，所以無需另設觀景平台。

表示不清楚: 0 人

意見: 沒有

(d) 釣魚平台: 位於北角渡輪碼頭西面的平台上 / 平台總面積約 400 平方米

(部分釣魚平台將位於東區走廊的地基上, 需額外增加覆蓋海面面積 (超出東區走廊的地基範圍以外) 約 300 平方米。)

接受: 1 人

意見:

- 表示支持，並建議於現有碼頭旁邊的位置伸延出維多利亞港以設釣魚平台。
- 亦有意見認為位置可以再作商討，例如釣魚平台設置於面向維多利亞港的位置。

不接受: 2 人

意見:

- 因為水流及魚獲的關係，釣魚人士不會只在釣魚平台進行釣魚活動。

表示不清楚: 0

意見:

- 擔心釣魚人士的動作太大，魚鉤會令途人受傷，建議釣魚平台不應設置於行人板道旁。

(e) 單車租借亭: 位於海裕街現有土地上 (無須填海或板道覆蓋海面)

接受: 2 人
意見: 沒有

不接受: 0 人
意見: 沒有

表示不清楚: 0 人
意見: 沒有

(f) 單車停泊處: 位於北角渡輪碼頭西面的平台上 (額外增加板道覆蓋海面面積約 70 平方米)

接受: 3 人
意見:

- 認為如果不設立單車停泊處會產生非法停泊單車的問題。

不接受: 1 人
意見:

- 認為如管理不當，會導致大量單車長期過夜停泊，有礙景觀。

表示不清楚: 0 人
意見:

- 擔心將來發展前北角邨項目的私人發展商會將建議設置的單車停泊處歸為自己擁有。

(g) 餐飲亭: 位於現有土地上 (無須填海或板道覆蓋海面)

接受: 3 人
意見: 沒有

不接受: 1 人
意見:

- 認為行人板道會吸引飲食業營運者於板道的主要出入口提供餐飲服務，所以無需另設餐飲亭。

表示不清楚: 0 人
意見: 沒有

(h) 其他意見

- 建議延長擬議的行人板道，並連接香港島的其他區域。
- 建議向全世界推廣此行人板道。
- 建議行人板道增添香港特色，例如加設人力車。
- 希望盡快落實行人板道的計劃。

第3組

協論員: Mr. Ben Xiao 尚海貝先生

出席人士 (共 8 人)

Edwin Choy (街坊)

陳垂進 (街坊)

Wong Kwok

王凱旋 (街坊)

Denis Lo (郭偉強議員辦公室)

Mok Tin Hing (街坊)

Philip Poon

利璿材 (街坊)

問題 1：您是否同意沿銅鑼灣至鰂魚涌海濱提供一條連綿不斷的行人通道，是讓公眾充分享用維港這公有資產所必要的？

同意: 7 人

意見:

- 認為提供行人板道是為公眾利益而填海，而非為商業目的，所以支持。

不同意: 0 人

意見: 沒有

表示不清楚: 1 人

意見:

- 認為應該研究對環境方面的實際影響，如水質、海洋生物等。
- 如果能減少填海會更支持。
- 建議研究是否可以強化原有樁柱，以減少興建保護樁柱。

問題 2：您是否接受在以下的社區層面，行人板道具備當前迫切的需要？

(a) 鼓勵公眾透過一條安全和牢固的通道前往銅鑼灣至鰂魚涌海濱。該段海濱目前被私人地段、道路、公用設施和碼頭所間斷阻隔。東區走廊亦是港島東海濱實體上及視線上的障礙

接受: 4 人

意見:

- 為居住在遠離海濱的市民提供連接到海濱的通道。
- 內陸街道車輛多，交通繁忙，對行人影響大。

不接受: 0 人

意見: 沒有

表示資料不足: 4 人

意見:

- 認為要再多收集公眾意見才能決定是否有迫切需要。

(b) 提供比現時東區的行人路徑更好的步行環境

接受: 8 人

意見:

- 認為行人板道會比現時東區的行人路徑 (如英皇道等) 有更好的步行環境。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(c) 吸引公眾前往海濱步行，並鼓勵居民用更多時間進行體能運動(如緩步跑)，以實踐更健康的生活模式

接受: 8 人

意見:

- 行人板道有更好的步行環境，會吸引公眾前往海濱步行和運動。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(d) 提供更好的通道前往海濱，為東區帶來新的消閒活動

接受: 8 人

意見: 沒有

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(e) 加強香港居民之間的正面社區互動

接受: 8 人

意見: 沒有

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(f) 行人板道將增加人流量，以促進東區乃至香港的本地經濟發展（如餐飲設施及水陸連接活動）

接受: 8 人

意見:

- 希望能提供多元化的餐飲服務。
- 不希望有連鎖式經營/集團式經營的商鋪。
- 建議規劃作餐飲亭的地方亦可以用作手作市場等用途。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(g) 行人板道將吸引公眾將其用作活動場地

接受: 2 人

意見:

- 建議規劃作餐飲亭的地方亦可以用作手作市場等用途。

不接受: 4 人

意見:

- 行人板道應該給予行人專用，不希望有其他活動佔用行人板道。

表示資料不足: 2 人

意見:

- 希望行人板道是純行人路段，不贊成其他活動佔用行人路段。

(h) 行人板道將可作為地標性構築物，有助提升香港作為優質旅遊城市的形象

接受: 8 人

意見:

- 認為可以提高北角知名度

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(i) 行人板道將為現有英皇道/電氣道/渣華道的行人路提供替代路線，能緩解空氣污染及噪音對行人的影響

接受: 8 人

意見:

- 認為內陸街道車輛多，交通太繁忙，對行人影響大。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(j) 行人板道將可作為地標性構築物，改善當區海濱的視覺質素及景觀特色。

接受: 8 人

意見:

- 認為現時東區走廊及其他建築物阻礙景觀視線，提供行人板道會令市民更能夠欣賞維多利亞港的美景。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

問題 3: 我們現在尋求您對行人板道哪些的擬建部份可以滿足社區的當前迫切需要的看法。

除了行人通道(行人板道核心部份), 請指出下列哪些組成部分是您認為要滿足在問題 1 中選擇的需要所不可或缺的

(a) 行人通道: 約 2 公里長 / 板道闊 5 米 (填海形式為十個新保護結構, 填海總面積約為 300 平方米 / 板道覆蓋海面大約 8,250 平方米 / 限制船隻前往約 730 米長的現有海濱)

接受: 5 人

意見: 沒有

不接受: 0 人

意見: 沒有

表示不清楚: 3 人

意見:

- 認為應該研究對環境方面的實際影響。

(b) 單車徑: 約 2 公里長 / 行人板道大部份路段的總闊度擴闊至 7.5 米以容納單車徑 (額外增加板道覆蓋海面面積約 4,550 平方米)

接受: 4 人

意見:

- 認為現時港島區並沒有相關設施, 因此支持提供單車徑, 並建議進一步規劃長遠伸延單車徑。

不接受: 1 人

意見:

- 認為 3.5 米行人路太窄。
- 認為單車徑與行人路並行會有危險。

表示不清楚: 3 人

意見:

- 認為應考慮連貫其他地方。

(c) 觀景平台: 共 4 個觀景平台 / 每個約 20 平方米
(4 個觀景平台額外增加板道覆蓋海面面積約 80 平方米)

接受: 6 人

意見:

- 建議加大平台面積，讓市民在觀景平台上觀賞煙花。

不接受: 0 人

意見: 沒有

表示不清楚: 2 人

意見:

- 認為應該研究對環境方面的實際影響。
- 關注進行特別活動時會否封閉行人板道或提供特別安排。

(d) 釣魚平台: 位於北角渡輪碼頭西面的平台上 / 平台總面積約 400 平方米
(部分釣魚平台將位於東區走廊的地基上, 需額外增加覆蓋海面面積 (超出東區走廊的地基範圍以外) 約 300 平方米。)

接受: 3 人

意見:

- 認為能夠提供地方讓喜愛釣魚的人士進行釣魚活動。

表示不接受: 5 人

意見:

- 可能會對於板道上的行人帶來危險。
- 認為釣魚平台位置不理想，可以再改進。
-

表示不清楚: 0 人

意見: 沒有

(e) 單車租借亭: 位於海裕街現有土地上 (無須填海或板道覆蓋海面)

接受: 3 人

意見:

- 認為能夠令沒有單車的人也參加運動。
- 建議能夠提供免費借用單車服務。

不接受: 2 人

意見:

- 認為單車徑只有 2 公里長，距離太短，亦沒有伸延東西兩端。

表示不清楚: 3 人

意見:

- 認為政府應長遠規劃及支持單車徑作進一步伸延。

(f) 單車停泊處: 位於北角渡輪碼頭西面的平台上 (額外增加板道覆蓋海面面積約 70 平方米)

接受: 3 人

意見: 沒有

不接受: 2 人

意見:

- 認為行人路太窄。不適合提供單車設施。

表示不清楚: 3 人

意見:

- 認為政府應長遠規劃及支持單車徑作進一步伸延。
- 支持提供水上單車活動設施。

(g) 餐飲亭: 位於現有土地上 (無須填海或板道覆蓋海面)

接受: 8 人

意見:

- 支持本土小食，支持多元化的小鋪。
- 不希望有集團式經營的商鋪。

不接受: 0 人

意見: 沒有

表示不清楚: 0 人

意見: 沒有

(h) 其他意見

- 認為行人與單車並行太危險。
- 建議利用內灣土地興建表演平台。
- 舊北角邨發展應該設計更多的通道連接，讓市民能自由出入海濱。
- 建議適當管理釣魚活動，不應讓釣魚人士在行人路釣魚。
- 不希望板道上有狗隻出現。

Group 4 :

Facilitator: Ms Cheung Hoi Yee

Participants (Total: 6)

Cheng Pui Kan	Leung Ping Yin
Sophia Cheng	Mr. Dhillon
Roger Nissim	Sabrina Dhillon

Question 1: Do you agree that providing continuous, non-interrupted public access along the harbourfront from Causeway Bay to Quarry Bay is essential for the public to enjoy the full benefit of the harbour as a public asset?

Agree: 6

Comments:

- The proposed boardwalk will allow convenient and easy access for different users along the harbourfront. Such pedestrian connection with good harbour view will encourage pedestrians to use it more often.
- The public has the right to access the Victoria Harbour as the Harbour itself is another kind of public space. Currently, public's right to access the harbour has not been fulfilled due to poor connectivity along the harbourfront area.
- The boardwalk can serve the needs of users of different age groups. It can be a quality space for children to play and others to exercise.

Disagree: 0

Comments: Nil

Don't Know: 0

Comments: Nil

Question 2: Do you accept that there is a compelling and present need for the boardwalk in respect of the following community aspects?

(a) Promote public access to the harbourfront from Causeway Bay to Quarry Bay through a safe and secure access which is otherwise currently dissected and hindered by private lots, roads, utilities, jetties, as well as the IEC which is both a physical and visual barrier to the harbour along the Island East harbourfront

Accept: 6

Comments:

- The public need a coherent connection along the harbourfront area. All participants supported the current proposal, and suggested to further connect the harbourfront area to Heng Fa Chuen. Participants observed that the current proposal will stop at Hoi Yu Street. They suggested that further connection to the east of HK Island will provide a meaningful pedestrian linkage.
- Some areas along the study area are currently inaccessible, such as the parts of City Garden, North Point (fire Services Department) Pier, North Point Kodak Pier etc. The Government should negotiate with these private owners and relevant departments to improve accessibility of the harbourfront connection.
- It is understood that the Government needs to respect the preferences of private owners. However, inaccessible harbourfront will impact the quality of pedestrian environment and user' experience along the boardwalk. If some of the sites in the vicinity of the boardwalk cannot be open up for greater connectivity, the Government should try to establishing alternative connection bypassing the inaccessible areas to facilitate a coherent boardwalk along the harbourfront.

Not Accept: 0

Comments: Nil

Insufficient Information: 0

Comments: Nil

(b) Provide a better walking environment than the current pedestrian options in Eastern District

Accept: 6

Comments:

- Continuous and good pedestrian environment along the harbourfront is important, and the proposed boardwalk can serve this purpose.
- Current pedestrian connections in Eastern District are indirect that it affects the accessibility and connectivity of the area.
- Coherent connection from the harbourfront area of North Point to Sheung Wan and Siu Sai Wan / Heng Fa Chuen is missing. The government should provide a continuous harbourfront for the public.

Not Accept: 0

Comments: Nil

Insufficient Information: 0

Comments: Nil

(c) Attract people to walk more along the harbourfront and encourage residents to spend more time in physical activities such as jogging, and thereby help adopt a healthier lifestyle

Accept: 6

Comments:

- The Government should develop the proposed boardwalk and seize this opportunity to provide an important space for the public to engage in different kinds of physical activities (e.g., Tai Chi etc.) and adopt a healthier lifestyle.
- Currently, there are some small parks / open spaces in North Point, but they are very crowded all the time due to great demand for open space in the area. The proposed boardwalk can meet public need for public space.
- Participants expressed that the idea of the proposed boardwalk was brought up many times in the past, and the public was consulted repeatedly. Hence, the Government should implement the proposal immediately subsequent to the current public consultation exercise in order to meet the community need – “Nor more wait!”

Not Accept: 0

Comments: Nil

Insufficient Information: 0

Comments: Nil

(d) Enable new leisure activities in Eastern District through better access to the harbourfront

Accept: 6

Comments:

- The proposed boardwalk can encourage more people to go out and engagement in different kinds of activities along the harbourfront area, such as skateboarding, Tai Chi, roller-skating, walking and cycling.

- Pets should have the right to access the harbourfront area. They should be able to enjoy the proposed boardwalk with their owners. Most pet owners have common sense and will look after their pets in public areas. In addition, good interface between the proposed boardwalk and the current public spaces nearby should be considered to facilitate seamless access for pedestrians and pets.

Not Accept: 0

Comments: Nil

Insufficient Information: 0

Comments: Nil

(e) Enhance positive social interaction between Hong Kong residents

Accept: 2

Comments:

- 2 participants agreed as more interaction is expected with more people to gather at a public space.

Not Accept: 0

Comments: Nil

Insufficient Information: 1

Comments:

- 1 participant expressed that it is unsure whether it will be positive or negative social interaction.

(f) The boardwalk will increase people flow, thus help sustain and promote the prosperity of the local economy (e.g. food and beverage facilities and water-land interface activities) in the Eastern District and Hong Kong at large.

Accept: 5

Comments:

- Different uses can be established along the proposed boardwalk for synergy effect. For instance, band performances, small and local snack shops/ cafes, pop-up stores with local business, and weekend markets etc., can be organized in the harbourfront area.

- Small and local business should be encouraged at the harbourfront area to boost local economy and showcase local characteristics. Chain stores are not preferred.

Not Accept: 0

Comments: Nil

Insufficient Information: 0

Comments: Nil

(g) The boardwalk will attract people using it as an event venue.

Accept: 6

Comments:

- The harbour view is an important asset and it should be showcased with the provision of the proposed boardwalk. Different kinds of activities, such as musical/dance performances, street busking, and F&B facilities etc., should be allowed along or around the boardwalk as it can be a unique public space.

Not Accept: 0

Comments: Nil

Insufficient Information: 0

Comments: Nil

(h) The boardwalk as an iconic structure would enhance the image of Hong Kong as a premier tourist destination.

Accept: 0

Comments: Nil

Not Accept: 6

Comments:

- The proposed boardwalk should serve local communities as a first priority in this area. If residents' / local's needs are fulfilled, the tourists will then naturally follow.

Insufficient Information: 0

Comments: Nil

(i) The boardwalk will provide an alternative route for pedestrians currently using the footpath along King's Road / Electric Road / Java Road which would relieve pedestrians from poor air quality and noise pollution en route.

Accept: 6

Comments:

- Expressed that current pedestrian environment along the mentioned streets are not good and the proposed boardwalk can bring improvement and provide good pedestrian access for locals.
- Suggested that project consultant should carry out air and noise assessment and obtain data to justify the proposal and local needs.
- More access points should be considered in the future since users may want to go to different destinations. Project consultant should look into the demand at different access points to the harbourfront area / proposed boardwalk and assess the pedestrian flow to justify pedestrian needs and additional access points.

Not Accept: 0

Comments: Nil

Insufficient Information: 0

Comments: Nil

(j) The boardwalk as an iconic structure will improve the visual quality and landscape character of the harbourfront in the District.

Accept: 6

Comments:

- Since the current visual quality in the harbourfront is not good, any kind of improvement will be better than the current situation.
- Some seating area should be provided along boardwalk (but not too many) to facilitate a people-oriented, good public space design.

Not Accept: 0

Comments: Nil

Insufficient Information: 0

Comments:

- Lighting of the proposed boardwalk should be discrete to minimize impact to residents in the area.
- Management of boardwalk security – Should create an environment that welcomes public access as a security measure. Security will not be an issue if more people are accessing the boardwalk.

Question 3: We now seek your views on what scope of the proposed boardwalk meets the compelling and present needs of the community.

As well as the walkway which is a core component of the boardwalk, please indicate below which components you accept address the needs mentioned earlier in Question 1.

(a) Pedestrian walkway: length approx 2km / boardwalk width 5m (Reclamation in the form of ten new protection structures, with total area of reclamation approx 300m² / Area of decking above the sea approx 8,250m² / Restriction of boat access to approx 730m length of existing shoreline)

Accept: 6

Comments:

- Provision of the pedestrian walkway is the priority as the current pedestrian environment is unacceptable.

Not Accept: 0

Comments: Nil

Don't Know: 0

Comments: Nil

(b) Cycleway: length approx 2km / boardwalk widened to 7.5m over most of its length to accommodate the cycle track
(Additional area of decking above the sea approx 4,550m²)

Accept: 6

Comments:

- Provision of a pedestrian walkway along the harbourfront area with minimum extent of reclamation is the goal for this project. A cycle track will be good to

have, but it should not impact the implementation of the boardwalk with the function as a pedestrian walkway.

Not Accept: 0

Comments: Nil

Don't Know: 0

Comments:

- Suggested providing a continuous cycle track from Hoi Yu Street in Quarry Bay to further east.

(c) Viewing platforms: total four platforms / area of each platform approx 20m²

(Additional area of decking above the sea for all four viewing platforms approx 80m²)

Accept: 0

Comments: Nil

Not Accept: 4

Comments:

- It is redundant to have a viewing platform since once can enjoy the harbour view along the proposed boardwalk. Plus such provision will require unnecessary reclamation.
- Suggested finding other locations with views along the proposed boardwalk which do not require reclamation.

Don't Know: 0

Comments: Nil

(d) Fishing platform: on platform deck to west of North Point Ferry Pier / total area of platform approx 400m²

(Part of the fishing platform will be on the IEC foundations, additional area of platform decking that extends above the sea (beyond the IEC foundations) approx 300m²)

Accept: 0

Comments: Nil

Not Accept: 4

Comments:

- The public should be allowed to fish freely and responsibly along the proposed boardwalk. People follow the fish, not the fishing platform.
- Should minimize the extent of reclamation required.

Don't Know:

Comments:

- Should provide signage to remind users of the proposed boardwalk on fishing activities.

(e) Cycle rental kiosk: located on existing land at Hoi Yu Street
(No reclamation or decking above the sea required)

Accept: 5

Comments:

- They agree if no reclamation is required.

Not Accept: 0

Comments: Nil

Don't Know:

Comments:

- Should consider combining bike parking and rental kiosk to minimize the extent of reclamation required.

(f) Bicycle parking: on platform deck to west of North Point Ferry Pier
(Additional area of decking above the sea approx 70m²)

Accept: 0

Comments: Nil

Not Accept: 0

Comments: Nil

Don't Know

Comments:

- Participants were hesitant on this item and suggested to avoid locations which require reclamation, for example, on the North Point Ferry Pier.

(g) Food & beverage kiosks: located on existing land
(No reclamation or decking above the sea required)

Accept: 5

Comments:

- Such provision is required for the vibrancy of the harbourfront area, and suggested to adopt the proposed activities such as street busking, weekend market, pop-up stores etc. as proposed in participants' response to questions 2(f) & 2(g).
- No reclamation is required.

Not Accept: 0

Comments: Nil

Don't Know: 0

Comments: Nil

(h) Other comments

- Universal access should be adopted in the design of the proposed boardwalk.
- While the Government should discuss with public about the maintenance of the boardwalk later on, the proposed boardwalk should be implemented first.

Rundown for Community Workshops

12:45 – 13:00	● Registration
13:00 – 14:00*	Site Visit
14:00 – 14:30	● Registration
14:30 – 14:35	Welcoming Remarks
14:35 – 14:40	Introduce programme rundown
14:40 – 15:00	Presentation <ul style="list-style-type: none">● Boardwalk Proposal● Implication of PHO● Impact of additional facilities on the extent of reclamation
15:00 – 16:15	Group Discussion <ul style="list-style-type: none">● Views on overriding public needs● Views on facilities to be provided
16:15 – 16:40	Group Reporting
16:50 – 17:00	Way Forward and Acknowledgements Closing remarks



Community Workshop No. 1

Appendix I6

Minutes for Community Engagement Workshop 2

東區走廊下之行人板道研究
第一階段社區參與
社區工作坊 2

日期: 5.3.2016

時間: 下午 2 時 30 分

地點: 展城館

出席人士 (共 69 人) :

第一組: 共 12 人

第二組: 共 11 人

第三組: 共 11 人

第四組: 共 7 人

第五組: 共 9 人

第六組: 共 9 人

第七組: 共 10 人

(各組出席人士名單列於意見摘要)

土木工程拓展署

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
林偉全先生	Mr. LAM Wai Chuen, Eddie	高級工程師
林可欣女士	Miss LAM Ho Yan, Cathy	工程師
楊展豪先生	Mr. YEUNG Chin Ho, Daniel	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
何小芳女士	Ms. Betty Ho	建港規劃顧問有限公司 (主持)
王雲豪先生	Mr. Andy Wong	建港規劃顧問有限公司 (協論員- 第一組)
趙柏謙先生	Mr. Kimson CHIU	建港規劃顧問有限公司 (協論員- 第二組)
肖海貝先生	Mr. Ben Xiao	艾奕康有限公司 (協論員- 第三組)
張凱怡女士	Ms Cheung Hoi Yee	建港規劃顧問有限公司 (協論員- 第四組)
楊濤先生	Mr. Toby Yeung	艾奕康有限公司 (協論員- 第五組)
馬俊恒先生	Mr. Dennis Ma	艾奕康有限公司 (協論員- 第六組)
柳欣榮先生	Mr. Jimmy Lau	艾奕康有限公司 (協論員- 第七組)

社區工作坊意見歸納

社區工作坊 2 共有 69 位市民出席，部份人士沒有全程參與討論。以下歸納七組意見。

各組詳細意見及出席人士名單列於各組意見記錄。

	同意/ 接受	不同意/ 不接受	不清楚/ 其他意見
問題 1：您是否同意沿銅鑼灣至鰂魚涌海濱提供一條連綿不斷的行人通道，是讓公眾充分享用維港這公有資產所必要的？	65 (94%)	3 (4%)	1 (1%)

65 位(89%) 參與討論人士同意沿銅鑼灣至鰂魚涌海濱提供一條連綿不斷的行人通道，3 位(4%)人士表示不同意，1 位人士沒有表態。

同意的人士認為維港是公有資產，市民是有權利暢達海濱。他們認為現時海濱間斷，缺乏一條連貫性的行人通道，市民未能暢達海濱，有必要提供行人板道連接港島東西兩端，加強地區連貫性。此外，他們認為現時內街行人路線曲折擠迫，缺乏公共空間，行人板道可滿足市民對公共空間的需要，讓市民進行運動或消閒活動，欣賞維港，提升生活質素，凝聚社區。亦可吸引更多本地以及外地的旅客，有助社區及旅遊業發展。

不同意的人士認為未必需要完全連貫的行人通道。他們認為只會有少數市民使用行人板道，沒有經濟效益。

此外，參與討論人士建議伸延擬議的行人板道，增加板道與腹地南北連接，改善各連接點的步行環境，加強地區連貫性。

問題 2：您是否接受在以下的社區層面，行人板道具備當前迫切的需要？			
	接受	不接受	沒有表態 / 其他意見
(a) 鼓勵公眾透過一條安全和牢固的通道前往銅鑼灣至鰂魚涌海濱。該段海濱目前被私人地段、道路、公用設施和碼頭所間斷阻隔。東區走廊亦是港島東海濱實體上及視線上的障礙	64 (93%)	1 (1%)	3 (4%)
(b) 提供比現時東區的行人路徑更好的步行環境	67 (97%)	0 (0%)	0 (0%)
(c) 吸引公眾前往海濱步行，並鼓勵居民用更多時間進行體能運動(如緩步跑)，以實踐更健康的生活模式	64 (93%)	0 (0%)	4 (6%)
(d) 提供更好的通道前往海濱，為東區帶來新的消閒活動	69 (100%)	0 (0%)	0 (0%)
(e) 加強香港居民之間的正面社區互動	52 (75%)	1 (1%)	16 (23%)
(f) 行人板道將增加人流量，以促進東區乃至香港的本地經濟發展（如餐飲設施及水陸連接活動）	37 (54%)	3 (4%)	28 (41%)
(g) 行人板道將吸引公眾將其用作活動場地	44 (64%)	1 (1%)	23 (33%)
(h) 行人板道將可作為地標性構築物，有助提升香港作為優質旅遊城市的形象	48 (70%)	9 (13%)	15 (22%)
(i) 行人板道將為現有英皇道/電氣道/渣華道的行人路提供替代路線，能緩解空氣污染及噪音對行人的影響	43 (62%)	15 (22%)	9 (13%)
(j) 行人板道將可作為地標性構築物，改善當區海濱的視覺質素及景觀特色。	52 (75%)	6 (9%)	15 (22%)

普遍參與討論人士(54%-100%)同意行人板道在(a)至(j)項各社區層面有當前迫切需要，但有部份人士 (1%-22%)在(a), (e), (f), (g), (h), (i)及(j)項表示不同意有其需要。亦有部份人士沒有表態。

(a) 64 位參與討論人士(93%)同意公眾需要一條安全和牢固的通道前往銅鑼灣至鰂魚涌海濱。1(1%)位不同意。3(4%)位沒有表態或表示其他意見。

同意的人士認為現時市民無法暢達銅鑼灣至鰂魚涌海濱，需要行人板道連接港島東西。此外，他們認為現時內街行人路線曲折，行人板道能夠改善現時步行環境。他們亦認為現時區內環境擠迫，市民需要公共空間，享受新鮮空氣及廣闊空間，

欣賞維港。

不同意的參與討論人士認為無迫切性提供行人板道，擔心會爭搶其他工程項目資源。

有參與人士表示歡迎提供行人板道，但沒有行人板道亦未嘗不可。

此外，參與人士關注行人板道對附近私人地段的影響，建議應諮詢他們的意見。他們亦建議與相關碼頭的業主/使用者商討行人板道走線設計，務求不用升高行人板道。

他們關注行人板道能否承受緊急車輛的重量，並建議提供地方讓緊急車輛進入，例如糖水道附近；亦關注颱風時行人板道的安全問題。

(b) 67 位參與討論人士(97%)同意需要提供比現時東區的行人路徑更好步行環境的行人板道。沒有人不同意。

同意的人士認為東區的道路擠迫，人多路窄(如北角碼頭附近、琴行街、新光戲院附近)，提供行人板道會有助分散人流，改善空氣問題，能提供一個更好景觀、更快捷及更安全的步行環境。

有意見認為行人板道與現時東區的行人路徑的用途目的不同。現時東區的行人路徑提供實際需要用途，而行人板道則提供消閒用途。

(c) 64 位參與討論人士(93%)同意需要提供行人板道吸引市民前往海濱步行，鼓勵進行體能運動，實踐健康的生活模式。沒有人不同意。**4 位(6%)**沒有表態或表示其他意見。

同意的人士認為現時北角區缺乏休憩空間，同意於行人板道增設健身設施及其他體能活動設施，亦鼓勵進行其他活動，如父母推嬰兒車。有建議善用行人板道的走線高低，發展特色運動；亦建議提供其他設施如座椅、草地讓人休息；並建議准許與寵物共用板道。

有意見認為尚未落實有關設施，需要更多資料才能決定。

(d) 全部參與討論人士(100%)同意需要提供更好前往海濱的通道，帶來新的消閒活動。沒有人不同意。

同意的人士認為海濱會是散步、觀景及拍拖的好地方。有意見認為亦可用作慈善

活動，但其他商業化活動則表示保留。建議可鼓勵市民參與東廊及板道美化工程，增加歸屬感。

他們認為行人板道有助融合地區現有用途及未來發展，能吸引不同類型的人士欣賞獨特的景點及參與活動。他們建議可在行人板道的出入口設立活動區，提供休息設施；亦有意見認為可在板道展示北角海濱及地區歷史。他們亦建議改善連接行人板道的通道，如擴闊行人道、提供自動行人通道、於北角一帶設立更多指示牌等。

有意見表示行人板道未必能夠增加人流前往海濱。

(e) 52 位參與討論人士(75%)同意需要提供行人板道，以加強香港居民之間的正面社區互動。**1 位**不同意。**16 位(23%)**沒有表態或表示其他意見。

同意的人士認為行人板道可提供一個聚集點，鼓勵市民進行活動，例如舉辦太極班，做到睦鄰效果。但不可影響使用者及附近的居民，或禁止進行某些活動。建議於行人板道的出入口增設活動區；及在行人板道旁設置座椅/觀眾席。

不同意的人士認為只能夠加強當區居民的正面互動。認為華人社會內向，並無太多互動活動。

其他人士則表示問題設計有問題，認為正面社區互動與提供行人板道沒有關係；或認為難以確保這些社區互動是正面的。亦有意見表示需做好軟硬件套配才可帶來正面社區互動。有意見認為「香港居民」定義太廣泛。

此外，有意見認為不能限制活動的性質，但必須有妥善管理及保持清潔，並與附近居民及社區保持溝通，減低對他們的滋擾。

有意見認為要評估人流量及板道負荷，表示需要時可加闊行人板道或浮台形式加大空間。

(f) 37 位參與討論人士(54%)同意有需要提供行人板道，增加人流量，以促進東區乃至香港的本地經濟發展。**3 位(4%)**不同意。**28 位 (41%)**沒有表態或表示其他意見。

同意的人士認為行人板道出入口附近的商店將會受惠，能夠促進東區經濟，吸引遊客或本地人逗留。建議鼓勵小商舖、社企或非牟利機構營運，惠及社區經濟。

不同意的人士認為提供行人板道過於誇大能夠促進香港的本地經濟發展，未必惠

及全港經濟，帶來的經濟效益有限。有參與人士認為應以改善休憩空間為首要目的，而非促進本土經濟，亦擔心太商業化令租金上升，造成士紳化，影響地區小舖經營。

有意見認為要先研究人流量、目標消費者、營運模式、成本效益等才可確認是否有其需要及成效。

有意見認為單獨提供行人板道，欠缺賣點吸引遊客，應融合地區現有用途及未來發展，產生協同效應。但亦有人士擔心會吸引太多人流，影響公眾，需要聘請管理公司作管理。

有意見認為行人板道建成後，部份市民可能會傾向選擇步行，減低使用附近巴士及小巴，影響司機生計。

(g) 44 位參與討論人士(64%)同意有需要提供行人板道，吸引公眾將其用作活動場地。4 位不同意。23 位(33%)沒有表態或表示其他意見。

同意的人士認為可以舉行不同活動，例如百萬行或供人力車使用。內港則可以舉行水上活動，如龍舟比賽；亦可活化北角碼頭設施。有意見認為行人板道的空間面積限制了活動的類型，難以進行跳舞或太極活動，認為不應受制於保護海港條例，建議增加板道闊度。

不同意的人士認為行人板道活動空間有限。另有意見認為於行人板道上舉辦活動有違設立行人板道的原意讓公眾使用。

有參與討論人士認為要先研究業權、維修、管理、活動類型及規模、成本效益等問題。認為未必適合進行大型活動，可能需要限制。認為要先評估行人板道是否有適當的空間，以減少對附近居民滋擾。但亦有意見認為市民應可自由在板道上進行活動。

(h) 48 位參與討論人士(70%)同意有需要提供行人板道作為地標性構築物，提升香港作為優質旅遊城市的形象。9 位(13%)不同意。15 位(22%)沒有表態或表示其他意見。

同意的人士認為行人板道需要好的設計，要具特色，突顯如何運用狹窄的市區環境空間。建議可參考青衣海濱長廊設計，讓市民能夠欣賞日出和日落。並建議沿路加設指示牌，介紹附近建築；並設立活動展覽區，聘請地區居民作旅遊大使／導賞員，介紹海濱及地區歷史。有建議舉辦跑步活動及售賣具香港特色的街頭小食。

不同意的人士認為提供行人板道需先顧及本區市民需要，亦表示擔心行人板道會令東區人流超出負荷。他們亦質疑提升形象成效。

有參與討論人士認為進一步全面貫通港島海濱才有助旅遊業發展。有意見認為行人板道要有特別的外觀設計或配合具特色的主題；亦有意見認為不需地標式設計，但要協調附近環境用途功能，並提供適當的設施配合。他們均認為不可採用一般的政府建築物設計。

有意見認為現時未能確定是否具吸引力，要興建後才知道成效。

(i) 43 位參與討論人士(62%)同意有需要提供行人板道作現有英皇道/電氣道/渣華道等行人路的替代路線，以緩解空氣污染及噪音對行人的影響。15 位(22%)不同意。9 位(13%)沒有表態或表示其他意見。

同意的人士認為行人板道能為市民提供暢達通道遊覽該區，為有需要中途休息或行走長路程的市民提供替代路線，為市民帶來新鮮空氣，能緩解空氣污染及噪音對行人的影響。

不同意的人士認為行人板道不是替代路線，是一種選擇，以滿足市民不同需要。此外，他們認為東廊汽車排放的廢氣及噪音會影響行人板道的使用者。

有參與人士未能確定行人板道是否替代路線，要視乎市民的目的地、使用目的、何時使用、身體狀況等。他們亦認為行人板道並非內街的捷徑，故未必能取代原本內街的用途。

此外，他們認為就算提供板道亦未能徹底解決對區內的空氣污染及噪音問題，亦關注東區走廊的廢氣及噪音對行人板道使用者的影響。有意見認為海濱濕氣重、海水有重金屬，長者不宜長期在海旁逗留，期望能改善維多利亞港的水質及臭味問題。

(j) 52 位參與討論人士(75%)同意有需要提供行人板道作為地標性構築物，改善當區海濱的視覺質素及景觀特色。6 位(9%)不同意。15 位(22%)沒有表態或表示其他意見。

同意的人士認為現時該區海濱被東區走廊及其他建築物阻礙，行人板道能有助改善景觀，令海濱更有活力。有意見認為行人板道的設計要比現有海濱長廊環境更好，可參考觀塘或荃灣的海濱長廊。

不同意的人士認為行人板道沒有必要是地標性構築物。認為會產生光害問題，擔心會採用品味低俗的燈光顏色。

有參與人士認為行人板道尚未有設計，未能提出意見。他們對行人板道應否設計成地標性構築物意見分歧，但同意要園景設計，增加綠化植物，美化橋柱，融合附近環境及功能用途。有建議於將來行人板道設置燈飾，但關注光害的影響。

問題三：我們現在尋求您對行人板道哪些的擬建部份可以滿足社區的當前迫切需要的看法。

除了行人通道(行人板道核心部份)，請指出下列哪些組成部分是您認為要滿足在問題 1 中選擇的需要所不可或缺的

	接受	不接受	沒有表態 / 其他意見
(a) 行人通道: 約 2 公里長 / 板道闊 5 米 (填海形式為十個新保護結構，填海總面積約為 300 平方米 / 板道覆蓋海面大約 8,250 平方米 / 限制船隻前往約 730 米長的現有海濱)	62 (90%)	2 (3%)	5 (7%)
(b) 單車徑: 約 2 公里長 / 行人板道大部份路段的總闊度擴闊至 7.5 米以容納單車徑 (額外增加板道覆蓋海面面積約 4,550 平方米)	45 (65%)	15 (22%)	9 (13%)
(c) 觀景平台: 共 4 個觀景平台 / 每個約 20 平方米 (4 個觀景平台額外增加板道覆蓋海面面積約 80 平方米)	47 (68%)	10 (14%)	12 (17%)
(d) 釣魚平台: 位於北角渡輪碼頭西面的平台上 / 平台總面積約 400 平方米 (部分釣魚平台將位於東區走廊的地基上, 需額外增加覆蓋海面面積 (超出東區走廊的地基範圍以外) 約 300 平方米。)	50 (72%)	11 (16%)	9 (13%)
(e) 單車租借亭: 位於海裕街現有土地上 (無須填海或板道覆蓋海面)	54 (78%)	12 (17%)	3 (4%)
(f) 單車停泊處: 位於北角渡輪碼頭西面的平台上 (額外增加板道覆蓋海面面積約 70 平方米)	41 (59%)	15 (22%)	8 (12%)
(g) 餐飲亭: 位於現有土地上 (無須填海或板道覆蓋海面)	53 (77%)	11 (16%)	5 (7%)

大部份參與討論人士(59%-90%)同意提供各行人板道的組成部份。但有少數人士不同意(3%-22%)。亦有部份人士沒有表態。

(a) 62 位參與討論人士(90%)同意提供行人通道(行人板道核心部份)。2 位不同意，5 位沒有表態或表示其他意見。

同意的人士認為區內街道交通繁忙，有實際需要沿海興建行人板道，讓公眾有多一個消閒的地方。他們認為填海面積可以接受。

不同意的人士認為應研究少量填海或無須填海方案，而板道亦不應超越現時東廊的範圍。

有意見認為行人板道可提供不同公共空間用途功能，故行人板道的闊度應按其用途功能而有所不同。建議可向內海延伸覆蓋海面面積，增加板道闊度，善用受影響水域，令板道設計更具彈性創意。有意見擔心提供綠化設施會影響行人板道闊度。

有參與討論人士表示未有確實設計，未能掌握有關數字的具體形象，未能提供意見。亦有意見認為附近已經有行人通道連接，認為有需要提供行人板道但是無迫切性。

(b) 45 位參與討論人士(65%)同意提供單車徑。15 位(22%)不同意，9 位(13%)沒有表態或表示其他意見。

同意的參與討論人士認為這是唯一的方法沿維港提供單車徑，可作牽頭示範作用，有助進一步東西連接有潛力發展單車徑的地區，如有需要，可進一步擴闊單車徑。他們認為現時香港單車風氣非常盛行，設立單車徑可以宣傳環保的信息，提倡公眾健康，鼓勵更多市民使用，亦可以讓旅客以單車的方式去暢遊香港。

不同意的人士認為提供單車徑會帶來安全、噪音問題。他們認為建議的單車徑闊度不足，板道東西兩端並沒有相應的單車徑連接；亦有意見認為海濱太大風、太曬，故認為建議並不可行。

有意見認為有需要提供單車徑但是無迫切性。其他參與人士表示要先確定單車徑是用作消閒還是通勤用途、要評估單車徑對現時交通的影響、視乎長遠單車徑網絡規劃，才能決定是否支持提供單車徑。

有意見認為單車徑應以消閒用途為主。

有意見認為擬議的單車徑路線太短，如果不能貫通整個香港島的海旁範圍，寧願將整條行人板道供行人使用。建議單車徑能伸延至香港島其他地方如灣仔北、中環。

有意見認為建議的單車徑闊度不足，關注板道分隔行人與單車設計安排。此外，他們亦關注車速問題，認為單車於出口入處進駛出板道時可能會對附近行人造成影響。

他們建議應該與相關碼頭的業主/使用者商討板道走線設計，務求不用升高行人

板道。亦有建議拉順連接近北角碼頭一段的單車徑。他們亦建議於行人板道上提供地方讓小孩子使用三輪車、滑板車，或讓市民學習駕駛單車。

(c) 47 位參與討論人士(68%)表示同意提供觀景平台。10 位(14%)不同意，12 位(17%)沒有表態或表示其他意見。

同意的人士認為有需要提供觀景平台讓遊人停留享用海濱，不用阻礙其他行人，讓市民更舒適使用行人板道。但他們對提供觀景平台方式意見分歧。有意見認為提供觀景平台不應增加覆蓋海面面積；但亦有建議可向內海方向加大觀景平台面積；更有建議考慮增加板道闊度，可取消觀景平台。此外，有意見認為四個觀景平台太多，建議兩個便足夠，分別望向尖東及啟德郵輪碼頭；亦有建議行人板道需要有城門河畔步行徑的闊度。

不同意的人士認為行人板道本身已有觀景用途，並不是必須提供的設施。有意見擔心觀景平台未能負荷過多的人流（例如觀賞放煙花）。有意見認為觀景平台面積太小，如提供更大面積的觀景平台則會贊成。

此外，有參與人士認為要先界定行人板道的目標使用者才可再作討論。有意見認為要探討詳細設計。建議提供配套設施包括：資訊牌、座椅、免費觀景設施(望遠鏡) 等。

(d) 50 位參與討論人士(72%)表示同意提供釣魚平台。11 位(16%)不同意，9 位(13%)沒有表態或表示其他意見。

同意的人士認為可提供妥善環境及設施，讓釣魚人士於維多利亞港海旁釣魚。有意見認為釣魚平台數量並不足夠，建議提供更多釣魚平台；亦有建議可向內海方向加大釣魚平台面積。此外，他們建議需要興建保護裝置(如：圍欄) 及妥善安全管理，以保障行人及釣魚人士安全。

不同意的人士認為釣魚人士未必會在指定位置釣魚，不應限制市民垂釣位置。有意見認為海港水質污染，不應鼓勵釣魚。

參與人士認為釣魚活動不可影響行人安全，並應該先諮詢釣魚人士的意見，期望能妥善管理釣魚平台。他們的建議包括：釣魚平台必須設計安全；設立釣魚守則，限制只可以手釣，不可以桿釣；進入釣魚平台的人士設立年齡限制等；此外，他們亦關注釣魚平台會帶來氣味及衛生問題。

e) 54 位參與討論人士(78%)同意提供單車租借亭。12 位(17%)不同意，3 位(4%)沒有表態或表示其他意見。

同意的人士認為單車租借亭是單車徑的配套設施，同意在不需要填海的情況下提供單車租借亭，並建議在板道東西兩端增加單車租借亭。他們認為市民未必有單車，設立單車租借亭可方便及鼓勵市民使用單車，可減少行人板道出入口處的單車進出及非法停泊。他們建議單車租借亭設計及位置要方便，讓駕駛者能直接駛出板道，提供清晰的指示牌。有建議亦可租借板車及滾軸溜冰。

不同意的人士表示由於不贊成提供單車徑，故亦不贊成提供單車租借亭等配套設施。他們亦表示擔心會加重當區交通負荷。

有參與人士表示歡迎提供有關設施，但認為不是必須。他們認為單車徑路程短，市民未必會花費租借單車。

(f) 41 位參與討論人士(59%)表示同意提供單車停泊處。15 位(22%)不同意，8 位(12%)沒有表態或表示其他意見。

同意的人士認為單車停泊處是單車徑的配套設施，有需要提供，以減少單車非法停泊。但他們亦指出要作出妥善管理，定時清理停泊已久的單車，避免長期停泊。

不同意的人士表示由於不贊成提供單車徑，故亦不贊成提供單車停泊處等配套設施。他們認為單車徑路程短，不需要提供單車停泊處。有意見表示不同意提供單車停泊處需要增加覆蓋海面面積，建議在不用增加覆蓋海面地點提供單車停泊處，如北角碼頭。

其他參與人士亦關注覆蓋海面面積及單車徑路程問題。

(g) 53 位參與討論人士(77%)同意提供餐飲亭。11 位(16%)不同意，5 位(7%)沒有表態或表示其他意見。

同意的人士認為有實質需要提供餐飲亭，可吸引更多遊人。有意見認為設計要盡量簡單，而數目亦不需要太多，要提供洗手間。他們表示餐飲服務定價不可太高，避免財團壟斷，鼓勵小販經營。

不同意的人士認為餐飲亭不是必須，生意亦未必理想，區內已經有餐廳提供飲食，應該把商機轉向區內商戶。他們認為應騰出地方作其他用途，不要阻礙行人板道。

其他人士關注營運模式、牌照、衛生管理等問題。他們亦表示餐飲亭不要太商業

化。

(h) 參與討論人士表達其他意見如下：

- 要求提供計劃時間表，並盡快落實計劃。
- 關注興建成本、超支等問題。有建議以全包形式批出合約(lump sum contract)建造，以控制造價。
- 關注用料及維修問題。建議採用耐用物料，以減少維修。
- 關注管理、人流、衛生、治安、露宿者、開放時間等問題。
- 參與人士對寵物使用行人板道的意見參半。
- 有意見認為不要過份規管市民於行人板道上的活動，亦有意見認為需要安全和管理措施。
- 有建議將來的行人板道不要由康樂及文化事務署管理，可交給擬議海濱管理局管理。
- 他們建議行人板道設計要融合附近環境用途，亦可讓各階層人士使用。
- 他們建議提供以下設施：廁所、急救箱、緊急電話亭、盲人輔助設施、無障礙設施、儲物箱、座位、長者健體設施、飲水機、夜行反光設施。

各組意見記錄：

第 1 組

協論員：王雲豪先生 Mr. Andy Wong

出席人士 (共 12 人)

朱家健	Lau Chin Tong
K.C. Sin	Finy Mo
Ronald Chan	Candace Hsu
陳垂進	Wendy Chow
Lam Ho Yin, Steve	Teresa Chan
Evon Leung	Ho Wing Kwan

問題 1：您是否同意沿銅鑼灣至鰂魚涌海濱提供一條連綿不斷的行人通道，是讓公眾充分享用維港這公有資產所必要的？

同意: 10 人

意見: 沒有

不同意: 1 人

意見:

- 認為未必需要完全連貫的通道。

表示不清楚: 1 人

意見: 沒有

問題 2：您是否接受在以下的社區層面，行人板道具備當前迫切的需要？

(a) 鼓勵公眾透過一條安全和牢固的通道前往銅鑼灣至鰂魚涌海濱。該段海濱目前被私人地段、道路、公用設施和碼頭所間斷阻隔。東區走廊亦是港島東海濱實體上及視線上的障礙

接受: 9 人

意見:

- 認為是必須的，讓市民可享受新鮮空氣及廣闊空間。

不接受: 0 人

意見: 沒有

表示資料不足: 2 人

意見:

- 表示歡迎提供行人板道，但沒有行人板道亦未嘗不可。

(b) 提供比現時東區的行人路徑更好的步行環境

接受: 10 人

意見:

- 認為能為市民提供多一個選擇。

不接受: 0 人

意見: 沒有

表示資料不足: 2 人

意見:

- 認為行人板道與現時東區的行人路徑的用途目的不同。現時東區的行人路徑提供實際需要用途，而行人板道則提供消閒用途。

(c) 吸引公眾前往海濱步行，並鼓勵居民用更多時間進行體能運動(如緩步跑)，以實踐更健康的生活模式

接受: 9 人

意見: 沒有

不接受: 0 人

意見: 沒有

表示資料不足: 3 人

意見:

- 表示中立，認為尚未落實有關設施，需要更多資料才能決定。

(d) 提供更好的通道前往海濱，為東區帶來新的消閒活動

接受: 12 人

意見:

- 支持純粹提供消閒活動，但如有其他商業化活動則表示保留。
- 支持行人板道用作慈善活動。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(e) 加強香港居民之間的正面社區互動

接受: 6 人

意見:

- 表示歡迎正面的社區互動，但要禁止某些活動。

不接受: 0 人

意見: 沒有

表示資料不足: 6 人

意見:

- 認為問題設計有問題，正面社區互動與提供行人板道沒有關係。

(f) 行人板道將增加人流量，以促進東區乃至香港的本地經濟發展（如餐飲設施及水陸連接活動）

接受: 4 人

意見:

- 認為可提供拍拖好地方。

不接受: 0 人

意見: 沒有

表示資料不足: 8 人

意見:

- 認為尚未清楚營運模式，未能決定是否有其需要。

(g) 行人板道將吸引公眾將其用作活動場地

接受: 7 人

意見: 沒有

不接受: 0 人

意見: 沒有

表示資料不足: 4 人

意見:

- 認為尚未清楚營運管理模式，未能決定是否有其需要。
- 表示關注業權管理問題。

(h) 行人板道將可作為地標性構築物，有助提升香港作為優質旅遊城市的形象

接受: 9 人

意見:

- 認為行人板道需要好的設計，要具特色。

不接受: 1 人

意見:

- 認為提供行人板道需先顧及本區市民需要。

表示資料不足: 2 人

意見:

- 現時未能確定是否具吸引力，要興建後才知道成效。

(i) 行人板道將為現有英皇道/電氣道/渣華道的行人路提供替代路線，能緩解空氣污染及噪音對行人的影響

接受: 2 人

意見: 沒有

不接受: 6 人

意見:

- 認為行人板道不是替代路線，是一種選擇。
- 關注東廊汽車排放的廢氣會影響行人板道的使用者。

表示資料不足: 2 人

意見:

- 認為需要知道有多少人會以消閒用途為目的而使用行人板道，才能決定是否有其需要。

(j) 行人板道將可作為地標性構築物，改善當區海濱的視覺質素及景觀特色。

接受: 9 人

意見: 沒有

不接受: 1 人

意見:

- 關注光害的影響。
- 擔心採用品味低俗的燈光顏色。
- 擔心會引來露宿者的問題。

表示資料不足: 2 人

意見: 沒有

問題 3: 我們現在尋求您對行人板道哪些的擬建部份可以滿足社區的當前迫切需要的看法。

除了行人通道(行人板道核心部份), 請指出下列哪些組成部分是您認為要滿足在問題 1 中選擇的需要所不可或缺的

(a) 行人通道: 約 2 公里長 / 板道闊 5 米 (填海形式為十個新保護結構, 填海總面積約為 300 平方米 / 板道覆蓋海面大約 8,250 平方米 / 限制船隻前往約 730 米長的現有海濱)

接受: 12 人

意見: 沒有

不接受: 0 人

意見: 沒有

表示不清楚: 0 人

意見: 沒有

(b) 單車徑: 約 2 公里長 / 行人板道大部份路段的總闊度擴闊至 7.5 米以容納單車徑 (額外增加板道覆蓋海面面積約 4,550 平方米)

接受: 5 人

意見: 沒有

不接受: 6 人

意見:

- 關注安全問題, 擔心單車人士不自律, 及會帶來噪音問題。
- 認為海濱太大風、太曬, 單車徑太窄, 板道東西兩端並沒有相應的單車徑連

接，故認為建議並不可行。

表示不清楚: 1 人

意見:

- 希望單車徑能夠伸延港島東西。
- 要確定單車徑是用作消閒還是通勤用途，認為單車徑應以消閒用途為主。
- 擔心車速太快。

(c) 觀景平台: 共 4 個觀景平台 / 每個約 20 平方米
(4 個觀景平台額外增加板道覆蓋海面面積約 80 平方米)

接受: 9 人

意見:

- 同意有需要提供觀景平台，讓遊人駐足享用海濱。

不接受: 3 人

意見:

- 認為觀景平台面積太小，如提供更大面積的觀景平台則會贊成。
- 認為沒有必要，行人板道本身已提供觀景用途。

表示不清楚: 0 人

意見: 沒有

(d) 釣魚平台: 位於北角渡輪碼頭西面的平台上 / 平台總面積約 400 平方米
(部分釣魚平台將位於東區走廊的地基上, 需額外增加覆蓋海面面積 (超出東區走廊的地基範圍以外) 約 300 平方米。)

接受: 7 人

意見: 沒有

不接受: 3 人

意見:

- 認為釣魚平台數量太小，要增加更多釣魚平台。
- 認為沒有必要，釣魚人士未必會在指定位置釣魚。

表示不清楚: 1 人

意見: 沒有

(e) 單車租借亭: 位於海裕街現有土地上 (無須填海或板道覆蓋海面)

接受: 7 人

意見:

- 認為有需要，建議增加多一個單車租借亭位置。
- 在不需要填海的情況下贊成提供單車租借亭。

不接受: 5 人

意見:

- 表示由於不贊成提供單車徑，故亦不贊成提供單車租借亭。

表示不清楚: 0 人

意見: 沒有

(f) 單車停泊處: 位於北角渡輪碼頭西面的平台上 (額外增加板道覆蓋海面面積約 70 平方米)

接受: 2 人

意見:

- 認為現時沒有有關設施，有需要提供單車停泊處。

不接受: 7 人

意見:

- 表示由於不贊成提供單車徑，故亦不贊成提供單車停泊處。
- 認為路程太短，不需要提供單車停泊處。
- 建議可用作其他用途。

表示不清楚: 2 人

意見:

- 表示不希望提供有關設施會增加覆蓋海面面積。

(g) 餐飲亭: 位於現有土地上 (無須填海或板道覆蓋海面)

接受: 9 人

意見: 沒有

- 表示定價不可太貴，避免財團壟斷，鼓勵小販經營。

不接受: 2 人

意見:

- 擔心沒有生意。

- 認為如果市民有需要，可到行人板道範圍外尋找餐飲服務。
- 認為應騰出地方作其他用途。

表示不清楚: 0 人

意見:

- 認為要先確定營運模式。
- 關注有關牌照、衛生管理等問題。

(h) 其他意見

- 建議在行人板道沿途設置廁所，女廁的面積要較大。
- 建議提供其他設施包括: 急救箱、緊急電話亭、盲人輔助設施、儲物箱、座位、長者健體設施等。
- 建議更多綠化植物。
- 建議採用夜行反光設施。
- 參與人士對寵物也可使用行人板道的意見參半。
- 關注超支問題。
- 關注管理、治安等問題。不希望 24 小時開放行人板道。

第 2 組

協論員：趙柏謙先生 Mr. Kimson CHIU

出席人士 (共 11 人)

梁燕嫦 (全職媽媽研究會)	陳秀雲
Liz NG	朱德雄
HO Pak Hey	LEUNG Tsun Bun Vincent
Jolie WAN	Raida LEUNG
LAM Sau Yin, Timothy	Jack ZHANG
Elsie YUEN	

問題 1：您是否同意沿銅鑼灣至鰂魚涌海濱提供一條連綿不斷的行人通道，是讓公眾充分享用維港這公有資產所必要的？

同意: 11 人

意見:

- 行人板道可提供地方讓公眾運動。
- 行人板道可以吸引更多本地以及外地的旅客。
- 行人板道可以讓更多人享用維多利亞港。
- 設立行人板道可以增加吸引力。

不同意: 0 人

意見: 沒有

表示不清楚: 0 人

意見:

- 關注前往行人板道（南北）可達性的問題。

問題 2：您是否接受在以下的社區層面，行人板道具備當前迫切的需要？

(a) 鼓勵公眾透過一條安全和牢固的通道前往銅鑼灣至鰂魚涌海濱。該段海濱目前被私人地段、道路、公用設施和碼頭所間斷阻隔。東區走廊亦是港島東海濱實體上及視線上的障礙

接受: 11 人

意見:

- 設立行人板道可以令北角居民有更多公共地方享用。
- 設立行人板道可以讓全香港市民享用。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(b) 提供比現時東區的行人路徑更好的步行環境

接受: 11 人

意見:

- 現時東區的道路擠迫，北角碼頭附近人多路窄，認為行人板道可以提供一個更舒適的步行環境。
- 行人板道可以提供一個更快捷的通道。
- 建議於行人板道提供足夠的綠化覆蓋。
- 建議於行人板道提供座椅讓公眾休息。
- 建議於行人板道提供無障礙設施供輪椅人士使用。
- 建議於行人板道提供盲人輔助設施供視障人士使用。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見:

- 關注板道分隔行人與單車問題。

(c) 吸引公眾前往海濱步行，並鼓勵居民用更多時間進行體能運動(如緩步跑)，以實踐更健康的生活模式

接受: 10 人

意見:

- 建議於行人板道增設健身設施及其他體能活動設施。
- 贊成於行人板道增設單車徑。
- 認為行人板道的主要用途是讓市民步行，提供適當數量的健身器材。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(d) 提供更好的通道前往海濱，為東區帶來新的消閒活動

接受: 11 人

意見:

- 建議於行人板道的出入口增設活動區，吸引不同類型的人士使用，令行人板道的設立更有意思。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見:

- 建議於北角一帶設立更多指示牌，清晰指示市民前往行人板道。
- 建議提供自動行人通道前往行人板道。
- 建議擴闊連接將來行人板道的行人道，並改善這些路段的步行環境。

(e) 加強香港居民之間的正面社區互動

接受: 9 人

意見:

- 建議於行人板道的出入口增設活動區，讓市民有更多互動，但不可影響使用者及附近的居民。
- 認為可以提供一個聚集點供居民使用。
- 建議於行人板道旁設置座椅/觀眾席讓市民使用

不接受: 0 人

意見: 沒有

表示資料不足: 2 人

意見:

- 認為難以確保帶來正面的社區互動。
- 關注將來行人板道的管理問題。

(f) 行人板道將增加人流量，以促進東區乃至香港的本地經濟發展（如餐飲設施及水陸連接活動）

接受: 5 人

意見:

- 認為行人板道出入口附近的商店將會受惠。
- 提供行人板道會增加人流量，需要聘請管理公司作管理。

不接受: 0 人

意見: 沒有

表示資料不足: 6 人

意見:

- 擔心會吸引太多人流，影響公眾。
- 有意見認為要先確立目標使用者才可再作討論。

(g) 行人板道將吸引公眾將其用作活動場地

接受: 4 人

意見:

- 贊成行人板道可以吸引公眾將其用作活動場地，舉辦不同活動，例如百萬行或提供人力車。
- 建議於行人板道內則的海面舉辦龍舟比賽。
- 建議於行人板道兩旁的海域設立特別區域以舉行水上活動。

不接受: 0 人

意見: 沒有

表示資料不足: 7 人

意見:

- 認為要視乎舉辦甚麼活動才可再作評估。
- 認為要先評估行人板道是否有適當的空間以舉辦不同類型的活動。
- 認為於行人板道上舉辦活動有違設立行人板道的原意，因為行人板道原先是要讓公眾使用。

(h) 行人板道將可作為地標性構築物，有助提升香港作為優質旅遊城市的形象

接受: 10 人

意見:

- 贊成行人板道可作為地標性構築物，並提議可以沿路加設指示牌，介紹地區的建築物及歷史。
- 建議設立展示區，向公眾介紹有關維多利亞港的填海歷史。
- 建議於行人板道旁設立一個迷你漁港以展示香港的漁港歷史。

- 建議於行人板道的出入口增設活動區。
- 認為行人板道可成為地標性構築物，突顯如何運用狹窄的市區環境空間。
- 建議旅遊發展局聘請地區居民作旅遊大使／導賞員，在行人板道向市民介紹本區及香港的歷史。

不接受: 0 人

意見: 沒有

表示資料不足: 1 人

意見:

- 關注將來的行人板道是否有適當的設施配合，將其打造成為地標性構築物。
- 認為要先界定行人板道的目標使用者才可再作討論。

(i) 行人板道將為現有英皇道/電氣道/渣華道的行人路提供替代路線，能緩解空氣污染及噪音對行人的影響

接受: 11 人

意見:

- 認為行人板道可以為市民帶來新鮮空氣，能緩解對行人的影響。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見:

- 認為因為海濱濕氣重、海水有重金屬，長者不宜長期在海旁逗留。
- 認為東區走廊亦會對行人板道帶來空氣及噪音污染。
- 建議同時改善維多利亞港的環境問題，例如水質及臭味問題。
- 認同行人板道雖能緩解對行人的影響，但未能解決對區內的空氣污染及噪音問題。

(ii) 行人板道將可作為地標性構築物，改善當區海濱的視覺質素及景觀特色。

接受: 8 人

意見:

- 贊成行人板道作為地標性構築物，會令海濱更有活力。
- 認為將來行人板道的設計最少達到現有海濱長廊的水平，會比現有的環境更好。

不接受: 0 人

意見: 沒有

表示資料不足: 3 人

意見:

- 認為因為行人板道未有設計，所以未能提出意見。
- 建議於將來行人板道設置燈飾。

問題 3：我們現在尋求您對行人板道哪些的擬建部份可以滿足社區的當前迫切需要的看法。

除了行人通道(行人板道核心部份)，請指出下列哪些組成部分是您認為要滿足在問題 1 中選擇的需要所不可或缺的

(a) 行人通道: 約 2 公里長 / 板道闊 5 米 (填海形式為十個新保護結構，填海總面積約為 300 平方米 / 板道覆蓋海面大約 8,250 平方米 / 限制船隻前往約 730 米長的現有海濱)

接受: 8 人

意見:

- 普遍認為有需要設立行人通道。
- 贊成利用東區走廊下的橋底空間設置行人通道，讓公眾有多一個消閒的地方。

不接受: 0 人

意見: 沒有

表示不清楚: 3 人

意見:

- 表示未有確實設計，未能提供意見。
- 認為附近已經有行人通道路連接。

(b) 單車徑: 約 2 公里長 / 行人板道大部份路段的總闊度擴闊至 7.5 米以容納單車徑 (額外增加板道覆蓋海面面積約 4,550 平方米)

接受: 7 人

意見:

- 認為這是唯一的方法在維多利亞港提供單車徑。
- 認為現時香港單車風氣非常盛行，設立單車徑可以鼓勵更多公眾使用。
- 認為設立單車徑可以宣傳環保的信息，以及提倡公眾健康。

- 認為可以讓旅客以單車的方式去暢遊香港。

不接受: 0 人

意見: 沒有

表示不清楚: 3 人

意見:

- 建議單車徑連接香港島的其他地方，例如灣仔北。
- 認為擬議的單車徑路線太短，如果不能貫通整個香港島的海旁範圍，寧願將整條行人板道供行人使用。
- 建議於行人板道上提供一個地方讓小孩子使用三輪車。
- 建議於行人板道上提供一個可讓市民學習單車的地方。

(c) 觀景平台: 共 4 個觀景平台 / 每個約 20 平方米

(4 個觀景平台額外增加板道覆蓋海面面積約 80 平方米)

接受: 3 人

意見:

- 認為擬議的行人通道不是太闊，設立觀景平台可讓行人更舒適使用行人板道。

不接受: 2 人

意見:

- 市民已經可以沿行人板道步行時觀景，無需另設觀景平台。
- 擔心觀景平台未能負荷過多的人流（例如觀賞放煙花）。

表示不清楚: 6 人

意見:

- 認為要再探討觀景平台的設計，並建議增設望遠鏡。
- 認為四個觀景平台太多，建議兩個便足夠，分別望向尖東及啟德郵輪碼頭。
- 認為要先界定行人板道的目標使用者才可再作討論。
- 建議行人板道需要有城門河畔步行徑的闊度。

(d) 釣魚平台: 位於北角渡輪碼頭西面的平台上 / 平台總面積約 400 平方米

(部分釣魚平台將位於東區走廊的地基上, 需額外增加覆蓋海面面積 (超出東區走廊的地基範圍以外) 約 300 平方米。)

接受: 5 人

意見:

- 認為需要設立釣魚平台，讓釣魚人士可在維多利亞港海旁釣魚。

不接受: 0 人

意見: 沒有

表示不清楚: 6 人

意見:

- 認為釣魚平台必須設計安全，不會影響其他行人板道的使用者。
- 建議應該設立釣魚守則，限制只可以手釣，不可以桿釣，以免影響行人安全。
- 建議應該先諮詢釣魚人士的意見。
- 建議為進入釣魚平台的人士設立年齡限制。
- 擔心釣魚平台會帶來氣味及衛生問題。
- 期望妥善管理釣魚平台。

(e) 單車租借亭: 位於海裕街現有土地上 (無須填海或板道覆蓋海面)

接受: 11 人

意見:

- 贊成設立單車租借亭，認為市民未必有單車，設立單車租借亭可讓公眾租用單車。

不接受: 0 人

意見: 沒有

表示不清楚: 0 人

意見: 沒有

(f) 單車停泊處: 位於北角渡輪碼頭西面的平台上 (額外增加板道覆蓋海面面積約 70 平方米)

接受: 9 人

意見:

- 認為要定時清理停泊已久的單車。
- 建議要作出妥善管理，避免單車長期停泊。

不接受: 0 人

意見: 沒有

表示不清楚: 0 人

意見: 沒有

(g) 餐飲亭: 位於現有土地上 (無須填海或板道覆蓋海面)

接受: 4 人

意見:

- 贊成設立餐飲亭，但認為設計要盡量簡單，而數目亦不需要太多。

不接受: 4 人

意見:

- 表示區內已經有一定數量的餐廳提供飲食，認為餐飲亭不是必須。

表示不清楚: 3 人

意見:

- 關注衛生及垃圾處理的問題。

(h) 其他意見

- 希望將來不要過份規管公眾於行人板道上的活動。
- 建議將來的行人板道不要由康樂及文化事務署管理，可交給擬議海濱管理局管理。
- 擔心於颱風時行人板道的安全問題。
- 關注應否開放行人板道讓寵物使用，有意見認為不應該，會帶來衛生及氣味的問題。
- 有意見認為應該規管公眾於行人板道上使用滑板車。
- 建議單車徑應要設有車速限制。
- 建議將來行人板道應該採用多元化的園景設計，具觀賞性外亦應具備功能性，例如採用驅蚊的植物，並要注意香港的氣候是否適合栽種。
- 建議於行人板道上設置有主題性的活動區。

第3組

協論員: Mr. Ben Xiao 尚海貝先生

出席人士 (共 11 人)

Tse Ying Leung

Chan Shu Keung

Tse Hoi Shun

蔡良廷

Kam Kin Pong

Leung Yun Cheung, Victor

Anson Cheung

Gary Sham

蕭煥輝

Yu King Fung

Brandon Hung

問題 1：您是否同意沿銅鑼灣至鰂魚涌海濱提供一條連綿不斷的行人通道，是讓公眾充分享用維港這公有資產所必要的？

同意: 9 人

意見:

- 認為現時市民無法暢達銅鑼灣至鰂魚涌海濱。
- 認為現時內街行人路線曲折。
- 提供行人板道可讓市民欣賞維港。
- 行人板道將會成為地標性建築物。
- 認為有需要連接港島東西。

不同意: 2 人

意見:

- 認為會少人使用行人板道。
- 認為沒有經濟效益。

表示不清楚: 0 人

意見:

- 建議工程應該有計劃進行。
- 建議應該與相關碼頭的業主/使用者商討板道走線設計，務求不用升高行人板道。
- 關注目前並沒有管理行人板道方案，如人流管理方面。
- 關注控制興建成本。

問題 2：您是否接受在以下的社區層面，行人板道具備當前迫切的需要？

(a) 鼓勵公眾透過一條安全和牢固的通道前往銅鑼灣至鰂魚涌海濱。該段海濱目前被私人地段、道路、公用設施和碼頭所間斷阻隔。東區走廊亦是港島東海濱實

體上及視線上的障礙

接受: 9 人

意見:

- 認為現時市民無法暢達銅鑼灣至鰂魚涌海濱及內街行人路線曲折。行人板道將會成為地標性建築物，方便市民欣賞維港，連接港島東西，滿足市民需要。

不接受: 1 人

意見:

- 認為無迫切性，擔心會爭搶其他工程項目資源。

表示資料不足: 1 人

意見:

- 認為資料不足，沒有提供時間表。

(b) 提供比現時東區的行人路徑更好的步行環境

接受: 11 人

意見:

- 認為行人板道會比內街有更好的空氣質素。
- 認為提供行人板道會有助分散人流。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(c) 吸引公眾前往海濱步行，並鼓勵居民用更多時間進行體能運動(如緩步跑)，以實踐更健康的生活模式

接受: 10 人

意見: 沒有

不接受: 0 人

意見: 沒有

表示資料不足: 1 人

意見:

- 建議在管理、衛生等方面需要更好的配合

(d) 提供更好的通道前往海濱，為東區帶來新的消閒活動

接受: 11 人

意見:

- 認為行人板道能夠改善步行環境。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(e) 加強香港居民之間的正面社區互動

接受: 5 人

意見: 沒有

不接受: 1 人

意見:

- 認為只能夠加強當區居民的正面互動。

表示資料不足: 6 人

意見:

- 認為「香港居民」定義太廣泛，未能確定能否加強「香港居民」之間的正面社區互動。
- 認為華人社會內向，並無太多互動活動。

(f) 行人板道將增加人流量，以促進東區乃至香港的本地經濟發展（如餐飲設施及水陸連接活動）

接受: 8 人

意見:

- 建議需要考慮成本效益。

不接受: 1 人

意見:

- 認為行人板道帶來的經濟效益有限。

表示資料不足: 2 人

意見:

- 認為需要考慮研究內街的經濟效益。

(g) 行人板道將吸引公眾將其用作活動場地

接受: 5 人

意見:

- 認為能夠活化北角碼頭設施。
- 建議需要考慮成本效益。

不接受: 1 人

意見:

- 認為行人板道活動空間有限。

表示資料不足: 5 人

意見:

- 關注可舉辦的活動類型及限制

(h) 行人板道將可作為地標性構築物，有助提升香港作為優質旅遊城市的形象

接受: 4 人

意見:

- 認為有機會提升香港形象。
- 建議舉辦跑步活動提升香港形象。

不接受: 3 人

意見:

- 認為提升形象成效有限。

表示資料不足: 4 人

意見:

- 認為行人板道的設計會影響提升形象的成效。

(i) 行人板道將為現有英皇道/電氣道/渣華道的行人路提供替代路線，能緩解空氣污染及噪音對行人的影響

接受: 11 人

意見:

- 一致同意。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(i) 行人板道將可作為地標性構築物，改善當區海濱的視覺質素及景觀特色。

接受: 5 人

意見:

- 認為連貫的行人板道有助提升景觀。

不接受: 1 人

意見:

- 認為行人板道設計欠缺特色，規模不夠大。

表示資料不足: 6 人

意見:

- 認為行人板道的設計會影響提升視覺和景觀的成效。
- 關注光害的影響。

問題 3：我們現在尋求您對行人板道哪些的擬建部份可以滿足社區的當前迫切需要的看法。

除了行人通道(行人板道核心部份)，請指出下列哪些組成部分是您認為要滿足在問題 1 中選擇的需要所不可或缺的

(a) 行人通道: 約 2 公里長 / 板道闊 5 米 (填海形式為十個新保護結構，填海總面積約為 300 平方米 / 板道覆蓋海面大約 8,250 平方米 / 限制船隻前往約 730 米長的現有海濱)

接受: 10 人

意見:

- 有 1 位人士認為有需要但是無迫切性需要。

不接受: 0 人

意見: 沒有

表示不清楚: 1 人

意見:

- 表示未能掌握有關數字的具體形象。

(b) 單車徑: 約 2 公里長 / 行人板道大部份路段的總闊度擴闊至 7.5 米以容納單車徑 (額外增加板道覆蓋海面面積約 4,550 平方米)

接受: 6 人

意見:

- 有 1 位人士認為有需要但是無迫切性需要。

不接受: 2 人

意見:

- 認為要管理單車流及安全問題。

表示不清楚: 4 人

意見:

- 表示視乎長遠單車徑網絡規劃，才能決定是否支持提供單車徑。
- 建議應該與相關碼頭的業主/使用者商討，務求不用升高行人板道。

**(c) 觀景平台: 共 4 個觀景平台 / 每個約 20 平方米
(4 個觀景平台額外增加板道覆蓋海面面積約 80 平方米)**

接受: 3 人

意見:

- 認為如果無需填海便會支持提供觀景平台。

不接受: 4 人

意見:

- 認為沒有必要提供觀景平台。

表示不清楚: 4 人

意見:

- 認為觀景平台空間太小，需再考慮。

**(d) 釣魚平台: 位於北角渡輪碼頭西面的平台上 / 平台總面積約 400 平方米
(部分釣魚平台將位於東區走廊的地基上, 需額外增加覆蓋海面面積 (超出東區走廊的地基範圍以外) 約 300 平方米。)**

接受: 10 人

意見:

- 認為 1 個釣魚平台並不足夠，建議提供更多釣魚平台。
- 認為需要妥善安全管理，保障行人安全。

表示不接受: 1 人

意見:

- 認為沒有必要提供釣魚平台。

表示不清楚: 0 人

意見: 沒有

(e) 單車租借亭: 位於海裕街現有土地上 (無須填海或板道覆蓋海面)

接受: 9 人

意見:

- 建議單車租借亭設計及位置要方便，讓駕駛者能直接駛出板道。
- 建議在板道東西兩端提供單車租借亭。
- 建議提供清晰的指示牌。

不接受: 1 人

意見: 沒有

表示不清楚: 1 人

意見: 沒有

(f) 單車停泊處: 位於北角渡輪碼頭西面的平台上 (額外增加板道覆蓋海面面積約 70 平方米)

接受: 7 人

意見: 沒有

不接受: 2 人

意見:

- 表示不支持單車徑，故不支持提供單車停泊處。
- 表示由於覆蓋海面面積太多，所以反對提供單車停泊處。

表示不清楚: 2 人

意見: 沒有

(g) 餐飲亭: 位於現有土地上 (無須填海或板道覆蓋海面)

接受: 10 人

意見: 沒有

不接受: 0 人

意見: 沒有

表示不清楚: 1 人

意見: 沒有

(h) 其他意見

- 建築物要耐用。建議使用不銹鋼物料興建行人板道，以減少維修。
- 建議加強場地及衛生管理。
- 建議增加綠化植物，或其他方法美化橋柱
- 建議以全包形式批出合約(lump sum contract) 建造，以控制造價。
- 建議淨化海水，減少臭味。

Group 4 :

Facilitator: Ms Cheung Hoi Yee

Participants (Total: 7)

Ophelia Wong (The University of Hong Kong - student)

Dr. Kenneth Tang (DUPAD, HKU)

Lo Chun Lok, Vincent (CUHK)

Winnie Wong

Bauke Siemen Albada

Priscilla Chiu

Gladys Leung

Question 1: Do you agree that providing continuous, non-interrupted public access along the harbourfront from Causeway Bay to Quarry Bay is essential for the public to enjoy the full benefit of the harbour as a public asset?

Agree: 7

Comments:

- Since Hong Kong is very congested, the proposed boardwalk is an additional opportunity for the public to have quality connection and public space in the high density urban area.
- The Victoria Harbour is a public asset and local residents have the right to access the harbour.
- Existing harbourfront is fragmented due to poor accessibility and connectivity, it should be improved for the pedestrians and the boardwalk can facilitate this.
- Currently the harbourfront area in North Point is not used very often due to poor connectivity and low accessibility. The proposed boardwalk can facilitate better connectivity and bring the public back to the harbourfront area.
- The proposed boardwalk can be multi-purpose that the public can use the harbour in different ways. They can enjoy the scenery and engage in different leisure activities, and the cycle path can be an additional/alternative mode of transportation.
- As the proposed boardwalk will pass through different communities with various socio-economic backgrounds in North Point, it will provide a space for local residents to socialize and learn about the mixed neighbourhood, and enhance social cohesion.
- The proposed concept of a connection underneath IEC is good but the design has to be refined.

- The Victoria Harbour is essential to Hong Kong and the proposed boardwalk can enhance the quality of life of local residents.
- Continuous harbourfront connection will attract overseas visitors since some of them would like to access the harbourfront area. West-east harbourfront connection (e.g., from Kennedy Town to Chai Wan) should be enhanced.

Disagree: 0

Comments: Nil

Don't Know: 0

Comments:

- Proximity of the boardwalk and the traffic on the IEC is not desirable. The design should be refined.

Question 2: Do you accept that there is a compelling and present need for the boardwalk in respect of the following community aspects?

(a) Promote public access to the harbourfront from Causeway Bay to Quarry Bay through a safe and secure access which is otherwise currently dissected and hindered by private lots, roads, utilities, jetties, as well as the IEC which is both a physical and visual barrier to the harbour along the Island East harbourfront

Accept: 7

Comments:

- The proposed boardwalk is a good way to provide quality connection and space in the congested urban area.
- The proposed boardwalk can open up opportunities for easy access to different parts of the Island East area.
- Quality public space for leisure is limited in North Point, especially the central part of the area. The proposed boardwalk can promote public access and different uses along the harbourfront area.
- An individual participant in-principle agreed but the design of the boardwalk/interfaces with existing and future uses in the area has to be improved.

Not Accept: 0

Comments: Nil

Insufficient Information: 0

Comments:

- The proposed boardwalk should have good interface with the existing and future uses along the harbourfront area.

(b) Provide a better walking environment than the current pedestrian options in Eastern District

Accept: 7

Comments:

- Existing streets in North Point are narrow and vehicles often double-parked on the streets and make pedestrian environment very difficult. Hence the proposed boardwalk can provide a better walking environment and quality public space, especially for the elderly and children.
- Pedestrian environment between Kam Hong Street and area near Sun Kwong Theatre is not desirable, and has to be improved.

Not Accept: 0

Comments: Nil

Insufficient Information: 0

Comments:

- While the proposed boardwalk is good, the Government should improve the pedestrian environment of existing streets in the hinterland concurrently.

(c) Attract people to walk more along the harbourfront and encourage residents to spend more time in physical activities such as jogging, and thereby help adopt a healthier lifestyle

Accept: 7

Comments:

- Quality public space for leisure is limited in North Point, especially the central part of the area. The proposed boardwalk can facilitate diversity of uses and attract greater pedestrian access. It can encourage locals of different age groups to enjoy the public spaces, such as parents walking along the harbourfront with babies in strollers, space for locals to jog etc.
- Facilities may be installed for public use. For example, provision of some seating, shelters, quality landscaping, resting area/lawn for users to lie down and relax etc. can be provided along the proposed boardwalk.

- 1 participant expressed that they do not mind increasing the affected area to reclaim more land towards the south of the IEC at certain areas to facilitate more flexible uses and quality public spaces. The Government should investigate the feasibility of addition reclamation with consideration of air quality of the area and potential impacts to the surrounding areas induced by lighting of the proposed boardwalk.
- Another participant suggested that the entire boardwalk should be kept underneath the IEC for a weatherproof pedestrian connection.

Not Accept: 0

Comments: Nil

Insufficient Information: 0

Comments:

- The proposed boardwalk should have good interface with the existing and future uses along the harbourfront area.

(d) Enable new leisure activities in Eastern District through better access to the harbourfront

Accept: 7

Comments:

- The proposed boardwalk can be good interface with existing and future uses, and bring pedestrian to different interesting activities and commercial uses which are unique in the North Point area, such as the existing fish stalls at North Point Ferry Piers, open spaces along the harbourfront area. Hence, meaning place-making of the area can be facilitated by the proposed boardwalk.

Not Accept: 0

Comments: Nil

Insufficient Information: 0

Comments:

- The proposed boardwalk can give opportunities to involve the community to beautify the existing structures/pillars of the IEC and encourage a greater sense of belonging in the area.
- North Point harbourfront area is full of history (e.g., Taikoo Shing was the location for the Japanese troops to first land in Hong Kong during WWII) and

local history of the harbour and the district identity can be showcased in the design and function of the proposed boardwalk.

(e) Enhance positive social interaction between Hong Kong residents

Accept: 7

Comments:

- The proposed boardwalk may increase social interaction as local residents may form different exercise groups and meet at the boardwalk.

Not Accept: 0

Comments: Nil

Insufficient Information: 0

Comments:

- Good management and cleanliness of the proposed boardwalk will be essential in order to minimize impacts to nearby residents/ community.
- Both software and hardware are needed for positive social interaction.
- Since parts of the proposed boardwalk may pass by private residential projects, the Government should discuss with the residents and seek their views.
- Pedestrian flow forecast is needed for the proposed boardwalk to design for its capacity.

(f) The boardwalk will increase people flow, thus help sustain and promote the prosperity of the local economy (e.g. food and beverage facilities and water-land interface activities) in the Eastern District and Hong Kong at large.

Accept: 0

Comments: Nil

Not Accept: 0

Comments: Nil

Insufficient Information: 7

Comments:

- The priority is the provision of quality public space instead of focusing on boosting local economy. Besides, the local economy in North Point has been doing well.

- Gentrification of the harbourfront area will be resulted if the harbourfront becomes too commercialized and the rent increases. This will not be good for the operation of small local shops in the area. Local economic activities should be preserved in the district.
- Small businesses/social enterprise/NGOs operators should be encouraged in the harbourfront area since their operations will benefit the local economy and communities.
- The proposed boardwalk should have good interfacing with existing and planned development and open spaces for synergy effect.

(g) The boardwalk will attract people using it as an event venue.

Accept: 0

Comments: Nil

Not Accept: 0

Comments: Nil

Insufficient Information: 7

Comments:

- It depends on the scale of the event.
- Since the proposed boardwalk serves many different purposes, organization of some large events may cause conflict.
- It is key to allow flexibility for users to use the proposed boardwalk freely and not to impose constraints.

(h) The boardwalk as an iconic structure would enhance the image of Hong Kong as a premier tourist destination.

Accept: 0

Comments: Nil

Not Accept: 0

Comments: Nil

Insufficient Information: 7

Comments:

- It depends on the overall development of the harbourfront on Hong Kong Island – improvements on connectivity and accessibility of North Point harbourfront

area is good, but it will require a continuous harbourfront in order to have positive impact on tourism in Hong Kong.

- Structure of the proposed boardwalk is not necessary to be iconic, but it should not be standard Government/ LCSD design or generic design. The structure and design of the proposed boardwalk should take the surrounding environment/context, intended function(s) of the boardwalk, and the existing and future uses into full account to facilitate meaningful uses and encourage social interactions.

(i) The boardwalk will provide an alternative route for pedestrians currently using the footpath along King's Road / Electric Road / Java Road which would relieve pedestrians from poor air quality and noise pollution en route.

Accept: 1

Comments:

- The proposed boardwalk will provide good and easy access for pedestrian to navigate the area.

Not Accept: 0

Comments: Nil

Insufficient Information: 6

Comments:

- The proposed boardwalk locates at the harbourfront area and it is not a shortcut.
- It is unsure whether it can be an alternative route for pedestrians as pedestrian's choice of routes will depend on the purpose of their trips and destinations, the time of the day, physical ability of pedestrians etc. Hence, pedestrians may still need to go through the hinterland.

(j) The boardwalk as an iconic structure will improve the visual quality and landscape character of the harbourfront in the District.

Accept: 3

Comments:

- It may have quality landscaping to enhance the visual quality and landscape character of the harbourfront area, but the structure of the boardwalk does not

need to be iconic. Instead it should be compatible with the functions of the proposed boardwalk and context of the area.

- The proposed boardwalk consists of a comprehensive design which is a good start in Hong Kong.

Not Accept: 0

Comments: Nil

Insufficient Information: 4

Comments:

- Concern about environmental impacts that lighting for proposed boardwalk should be discrete.
- Comfort level of boardwalk users is more important than having an iconic structure for the boardwalk.
- Design and structure of the proposed boardwalk have to be aesthetically pleasing and true to the context of the area. More quality landscaping should be included. The design and structure do not have to be iconic.

Question 3: We now seek your views on what scope of the proposed boardwalk meets the compelling and present needs of the community.

As well as the walkway which is a core component of the boardwalk, please indicate below which components you accept address the needs mentioned earlier in Question 1.

(a) Pedestrian walkway: length approx 2km / boardwalk width 5m (Reclamation in the form of ten new protection structures, with total area of reclamation approx 300m² / Area of decking above the sea approx 8,250m² / Restriction of boat access to approx 730m length of existing shoreline)

Accept: 4

Comments: Nil

Not Accept: 2

Comments:

- Low or no reclamation options for the proposed boardwalk should be explored. The proposed boardwalk should not extend beyond the area underneath the IEC.

Don't Know: 1

Comments:

- Since some of the currently inaccessible harbourfront area falls within private properties, the Government should confirm the design of the proposed boardwalk with the property owners. It should engage the North Point Ferry Piers and see if it is possible to have some related services/ functions at the ferry piers to avoid duplication of functions.
- Since public space provision and its function are related, certain areas of the boardwalk can be readjusted to serve the purpose. Some of the areas can be wider or narrower, depend on the intended functions.
- Innovative boardwalk design should be explored, such as having a larger boardwalk with increased decking area above sea towards inland and below the existing IEC for a weatherproof space.
- The proposal should include more greenery and quality public space; improve connection road access from harbourfront to the hinterland with pedestrian environment improvements; improve waterway connection with provision of water taxi or other types of water transport.

(b) Cycleway: length approx 2km / boardwalk widened to 7.5m over most of its length to accommodate the cycle track
(Additional area of decking above the sea approx 4,550m²)

Accept: 6

Comments:

- The proposed provision of cycle way is a good start but the Government should further explore the provision of a continuous cycle way along the harbourfront of Hong Kong Island.

Not Accept: 1

Comments:

- The proposed cycle way will not link up other parts of Hong Kong Island and it is not a continuous connection. A continuous cycle way connecting the east and west of Hong Kong Island should be provided.

Don't Know: 0

Comments:

- The participants have the same concerns on design aspect expressed in Q3a.

(c) Viewing platforms: total four platforms / area of each platform approx 20m²
(Additional area of decking above the sea for all four viewing platforms approx

80m²)

Accept: 4

Comments:

- While it is not necessary to provide 4 platforms in view of the addition area of decking above of the sea, provision of viewing platform(s) is generally supported.
- Support facilities such as information panels describing the view and locations and some seating areas should be in place.

Not Accept: 1

Comments:

- Proposed viewing platforms will require reclamation and it is not a must-have facility.
- The boardwalk design will utilize the existing covered space underneath the IEC while there is no need to set aside a space as viewing platform.

Don't Know: 2

Comments:

- Innovative boardwalk design should be explored, such as having a larger boardwalk with increased decking area above sea towards inland and below the existing IEC for a weatherproof space.

(d) Fishing platform: on platform deck to west of North Point Ferry Pier / total area of platform approx 400m²

(Part of the fishing platform will be on the IEC foundations, additional area of platform decking that extends above the sea (beyond the IEC foundations) approx 300m²)

Accept: 2

Comments:

- Provision can allow better design with some facilities for fishing purpose. The elderly might enjoy this.

Not Accept: 2

Comments:

- Water of the harbour is polluted and fishing should not be encouraged.
- No need to have designated spaces for fishing purpose. The Government should allow the public to do whatever they want.

- The boardwalk design will utilize the existing covered space underneath the IEC while there is no need to set aside a space as fishing platform.

Don't Know: 2

Comments:

- Innovative boardwalk design should be explored, such as having a larger boardwalk with increased decking area above sea towards inland and below the existing IEC for a weatherproof space.

(e) Cycle rental kiosk: located on existing land at Hoi Yu Street
(No reclamation or decking above the sea required)

Accept: 5

Comments:

- It will encourage more people to bike in Hong Kong.
- It should also allow rental of scooters, roller skates etc.

Not Accept: 0

Comments: Nil

Don't Know: 2

Comments:

- Not sure if people will spend money on rental in view of the short distance of the cycle way.
- It is a good to have facility but may not be necessary.

(f) Bicycle parking: on platform deck to west of North Point Ferry Pier
(Additional area of decking above the sea approx 70m²)

Accept: 2

Comments:

- It will encourage more people to bike in Hong Kong.

Not Accept: 1

Comments:

- The Government should explore parking of bicycles at the North Point Ferry Piers to minimize additional area of decking above sea.

Don't Know: 4

Comments:

- No intention for visitors to rent bicycle in view of the short distance of the cycle way.
- Innovative boardwalk design should be explored, such as having a larger boardwalk with increased decking area above sea towards inland and below the existing IEC for a weatherproof space; engage the North Point Ferry Piers and see if it is possible to have some related services/ functions at the ferry piers to avoid duplication of functions.

(g) Food & beverage kiosks: located on existing land
(No reclamation or decking above the sea required)

Accept: 6

Comments:

- It is necessary/ will serve the physical needs of boardwalk users.
- It may attract pedestrian flow in harbourfront area.

Not Accept: 1

Comments: Nil

Don't Know: 0

Comments: Nil

(h) Other comments

- Design of the proposed boardwalk should consider the needs of different age groups.
- Since the proposed boardwalk is adjacent to a number of existing and future uses, such as public space at 12 Oil Street, parks near harbourfront area, and shops and services in the community etc., it should have good interface and pedestrian connections with existing and future open spaces and other uses in the hinterland.
- Design flexibility for the proposed boardwalk should be allowed in detailed design stage.

第 5 組

協論員：楊濤先生 Mr. Toby Yeung

出席人士 (共 9 人)

Stephen Choi

Christina Chiu

Toby Chak

Joey Leung

Katherine Liu

Windy Wong

余煦光先生

Betty Wong

Humphrey Hung

問題 1：您是否同意沿銅鑼灣至鰂魚涌海濱提供一條連綿不斷的行人通道，是讓公眾充分享用維港這公有資產所必要的？

同意: 9 人

意見:

- 認為行人通道有助社區及旅遊業發展，加強地區連貫性，能滿足市民對公共空間的需要。

不同意: 0 人

意見: 沒有

表示不清楚: 0 人

意見: 沒有

問題 2：您是否接受在以下的社區層面，行人板道具備當前迫切的需要？

(a) 鼓勵公眾透過一條安全和牢固的通道前往銅鑼灣至鰂魚涌海濱。該段海濱目前被私人地段、道路、公用設施和碼頭所間斷阻隔。東區走廊亦是港島東海濱實體上及視線上的障礙

接受: 9 人

意見:

- 認為市民需要公共空間；行人板道能夠連接港島東西，方便行人；並改善現時行人景觀。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(b) 提供比現時東區的行人路徑更好的步行環境

接受: 9 人

意見:

- 認為行人板道能改善空氣問題，能提供一個更好景觀及更安全的步行環境。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(c) 吸引公眾前往海濱步行，並鼓勵居民用更多時間進行體能運動(如緩步跑)，以實踐更健康的生活模式

接受: 9 人

意見:

- 認為需要為該區提供休息的地方。
- 表示和富中心居民普遍支持建議，但擔心空氣污染問題。認為東區走廊車輛流量高，海風會把東區走廊上的汽車廢氣吹到行人板道上。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(d) 提供更好的通道前往海濱，為東區帶來新的消閒活動

接受: 9 人

意見:

- 希望行人板道能提供休息設施，例如座椅。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(e) 加強香港居民之間的正面社區互動

接受: 7 人

意見:

- 同意能夠做到睦鄰的效果，亦可為居民提供多一個活動的選擇。

不接受: 0 人

意見: 沒有

表示資料不足: 2 人

意見:

- 認為這個問題本身存在問題。

(f) 行人板道將增加人流量，以促進東區乃至香港的本地經濟發展（如餐飲設施及水陸連接活動）

接受: 6 人

意見:

- 同意行人板道能夠促進東區經濟，吸引遊客或本地人逗留。

不接受: 2 人

意見:

- 認為過於誇大能夠促進香港的本地經濟發展。

表示資料不足: 1 人

意見:

- 需要詳細交代能夠促進經濟發展的原因。

(g) 行人板道將吸引公眾將其用作活動場地

接受: 9 人

意見:

- 同意行人板道可認為吸引公眾將其用作活動場地，但認為行人板道的空間限制了活動的類型，例如很難進行跳舞或太極活動。
- 認為需要妥善管理噪音問題。
- 關注維修及管理行人板道問題。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(h) 行人板道將可作為地標性構築物，有助提升香港作為優質旅遊城市的形象

接受: 8 人

意見:

- 同意行人板道會加強地區連貫性，成為地標建築。
- 建議進一步連接到灣仔。

不接受: 1 人

意見:

- 擔心行人板道會令東區人流超出負荷。
- 認為行人板道應主要為市民使用，並非以成為旅遊標誌為目的。
- 認為行人板道有助提升香港作為優質旅遊城市的形象的說法稍為誇大。

表示資料不足: 0 人

意見: 沒有

(i) 行人板道將為現有英皇道/電氣道/渣華道的行人路提供替代路線，能緩解空氣污染及噪音對行人的影響

接受: 8 人

意見:

- 對於需要中途休息或長路程的市民，行人板道會是替代路線。

不接受: 0 人

意見: 沒有

表示資料不足: 1 人

意見:

- 認為行人板道未必能取代原本街道的用途。

(j) 行人板道將可作為地標性構築物，改善當區海濱的視覺質素及景觀特色。

接受: 9 人

意見:

- 建議可仿照觀塘或荃灣的海濱長廊。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

問題 3: 我們現在尋求您對行人板道哪些的擬建部份可以滿足社區的當前迫切需要的看法。

除了行人通道(行人板道核心部份), 請指出下列哪些組成部分是您認為要滿足在問題 1 中選擇的需要所不可或缺的

(a) 行人通道: 約 2 公里長 / 板道闊 5 米 (填海形式為十個新保護結構, 填海總面積約為 300 平方米 / 板道覆蓋海面大約 8,250 平方米 / 限制船隻前往約 730 米長的現有海濱)

接受: 9 人

意見:

- 同意有實際需要, 而且填海面積可以接受。

不接受: 0 人

意見: 沒有

表示不清楚: 0 人

意見: 沒有

(b) 單車徑: 約 2 公里長 / 行人板道大部份路段的總闊度擴闊至 7.5 米以容納單車徑 (額外增加板道覆蓋海面面積約 4,550 平方米)

接受: 3 人

意見:

- 認為落實此段單車徑可成為先驅作用, 有助進一步連接東西區有潛力發展的單車徑。
- 認為 2 公里的單車徑不夠長, 期望將來港島有連貫單車徑, 促請盡快完成其他地區的有關研究。

不接受: 6 人

意見:

- 認為現有交通配套不能容納額外的單車流量。
- 認為 4 米闊的單車徑並不足夠。
- 擔心單車徑會對行人帶來安全問題。

表示不清楚: 0 人

意見: 沒有

(c) 觀景平台: 共 4 個觀景平台 / 每個約 20 平方米
(4 個觀景平台額外增加板道覆蓋海面面積約 80 平方米)

接受: 9 人

意見:

- 建議提供免費觀景設施。
- 認為駐足觀景人士不可阻礙其他行人。

不接受: 0 人

意見: 沒有

表示不清楚: 0 人

意見: 沒有

(d) 釣魚平台: 位於北角渡輪碼頭西面的平台上 / 平台總面積約 400 平方米
(部分釣魚平台將位於東區走廊的地基上, 需額外增加覆蓋海面面積 (超出東區走廊的地基範圍以外) 約 300 平方米。)

接受: 9 人

意見:

- 建議提供妥善環境, 確保行人及釣魚人士安全。

表示不接受: 0 人

意見: 沒有

表示不清楚: 0 人

意見: 沒有

(e) 單車租借亭: 位於海裕街現有土地上 (無須填海或板道覆蓋海面)

接受: 3 人

意見:

- 表示支持提供單車徑，故應提供單車租借亭作配套設施。
- 建議增加更多單車租借亭。

不接受: 6 人

意見:

- 表示反對提供單車徑，故反對提供單車租借亭配套設施。
- 擔心會加重當區交通負荷。

表示不清楚: 0 人

意見: 沒有

(f) 單車停泊處: 位於北角渡輪碼頭西面的平台上 (額外增加板道覆蓋海面面積約 70 平方米)

接受: 4 人

意見:

- 表示支持提供單車徑，故應提供單車停泊處作配套設施。

不接受: 5 人

意見:

- 表示反對提供單車徑，故反對提供單車停泊處配套設施。

表示不清楚: 0 人

意見: 沒有

(g) 餐飲亭: 位於現有土地上 (無須填海或板道覆蓋海面)

接受: 5 人

意見:

- 同意並表示有實質需要。
- 建議提供雪糕車。

不接受: 4 人

意見:

- 認為應該把商機轉向區內商戶，不需阻礙行人板道。

表示不清楚: 0 人

意見: 沒有

(h) 其他意見

- 認為行人板道需要安全和管理措施。
- 關注用料及維修問題。
- 建議提供公廁(可參考香港仔海濱公廁)、飲水機。有意見表示希望不要放置垃圾桶。
- 表示不反對讓寵物進入行人板道。
- 建議提供地方讓緊急車輛(救護車)進入，例如糖水道附近

第 6 組

協論員：馬俊恒先生 Mr. Dennis Ma

出席人士 (共 9 人)

CHIU Man Shing	LEUNG Yin Man, Marcus
Peter LAW	FAN Frankie
MOK Chung Shing (媒體)	TANG, YY Gloria
LAI Ming Yan, Yanny	NG Mau Sun, Sunny
HON Kwok Wai, Eric	

問題 1：您是否同意沿銅鑼灣至鰂魚涌海濱提供一條連綿不斷的行人通道，是讓公眾充分享用維港這公有資產所必要的？

同意: 9 人

意見:

- 表示同意。認為現時缺乏一條連貫性的行人通道，接通北角至鰂魚涌海濱，需要給予市民(特別是長者)享用海濱機會。

不同意: 0 人

意見: 沒有

表示不清楚: 0 人

意見: 沒有

問題 2：您是否接受在以下的社區層面，行人板道具備當前迫切的需要？

(a) 鼓勵公眾透過一條安全和牢固的通道前往銅鑼灣至鰂魚涌海濱。該段海濱目前被私人地段、道路、公用設施和碼頭所間斷阻隔。東區走廊亦是港島東海濱實體上及視線上的障礙

接受: 9 人

意見:

- 表示需要提供安全的通道讓市民(特別是長者)使用海濱。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(b) 提供比現時東區的行人路徑更好的步行環境

接受: 9 人

意見:

- 關注接近東區走廊部分的空氣質素。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(c) 吸引公眾前往海濱步行，並鼓勵居民用更多時間進行體能運動(如緩步跑)，以實踐更健康的生活模式

接受: 9 人

意見:

- 同意可提升社交活動。
- 建議寵物也可以使用。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(d) 提供更好的通道前往海濱，為東區帶來新的消閒活動

接受: 9 人

意見:

- 表示行人板道可以提供散步、觀景及拍拖好地方。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(e) 加強香港居民之間的正面社區互動

接受: 8 人

意見:

- 同意為各階層的市民提供一個新的地方享用維多利亞港海濱。

不接受: 0 人

意見: 沒有

表示資料不足: 1 人

意見:

- 認為不能限制活動的性質。

(f) 行人板道將增加人流量，以促進東區乃至香港的本地經濟發展（如餐飲設施及水陸連接活動）

接受: 8 人

意見:

- 同意提供行人板道可促進東區經濟發展，但未必惠及全港經濟。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(g) 行人板道將吸引公眾將其用作活動場地

接受: 9 人

意見:

- 認為行人板道闊度不應限制於保護海港條例；建議應該增加板道闊度。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(h) 行人板道將可作為地標性構築物，有助提升香港作為優質旅遊城市的形象

接受: 8 人

意見:

- 同意必須提供行人板道，讓市民能夠欣賞日出和日落，可參考青衣海濱長廊設計。

不接受: 3 人

意見:

- 認為沒有必要提供地標性構築物，只需滿足市民優質生活的基本要求。

表示資料不足: 0 人

意見: 沒有

(i) 行人板道將為現有英皇道/電氣道/渣華道的行人路提供替代路線，能緩解空氣污染及噪音對行人的影響

接受: 0 人

意見: 沒有

不接受: 9 人

意見: 認為行人板道並非替代路線; 只是滿足市民不同需要。

表示資料不足: 0 人

意見: 沒有

(ii) 行人板道將可作為地標性構築物，改善當區海濱的視覺質素及景觀特色。

接受: 8 人

意見:

- 同意行人板道可改善當區海濱的視覺質素及景觀特色。

不接受: 4 人

意見: 認為行人板道沒有必要是地標性構築物。

表示資料不足: 0 人

意見: 沒有

問題 3：我們現在尋求您對行人板道哪些的擬建部份可以滿足社區的當前迫切需要的看法。

除了行人通道(行人板道核心部份)，請指出下列哪些組成部分是您認為要滿足在問題 1 中選擇的需要所不可或缺的

(a) 行人通道: 約 2 公里長 / 板道闊 5 米 (填海形式為十個新保護結構，填海總面積約為 300 平方米 / 板道覆蓋海面大約 8,250 平方米 / 限制船隻前往約 730 米長的現有海濱)

接受: 9 人

意見:

- 同意提供 5 米闊的行人通道。

不接受: 0 人

意見: 沒有

表示不清楚: 0 人

意見: 沒有

(b) 單車徑: 約 2 公里長 / 行人板道大部份路段的總闊度擴闊至 7.5 米以容納單車徑 (額外增加板道覆蓋海面面積約 4,550 平方米)

接受: 9 人

意見:

- 表示如果建議的行人通道為 5 米闊，單車道為 4 米闊，會有條件接受提供單車徑。

不接受: 0 人

意見: 沒有

表示不清楚: 0 人

意見: 沒有

(c) 觀景平台: 共 4 個觀景平台 / 每個約 20 平方米
(4 個觀景平台額外增加板道覆蓋海面面積約 80 平方米)

接受: 9 人

意見:

- 贊成提供觀景平台。
- 建議考慮增加板道闊度，可取消觀景平台

不接受: 0 人

意見: 沒有

表示不清楚: 0 人

意見: 沒有

(d) 釣魚平台: 位於北角渡輪碼頭西面的平台上 / 平台總面積約 400 平方米 (部分釣魚平台將位於東區走廊的地基上, 需額外增加覆蓋海面面積 (超出東區走廊的地基範圍以外) 約 300 平方米。)

接受: 7 人

意見: 沒有

表示不接受: 5 人

意見:

- 認為釣魚人士可以在任何地方釣魚, 提供釣魚平台不能發揮其實際功用。

表示不清楚: 0 人

意見: 沒有

(e) 單車租借亭: 位於海裕街現有土地上 (無須填海或板道覆蓋海面)

接受: 9 人

意見: 沒有

不接受: 0 人

意見: 沒有

表示不清楚: 0 人

意見: 沒有

(f) 單車停泊處: 位於北角渡輪碼頭西面的平台上 (額外增加板道覆蓋海面面積約 70 平方米)

接受: 7 人

意見: 沒有

不接受: 0 人

意見: 沒有

表示不清楚: 0 人

意見: 沒有

(g) 餐飲亭: 位於現有土地上 (無須填海或板道覆蓋海面)

接受: 9 人

意見:

- 建議提供洗手間

不接受: 0 人

意見: 沒有

表示不清楚: 0 人

意見:

- 建議增設洗手間。

(h) 其他意見

- 建議可增加覆蓋海面面積，充分利用東區走廊下與現有北角碼頭的空間。
- 贊成寵物可以使用行人板道。
- 促請盡快興建行人板道。

第 7 組

協論員：柳欣榮先生 Mr. Jimmy Lau

出席人士 (共 10 人)

Martin Chan	Ling Yuen Chi, Nelson
Tsui Ngar Kok, Jacob	Lee Tat Kwong, Thomas
Man Chi Kwong	Chang Fan, Giovanni
Lo Wai Cheung	Liu Tak Yee, Eliot
Pang Chi Ho, Murphy	Kwan Kin Wah, Kelvin

問題 1：您是否同意沿銅鑼灣至鰂魚涌海濱提供一條連綿不斷的行人通道，是讓公眾充分享用維港這公有資產所必要的？

同意: 10 人

意見: 沒有

不同意: 0 人

意見: 沒有

表示不清楚: 0 人

意見: 沒有

問題 2：您是否接受在以下的社區層面，行人板道具備當前迫切的需要？

(a) 鼓勵公眾透過一條安全和牢固的通道前往銅鑼灣至鰂魚涌海濱。該段海濱目前被私人地段、道路、公用設施和碼頭所間斷阻隔。東區走廊亦是港島東海濱實體上及視線上的障礙

接受: 10 人

意見: 沒有

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見:

- 擔心行人板道能否承受緊急車輛的重量。
- 擔心北角碼頭會受影響。
- 關注會否佔用私人地段空間。

- 關注會否有交通工具接駁到行人板道。
- 關注如何駁通油街的行人通道。

(b) 提供比現時東區的行人路徑更好的步行環境

接受: 10 人

意見: 沒有

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見:

- 擔心提供綠化設施會影響行人板道闊度。
- 建議美化現時東區走廊橋底的環境。
- 關注街燈的設計及安排。
- 關注行人板道的開放時間。
- 近北角碼頭一段的行人板道現時擬建的走線是向內陸彎入的，建議拉順該段走線，以方便行人及單車徑使用者。
- 建議加以善用興建行人板道所造成的影響水域面積。
- 應與行人板道附近的私人住宅業主溝通，諮詢他們的意見。

(c) 吸引公眾前往海濱步行，並鼓勵居民用更多時間進行體能運動(如緩步跑)，以實踐更健康的生活模式

接受: 10 人

意見:

- 建議善用行人板道的走線高低，發展特色運動。
- 可於行人板道上增設健身設備供市民使用。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(d) 提供更好的通道前往海濱，為東區帶來新的消閒活動

接受: 10 人

意見: 沒有

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見:

- 表示行人板道未必能夠增加人流前往海濱。

(e) 加強香港居民之間的正面社區互動

接受: 10 人

意見:

- 同意可吸引市民於行人板道上與他人交流互動，例如舉辦太極班。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見:

- 建議加闊行人板道以方便市民進行活動，如擔心填海問題可考慮使用浮台形式建造板道。

(f) 行人板道將增加人流量，以促進東區乃至香港的本地經濟發展（如餐飲設施及水陸連接活動）

接受: 6 人

意見: 沒有

不接受: 0 人

意見: 沒有

表示資料不足: 4 人

意見:

- 表示欠缺數據支持行人板道能有助增加人流量。
- 認為行人板道建成後，部份市民可能會傾向選擇步行，減低使用附近巴士及小巴，影響司機生計。
- 認為單獨提供行人板道，欠缺賣點吸引遊客。

(g) 行人板道將吸引公眾將其用作活動場地

接受: 10 人

意見: 沒有

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

(h) 行人板道將可作為地標性構築物，有助提升香港作為優質旅遊城市的形象

接受: 9 人

意見:

- 建議售賣具香港特色的街頭小食。

不接受: 0 人

意見: 沒有

表示資料不足: 1 人

意見:

- 認為要使行人板道成為地標，須有特別的外觀設計或配合具特色的主題。

(i) 行人板道將為現有英皇道/電氣道/渣華道的行人路提供替代路線，能緩解空氣污染及噪音對行人的影響

接受: 10 人

意見: 沒有

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見:

- 關注單車於出入口處駛出板道時可能會對附近行人造成影響。

(j) 行人板道將可作為地標性構築物，改善當區海濱的視覺質素及景觀特色。

接受: 10 人

意見:

- 現時該區海旁的景觀不美觀，被東區走廊及其他建築物阻礙，行人板道能有助改善景觀。

不接受: 0 人

意見: 沒有

表示資料不足: 0 人

意見: 沒有

問題 3：我們現在尋求您對行人板道哪些的擬建部份可以滿足社區的當前迫切需要的看法。

除了行人通道(行人板道核心部份)，請指出下列哪些組成部分是您認為要滿足在問題 1 中選擇的需要所不可或缺的

(a) 行人通道: 約 2 公里長 / 板道闊 5 米 (填海形式為十個新保護結構，填海總面積約為 300 平方米 / 板道覆蓋海面大約 8,250 平方米 / 限制船隻前往約 730 米長的現有海濱)

接受: 10 人

意見:

- 認為區內街道交通繁忙，有必要沿海興建行人板道。

不接受: 0 人

意見: 沒有

表示不清楚: 0 人

意見: 沒有

(b) 單車徑: 約 2 公里長 / 行人板道大部份路段的總闊度擴闊至 7.5 米以容納單車徑 (額外增加板道覆蓋海面面積約 4,550 平方米)

接受: 9 人

意見: 沒有

不接受: 0 人

意見: 沒有

表示不清楚: 1 人

意見:

- 認為 3.5 米的行人路太窄。
- 認為出入口處單車對現時交通情況的影響尚是未知之數。
- 如果單車徑能伸延到中環，才支持在行人板道中加入單車徑。

(c) 觀景平台: 共 4 個觀景平台 / 每個約 20 平方米

(4 個觀景平台額外增加板道覆蓋海面面積約 80 平方米)

接受: 10 人

意見:

- 建議能加大觀景平台面積。

不接受: 0 人

意見: 沒有

表示不清楚: 0 人

意見: 沒有

(d) 釣魚平台: 位於北角渡輪碼頭西面的平台上 / 平台總面積約 400 平方米

(部分釣魚平台將位於東區走廊的地基上, 需額外增加覆蓋海面面積 (超出東區走廊的地基範圍以外) 約 300 平方米。)

接受: 10 人

意見:

- 建議興建保護裝置(如: 圍欄)保護行人, 以免被釣魚人士影響。

表示不接受: 0 人

意見: 沒有

表示不清楚: 0 人

意見: 沒有

(e) 單車租借亭: 位於海裕街現有土地上 (無須填海或板道覆蓋海面)

接受: 10 人

意見:

- 認為可以方便沒有單車的市民使用單車徑。
- 認為可減少行人板道出入口處的單車進出及非法停泊。

不接受: 0 人

意見: 沒有

表示不清楚: 0 人

意見: 沒有

(f) 單車停泊處: 位於北角渡輪碼頭西面的平台上 (額外增加板道覆蓋海面面積約 70 平方米)

接受: 10 人

意見:

- 認為可以減少單車非法停泊。

不接受: 0 人

意見: 沒有

表示不清楚: 0 人

意見: 沒有

(g) 餐飲亭: 位於現有土地上 (無須填海或板道覆蓋海面)

接受: 9 人

意見:

- 認為既然提供餐飲設施，可考慮將行人板道延長，駁通整個香港島海岸線。

不接受: 0 人

意見: 沒有

表示不清楚: 1 人

意見:

- 不希望餐飲亭太商業化。

(h) 其他意見

- 建議增設洗手間。
- 希望能盡快興建行人板道。

Rundown for Community Workshops

12:45 – 13:00	● Registration
13:00 – 14:00*	Site Visit
14:00 – 14:30	● Registration
14:30 – 14:35	Welcoming Remarks
14:35 – 14:40	Introduce programme rundown
14:40 – 15:00	Presentation <ul style="list-style-type: none"> ● Boardwalk Proposal ● Implication of PHO ● Impact of additional facilities on the extent of reclamation
15:00 – 16:15	Group Discussion <ul style="list-style-type: none"> ● Views on overriding public needs ● Views on facilities to be provided
16:15 – 16:40	Group Reporting
16:50 – 17:00	Way Forward and Acknowledgements Closing remarks



Community Workshop No. 2

Appendix I7

Questionnaire Survey Findings and Analysis (Scanned Copies in DVD Rom)

Summary of Questions in the Questionnaire (Refer Appendix A for complete questionnaire)

Question 1

Do you agree that providing continuous, non-interrupted public access along the harbourfront from Causeway Bay to Quarry Bay is essential for the public to enjoy the full benefit of the harbour as a public asset?

Question 2

- (A) Promote public access to the harbourfront from Causeway Bay to Quarry Bay through a safe and secure access which is otherwise currently dissected and hindered by private lots, roads, utilities, jetties, as well as the IEC which is both a physical and visual barrier to the harbour along the Island East harbourfront
- (B) Provide a better walking environment than the current pedestrian options in Eastern District
- (C) Attract people to walk more along the harbourfront and encourage residents to spend more time in physical activities such as jogging, and thereby help adopt a healthier lifestyle
- (D) Enable new leisure activities in Eastern District through better access to the harbourfront
- (E) Enhance positive social interaction between Hong Kong residents
- (F) The boardwalk will increase people flow, thus help sustain and promote the prosperity of the local economy (e.g. food and beverage facilities and water-land interface activities) in the Eastern District and Hong Kong at large.
- (G) The boardwalk will attract people using it as an event venue.
- (H) The boardwalk as an iconic structure would enhance the image of Hong Kong as a premier tourist destination.
- (I) The boardwalk will provide an alternative route for pedestrians currently using the footpath along King's Road / Electric Road / Java Road which would relieve pedestrians from poor air quality and noise pollution en route.
- (J) The boardwalk as an iconic structure will improve the visual quality and landscape character of the harbourfront in the District.

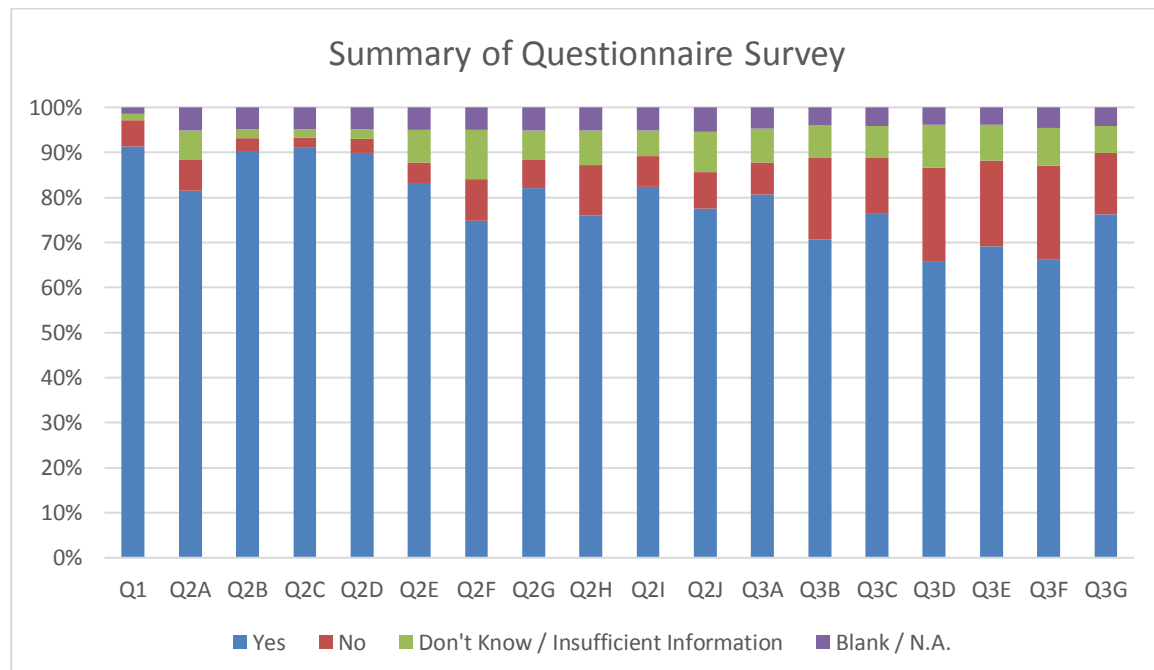
Question 3

As well as the walkway which is a core component of the boardwalk, please indicate below which components you accept address the needs mentioned earlier in Question 1.

Boardwalk Component	Reclamation (IEC Protection Structures) or Decking above the Sea or Restriction of Marine Access to Shoreline
(A) Pedestrian walkway <ul style="list-style-type: none"> length approx 2km boardwalk width 5m 	Reclamation in the form of ten new protection structures, with total area of reclamation approx 300m ² Area of decking above the sea approx 8,250m ² Restriction of boat access to approx 730m length of existing shoreline
(B) Cycleway <ul style="list-style-type: none"> length approx 2km boardwalk widened to 7.5m over most of its length to accommodate the cycle track 	Additional area of decking above the sea approx 4,550m ²
(C) Viewing platforms <ul style="list-style-type: none"> total four platforms area of each platform approx 20m² 	Additional area of decking above the sea for all four viewing platforms approx 80m ²
(D) Fishing platform <ul style="list-style-type: none"> on platform deck to west of North Point Ferry Pier total area of platform approx 400m² 	Part of the fishing platform will be on the IEC foundations, additional area of platform decking that extends above the sea (beyond the IEC foundations) approx 300m ²
(E) Cycle rental kiosk <ul style="list-style-type: none"> located on existing land at Hoi Yu Street 	No reclamation or decking above the sea required
(F) Bicycle parking <ul style="list-style-type: none"> on platform deck to west of North Point Ferry Pier 	Additional area of decking above the sea approx 70m ²
(G) Food & beverage kiosks <ul style="list-style-type: none"> located on existing land 	No reclamation or decking above the sea required

Summary of Questionnaire Survey

Question	Quantity	Yes		No		Don't Know / Insufficient Information		Blank / N.A.	
Q1	1306	1193	91.3%	76	5.8%	18	1.4%	19	1.5%
Q2A	1306	1064	81.5%	89	6.8%	85	6.5%	68	5.2%
Q2B	1306	1179	90.3%	37	2.8%	27	2.1%	63	4.8%
Q2C	1306	1189	91.0%	29	2.2%	24	1.8%	64	4.9%
Q2D	1306	1174	89.9%	40	3.1%	28	2.1%	64	4.9%
Q2E	1306	1086	83.2%	60	4.6%	95	7.3%	65	5.0%
Q2F	1306	977	74.8%	121	9.3%	142	10.9%	66	5.1%
Q2G	1306	1071	82.0%	83	6.4%	84	6.4%	68	5.2%
Q2H	1306	992	76.0%	147	11.3%	100	7.7%	67	5.1%
Q2I	1306	1075	82.3%	90	6.9%	74	5.7%	67	5.1%
Q2J	1306	1012	77.5%	106	8.1%	118	9.0%	70	5.4%
Q3A	1306	1054	80.7%	93	7.1%	98	7.5%	61	4.7%
Q3B	1306	923	70.7%	236	18.1%	95	7.3%	52	4.0%
Q3C	1306	999	76.5%	160	12.3%	92	7.0%	55	4.2%
Q3D	1306	861	65.9%	271	20.8%	123	9.4%	51	3.9%
Q3E	1306	903	69.1%	249	19.1%	103	7.9%	51	3.9%
Q3F	1306	865	66.2%	271	20.8%	111	8.5%	59	4.5%
Q3G	1306	995	76.2%	179	13.7%	78	6.0%	54	4.1%
The number who said yes to any of Q1 or Q2A-J is 1264 (96.8%) out of 1306									
The number who said yes to none of Q1 nor Q2A-J is 42 (3.2%) out of 1306									



Appendix I8

Photos of Briefing Sessions



Briefing Session organized by District Councillor Ting Kong Ho on 2 March 2016



Briefing Session organized by LegCo Councillor Kwok Wai Keung on 30 March 2016

Appendix I9

Media Coverage during Stage 1 Community Engagement

Media Coverage during Stage 1 Community Engagement

List of Media Coverage during Stage 1 Community Engagement

	Source	Publishing/Aired date	Title
1.	TVB Jade's "A Closer Look" (無綫電視「時事多面睇」)	22.2.2016	東區走廊下之行人板道研究
2.	Ta Kung Pao (大公報)	27.2.2016	東區浮橋板道構思受歡迎
3.	Sing Tao Daily (星島日報)	27.2.2016	東廊板道建樁 或違保港條例
4.	Bastille Post (巴士的報),	27.2.2016	東廊行人板道建樁 或違保港條例
5.	The Sun (太陽報)	1.3.2016	大搜查：東廊行人板道 掀填海爭拗
6.	The Sun (太陽報)	1.3.2016	大搜查：板道賞心樂事 環團支持興建
7.	The Sun (太陽報)	1.3.2016	大搜查：專家：設施勿貪多
8.	Stand News (立場新聞)	27.3.2016	北角東區走廊下擬建 2 公里行人板道 陳茂波：不涉填海
9.	Hong Kong Economic Journal (信報)	27.3.2016	陳茂波：東區走廊底建行人板道 貫通維港海濱
10.	RTHK Online Latest News (香港電台即時新聞)	27.3.2016	陳茂波網誌：政府正研究東區走廊下興建行人板道
11.	Digital Broadcasting Corporation (DBC 數碼電台)	27.3.2016	陳茂波：東區走廊下興建行人板道不會有新填海地
12.	Metro Broadcasting Corporation (新城電台)	27.3.2016	政府建議東廊下興建約兩公里行人板道
13.	Commercial Radio (商業電台)	27.3.2016	陳茂波指東區走廊下行人板道不會有新填海地
14.	Hong Kong Commercial Daily (香港商報)	28.3.2016	東廊底熱盼建行人板道
15.	Wen Wei Pao (文匯報)	28.3.2016	東廊擬建行人板道 促進舊區經濟
16.	Oriental Daily News (東方日報)	28.3.2016	東廊下研建板道漫步海濱
17.	The Sun (太陽報)	28.3.2016	東廊板道善用橋墩搭建
18.	Headline Daily (頭條日報)	28.3.2016	東廊橋底擬建行人板道
19.	Sing Pao (成報)	28.3.2016	東廊下建板道可漫步海濱諮詢展開 盼帶來三方面效益

Media Coverage during Stage 1 Community Engagement

大公報

東區浮橋板道構思受歡迎

2016 年 2 月 27 日

【大公報訊】記者梁康然報道：政府提議建造“東區海旁行人板道”，有關工程的第一階段社區參與諮詢已經完成。整體意見反映，社會接受興建板道。政府將會為有關工程進行科技評估及研究可行方案。預計可在本年第二季度訂出板道設計，屆時將會進行“第二階段社區參與”諮詢。

政府綜合第一階諮詢的意見，發現受訪者認同在東區走廊下的海面建造浮橋板道，可有助公眾共享維港，並認為板道可滿足不同的社區需求，同時應為板道加置不同設施，如觀景台、海釣平台、單車徑、租借單車設備等，以提升板道的吸引力及市民需求。

土木工程拓展署表示，就第一階諮詢所得的意見，反映行人板道可滿足公眾需求。署方將會為板道工程，作進一步的科技評估，之後就會制定詳細的行人板道設計。估計有關設計工作可在本年第二季完成，屆時就會推出有關設計，開展“第二階段社區參與”諮詢，以了解公眾對有關設計的意見。

Media Coverage during Stage 1 Community Engagement

巴士的報

2016 年 02 月 27 日

東廊行人板道建樁 或違保港條例

<http://www.bastillepost.com/hongkong/3-%E7%A4%BE%E6%9C%83%E4%BA%8B/1039008-%E6%9D%B1%E5%BB%8A%E8%A1%8C%E4%BA%BA%E6%9D%BF%E9%81%93%E5%BB%BA%E6%A8%81-%E6%88%96%E9%81%95%E4%BF%9D%E6%B8%AF%E6%A2%9D%E4%BE%8B?r=w>

政府擬於東區走廊之下興建行人板道，連接北角油街至鰂魚涌海裕街。按最新設計，板道將覆蓋約 8250 平方米的維港海面，新建樁柱 10 支，涉填海面積 300 平方米，可能違反《保護海港條例》。政府指板道結構雖不影響海牀或水面，仍會限制使用水域。

土木工程拓展署正就東區走廊下之行人板道進行研究和公眾諮詢，板道將連北角油街以北的將來休息用地，以及鰂魚涌海裕街，並設出入口接駁糖水道和北角邨重建後的海濱長廊，落成後可貫通銅鑼灣與鰂魚涌海濱。整條板道影響水域面積約 4300 平方米，覆蓋水面面積亦達 8250 平方米。

維港水域受《保護海港條例》保護，條例對填海的界定為「任何為將海牀或前濱形成為土地而進行或擬進行的工程」，除非能證明有關工程具備凌駕性公眾需要，才獲准進行，而按照以往法庭判詞，公眾需要包括社會、經濟及環境需要。

行人板道核心地段約 2 公里長、5 米闊，署方亦提出附加設施會增加覆蓋海面面積，例如擴闊板道至 7 米以容納單車徑，會增加覆蓋海面面積 4550 平方米，增 4 個觀台會增加 80 平方米，設釣魚平台則增加 300 平方米，設單車停泊處則增加 70 平方米，而增設餐飲亭則不涉額外覆蓋海面面積。

Media Coverage during Stage 1 Community Engagement

星島日報

東廊板道建樁 或違保港條例

2016 年 02 月 27 日

政府擬於東區走廊之下興建行人板道，連接北角油街至鰂魚涌海裕街。按最新設計，板道將覆蓋約 8250 平方米的維港海面，新建樁柱 10 支，涉填海面積 300 平方米，可能違反《保護海港條例》。政府指板道結構雖不影響海牀或水面，仍會限制使用水域。

土木工程拓展署正就東區走廊下之行人板道進行研究和公眾諮詢，板道將連北角油街以北的將來休息用地，以及鰂魚涌海裕街，並設出入口接駁糖水道和北角邨重建後的海濱長廊，落成後可貫通銅鑼灣與鰂魚涌海濱。整條板道影響水域面積約 4300 平方米，覆蓋水面面積亦達 8250 平方米。

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行人板道核心地段約 2 公里長、5 米闊，署方亦提出附加設施會增加覆蓋海面面積，例如擴闊板道至 7 米以容納單車徑，會增加覆蓋海面面積 4550 平方米，增 4 個觀台會增加 80 平方米，設釣魚平台則增加 300 平方米，設單車停泊處則增加 70 平方米，而增設餐飲亭則不涉額外覆蓋海面面積。

行人板道覆蓋海面範圍	
板道核心部分	《保護海港條例》考慮 新建 10 個保護樁柱，涉及 300 平方米填海面積，而行人 板道覆蓋海面 8,250 平方米
板道附加設施	覆蓋海面面積
2 公里長、5 米 闊的行人板道	
2 公里長單車 徑，行人板道 須擴闊至 7.5 米	增加 4,550 平方米
釣魚平台	增加 300 平方米
4 個觀景平台	增加 80 平方米
單車停泊處	增加 70 平方米

Media Coverage during Stage 1 Community Engagement



林振德指海裕街段須升至離海約十米。



Media Coverage during Stage 1 Community Engagement

太陽報

2016 年 3 月 1 日

大搜查：板道賞心樂事 環團支持興建

東區走廊行人板道一直只聞樓梯響，原因是《保護海港條例》限制維港填海，除非取得絕對性的凌駕性公眾需要，否則政府擔心推展計劃，會遭團體法律挑戰。保護海港協會和環保觸覺向本報表明，不反對興建行人板道，認為對公眾來說都是好事。

保護海港協會在海濱事務委員會代表陸恭正表明：「我們保持不反對態度，行人板道對大家好，雖然要填海，但係可以接受，因為落樁柱的地方，本身公眾都去不到。」至於行人板道規模，他認為「與其求其整條行人板道，倒不如加些大家覺得有價值的設施落去，否則只係浪費時間同金錢！」

環保觸覺總幹事譚凱邦亦稱：「我們不會因為樁柱而司法覆核，但政府有責任守法，不應在維港填海！」他認為東區走廊應有足夠空間和承托興建行人板道和單車徑，毋須填海，希望政府盡力不加樁柱。至於釣魚平台，譚認為並非必須，「維港有污水出口，釣到的魚也不適合食用，有行人板道和單車徑便夠了，已是賞心樂事！」

《保港例》屢阻填海

《保護海港條例》在九七前由當時的立法局議員、保護海港協會副主席、現任環境局副局長陸恭蕙以私人草案形式提出，條例簡單而有力，列明不得在維港填海，影響深遠。中環灣仔繞道工程便因此一波三折，填海規模大減；啟德發展變成零填海；政府最近重提研究填海覓地，選址亦只能在維港以外。保護海港協會○三年首次引用《保護海港條例》司法覆核，挑戰中環灣仔繞道工程要大規模填海，其後法庭判政府敗訴，法官在判詞中明確指出，除非有凌駕性公眾需要才可填海，政府亦須諮詢公眾。

Media Coverage during Stage 1 Community Engagement

太陽報

2016 年 3 月 1 日

大搜查：專家：設施勿貪多

東區走廊擬建行人板道，土木工程拓展署提出多項設施，如單車徑、釣魚平台及觀景平台等，諮詢公眾意見。專業學會和議員均認為，簡簡單單的行人板道，讓市民接近海濱，以最少填海範圍推進計劃便足夠，擔心太多設施反而令計劃難以實行。

建築師學會會長、海濱事務委員會成員吳永順坦言：「最緊要係做到先，否則愈叫愈多，有大量技術上問題，到頭來又做不到！」他認為最簡單的行人板道，行人與單車共用空間便足夠，不宜分開興建行人板道和單車徑，應以最少填海面積為原則。吳又指，「東區走廊行人板道講了好長時間，都有十年八年，政府成日擔心法律挑戰，一直裹足不前。」他稱海濱事務委員會亦認同一條連綿不絕的海濱長廊十分重要，是市民的願景，有利海濱發展，而填海範圍盡量少，是值得去做。

Media Coverage during Stage 1 Community Engagement

立場新聞

2016 年 3 月 27 日

北角東區走廊下擬建 2 公里行人板道 陳茂波：不涉填海

<https://www.thestandnews.com/society/%E9%99%B3%E8%8C%82%E6%B3%A2-%E5%8C%97%E8%A7%92%E6%9D%B1%E5%8D%80%E8%B5%B0%E5%BB%8A%E4%B8%8B%E5%BB%BA%E8%A1%8C%E4%BA%BA%E6%9D%BF%E9%81%93-%E4%B8%8D%E6%B6%89%E5%A1%AB%E6%B5%B7/>



行人板道工程構想圖 （相：東區走廊下之行人板道研究專頁）

發展局局長陳茂波發表網誌，指土木工程拓展署現正研究在東區走廊下，興建長兩公里的海濱行人板道，呼籲市民參與項目的公眾諮詢。陳茂波指出，行人板道工程將涉及《保護海港條例》所限制的填海工程，但指行人板道的建造，可採用不會有填海而成新土地的方式，僅興建少量必需的保護樁柱。

有關諮詢將於本月底結束。

陳茂波在網誌中提到，規劃署 2012 年建議由北角眾街至鰂魚涌海裕街之間，在東區走廊下興建長約兩公里的行人板道，但由於這項工程將涉及《保護海港條例》所限制的填海工程，政府當局須證明行人板道有凌駕性的公眾需要，方可進行工程。

陳茂波指出，當局考慮到保護海港條例的限制，建議在搭建板道時盡量利用東區走廊現有橋墩及保護結構，除了興建少量必需的樁柱，不會有填海而成的新土地；局方會繼續研究各項細節，確保行人板道工程能符合法例要求。

Media Coverage during Stage 1 Community Engagement



行人板道工程構想圖 （相：東區走廊下之行人板道研究專頁）



行人板道工程構想圖



行人板道走線

Media Coverage during Stage 1 Community Engagement

信報

2016 年 3 月 27 日

陳茂波:東區走廊底建行人板道 貫通維港海濱

發展局局長陳茂波最新網誌，指出土木工程拓展署正研究在東區走廊下興建行人板道，正進行第一階段社區參與活動諮詢市民意見。

陳茂波指出，目前北角一帶的海旁座落了一些商業大廈、私人住宅和政府辦公樓等，市民基本上難以接近當區的海濱。他認為，行人板道一旦落實，將可貫通銅鑼灣至鰂魚涌海濱，提供暢達的通道連接毗鄰地區，並可整合現時當區零散的海濱休憩用地；亦可成為大眾享用的社區設施，鼓勵市民步行或緩跑；又預計可帶動當區人流，促進附近一帶包括北角舊區的經濟活動；而且在建設行人板道時，將同時翻新東區走廊下的支柱和橋墩，改善橋下的空間景觀。

陳茂波提到規劃署 2012 年完成了《港島東海旁研究》，建議由北角油街至鰂魚涌海裕街之間，在東區走廊下興建一條約兩公里長的行人板道，有關建議當時獲得市民普遍支持，惟行人板道涉及《保護海港條例》所限制的填海工程，根據過往法院就條例的判決，政府部門必須經過嚴謹論證，證明行人板道有凌駕性的公眾需要，方可進行有關工程。

當局建議在搭建行人板道時，盡量利用東區走廊現有的橋墩及保護結構作為承托，除了興建少量必須的保護樁柱外，過程中不會有填海而成的新土地；而行人板道所覆蓋的海面，亦主要是東區走廊下的水域。



Media Coverage during Stage 1 Community Engagement

RTHK 即時新聞

2016 年 3 月 27 日

<http://news.rthk.hk/rthk/ch/component/k2/1251043-20160327.htm>

陳茂波網誌：政府正研究東區走廊下興建行人板道



發展局局長陳茂波表示，政府正研究在東區走廊下興建行人板道，方便市民在北角至鰂魚涌一帶沿海濱漫步。

陳茂波在網誌說，北角一帶的海旁座落了商業大廈和政府辦公樓等，市民難以接近海濱。規劃署早前建議由北角油街至鰂魚涌海裕街之間，在東區走廊下興建一條約 2 公里長的行人板道。

政府考慮到《保護海港條例》，建議盡量利用東區走廊現有橋墩及保護結構作為承托，除興建少量必須的保護樁柱外，過程中不會有填海而成的新土地，行人板道所覆蓋的海面，亦主要是東區走廊下的水域。

陳茂波說，政府正諮詢市民意見，會小心研究細節，確保回應公眾需要及符合法例要求。

Media Coverage during Stage 1 Community Engagement

DBC 數碼電台

2016 年 3 月 27 日

港聞

陳茂波：東區走廊下興建行人板道不會有新填海地

<http://www.dbc.hk/news-detail/id/119060/type/10/%E9%99%B3%E8%8C%82%E6%B3%A2%EF%BC%9A%E6%9D%B1%E5%8D%80%E8%B5%B0%E5%BB%8A%E4%B8%8B%E8%88%88%E5%BB%BA%E8%A1%8C%E4%BA%BA%E6%9D%BF%E9%81%93%E4%B8%8D%E6%9C%83%E6%9C%89%E6%96%B0%E5%A1%AB%E6%B5%B7%E5%9C%B0>

發展局局長陳茂波表示，土木工程拓展署正研究，在東區走廊下興建行人板道，方便市民可以在北角至鰂魚涌一帶沿著海濱漫步。

陳茂波在網誌撰文指，北角一帶的海旁被大廈或主要幹道所阻隔，規劃署建議興建一條約兩公里長的行人板道，改善北角海旁一帶的連貫性。但有關工程涉及《保護海港條例》所限制的填海工程，部門必須經過嚴謹論證，證明行人板道有凌駕性的公眾需要，才可開展工程，目前已就建議諮詢公眾意見。

陳茂波說，工程除了興建少量必須的保護樁柱外，不會有新填海土地。他期望市民在諮詢中，同時就行人板道附加其他設施，例如設置單車徑、觀景台、釣魚平台等，提供意見。

Media Coverage during Stage 1 Community Engagement

新城電台新聞

2016 年 3 月 27 日

<http://www.metroradio.com.hk/News/live.aspx?NewsId=20160327124603>

政府建議東廊下興建約兩公里行人板道

土木工程拓展署正研究，在東區走廊下興建一條約兩公里的行人板道，方便市民在北角至鰂魚涌一帶沿海濱漫步。但由於建議涉及保護海港條例所限制的填海工程，為證明行人板道有凌駕性的公眾需要，當局正就建議展開第一階段社區參與活動。

發展局局長陳茂波表示，希望在第一階段活動諮詢市民對行人板道附加設施的看法，例如設置單車徑、觀景台、釣魚平台等。

他說，在搭建行人板道時，盡量利用東廊現有的橋墩及保護結構作為承托，除興建少量必須的保護樁柱外，過程中不會有填海而成的新土地。當局會小心研究細節，確保建議回應公眾需要亦符合法例的要求。

Media Coverage during Stage 1 Community Engagement

商業電台

2016 年 3 月 27 日

http://www.881903.com/Page/ZH-TW/newsdetail.aspx?ItemId=862529&csid=261_341

陳茂波指東區走廊下行人板道不會有新填海地

發展局長陳茂波表示，土木工程拓展署正研究在東區走廊下興建行人板道，貫通北角至鰂魚涌一帶海濱，但有關工程涉及《保護海港條例》所限制的填海工程，部門必須經過嚴謹論證，證明行人板道有凌駕性的公眾需要，才可開展工程，目前已就建議諮詢公眾意見。

陳茂波說，考慮到《保護海港條例》的要求，工程將盡量利用東區走廊現有的橋墩及保護結構作為承托，除興建少量必須的保護樁柱外，不會有新填海土地；行人板道所覆蓋的海面，主要是東區走廊下的水域。他期望市民在諮詢中，同時就行人板道附加其他設施，例如設置單車徑、觀景台、釣魚平台等，提供意見。

Media Coverage during Stage 1 Community Engagement

香港商報

2016 年 3 月 28 日

東廊底熱盼建行人板道

【香港商報訊】記者周偉立報道：政府正就東區走廊底下興建行人板道進行第一階段社區參與活動。發展局局長陳茂波表示，行人板道貫通北角至鰂魚涌一帶海濱，但有關工程涉及《保護海港條例》所限制的填海工程，部門必須經過嚴謹論證，證明行人板道有凌駕性的公眾需要，才可開展工程。他呼吁市民就附加設施提出意見，例如設置單車徑、觀景台、釣魚平台等，又強調搭建行人板道時，會盡量利用東區走廊現有橋墩及保護結構作為承托，過程中不會有填海而成的新土地。

必須證明有凌駕性公眾需要

陳茂波昨日在網誌撰文表示，北角一帶的海旁坐落了一些商業大廈、私人住宅和政府辦公樓等，市民基本上難以接近當區的海濱。規劃署在 2012 年完成了《港島東海旁研究》，建議由北角油街至鰂魚涌海裕街之間，在東區走廊底下興建一條約 2 公里長的行人板道，以改善北角海旁一帶的連貫性，有關建議當時獲得市民普遍支持。

陳茂波指出，由於行人板道涉及《保護海港條例》所限制的填海工程，根據過往法院就條例的判決，政府部門必須經過嚴謹論證，證明行人板道有凌駕性的公眾需要，方可進行有關工程。

他又說，在搭建行人板道時，政府會盡量利用東區走廊現有的橋墩及保護結構作為承托，除了興建少量必需的保護樁柱外，過程中不會有填海而成的新土地，至於行人板道所覆蓋的海面，亦主要是東區走廊下的水域，強調政府會繼續小心研究各項細節，確保建議在回應公眾需要的同時亦能符合相關法例的要求。

盡量利用現有橋墩不會填海

陳茂波介紹，行人板道可望為社會、經濟、民生帶來效益，包括可貫通銅鑼灣至鰂魚涌的海濱，提供暢達的通道連接毗鄰地區，并可整合現時當區零散的海濱休憩用地；成為大眾享用的社區設施，鼓勵市民步行或緩跑，多做運動，實踐健康生活；預計可以吸引更多人前往海濱，帶動當區人流，促進附近一帶包括北角一些舊區的經濟活動；建設行人板道時將同時翻新東區走廊下的支柱和橋墩，改善橋底下的空間景觀。

居民普遍對板道工程表歡迎

Media Coverage during Stage 1 Community Engagement

他又希望在第一階段社區參與活動中，諮詢市民對行人板道附加其他設施的看法，例如設置單車徑、觀景台、釣魚平台等。

居民普遍對興建行人板道表示歡迎，有團體一直爭取興建貫通港島北岸的單車徑，部分路線覆蓋擬建的行人板道，但根據政府早前公布的最新設計，行人板道寬度約3至5米，單車徑僅作為附加設施，是否正式納入板道仍有待社會討論。

香港單車同盟建議，單車徑從堅尼地城加多近街開始，沿西環海旁，途經西區副食品批發市場、中山紀念公園和中環碼頭，然後繞過會展新翼，穿過灣仔第二期填海區，經銅鑼灣海旁進入東區走廊底部擬建的行人板道，直至鰂魚涌再沿海旁而行，途經筲箕灣避風塘，最后在東區走廊旁辟設單車徑，抵達終點杏花邨，路線全長逾10公里。

Media Coverage during Stage 1 Community Engagement

文匯報

2016 年 3 月 28 日

東廊擬建行人板道 促進舊區經濟

發展局局長陳茂波昨日發表為題「連繫東西 共享維港」的《局長隨筆》，指關於在東區走廊下興建行人板道，連接北角至鰂魚涌一帶海濱的第一階段公眾諮詢現正進行，希望多聽市民意見。政府指落實行人板道可望為社會、經濟、民生帶來效益，整合現時當區零散的海濱休憩用地。諮詢將於本月底結束。

規劃署在 2012 年完成《港島東海旁研究》，建議由北角油街至鰂魚涌海裕街之間，在東區走廊下興建一條約兩公里長的行人板道，以改善北角海旁一帶的連貫性；然而由於行人板道涉及《保護海港條例》所限制的填海工程，土木工程拓展署現正就有關建議展開第一階段社區參與活動，諮詢市民。

陳茂波在昨日發表的《局長隨筆》中提出，落實行人板道可整合現時當區零散的海濱休憩用地，成為大眾享用的社區設施，鼓勵市民步行或緩跑，實踐健康生活；他預計行人板道可吸引更多人前往海濱，促進附近一帶舊區的經濟活動；而建設行人板道同時翻新東區走廊下的支柱和橋墩，改善橋下的空間景觀。

他表示，考慮到《保護海港條例》，政府建議搭建行人板道時盡量利用東區走廊現有的橋墩及保護結構作為承托，除了興建少量必須的保護樁柱外，過程中不會有填海而成的新土地。

第一階段社區參與活動將進行至本月底，陳茂波表示，希望諮詢市民對行人板道附加其他設施的看法，例如設置單車徑、觀景台、釣魚平台等，歡迎市民到相關主題網頁或 facebook 專頁表達意見。 ■記者 陳敏婷

Media Coverage during Stage 1 Community Engagement

東方日報

2016 年 3 月 28 日

http://orientaldaily.on.cc/cnt/news/20160328/00176_049.html

東廊下研建板道漫步海濱

【本報訊】土木工程拓展署正公開諮詢市民對東區走廊下興建行人板道的意見，日後遊人可漫步北角至鰂魚涌一帶的海濱。但由於行人板道涉及《保護海港條例》所限制的填海工程，容易引起爭議。發展局局長陳茂波強調，搭建板道時會盡量利用東區走廊現有橋墩及保護結構承托，除興建少量必須的保護樁柱外，過程不會有填海而成的新土地，而行人板道所覆蓋的海面亦主要涉及東區走廊下的水域。

連接北角至鰂魚涌

土木工程拓展署就行人板道工程的第一階段社區參與活動至本月底，以收集市民對附加其他設施的意見，例如單車徑、觀景台及釣魚平台等。陳茂波昨日發表網誌，指規劃署在二〇一二年完成《港島東海旁研究》，建議由北角油街至鰂魚涌海裕街之間，在東區走廊下興建一條約兩公里長的行人板道，改善北角海旁一帶的連貫性。陳續指，當局須證明行人板道有凌駕性的公眾需要，方可進行有關工程。

陳指落實興建行人板道可為社會、經濟及民生帶來效益。行人板道可貫通銅鑼灣至鰂魚涌的海濱，加強連接性，提供暢達通道連接毗鄰地區，整合現時該區零散的休憩用地，成為大眾享用的社區設施，鼓勵市民多做運動，並吸引更多人前往海濱，帶動該區人流，促進附近一帶包括北角舊區的經濟活動，而且在建設行人板道的同時，當局將一併翻新東區走廊下的支柱和橋墩，改善橋下空間景觀。

Media Coverage during Stage 1 Community Engagement

太陽報

東廊板道善用橋墩搭建

2016 年 3 月 28 日

http://the-sun.on.cc/cnt/news/20160328/00407_033.html

【本報訊】土木工程拓展署正公開諮詢市民對東區走廊下興建行人板道的意見，日後遊人們可漫步北角至鰂魚涌一帶的海濱。不過，由於行人板道涉及《保護海港條例》所限制的填海工程，容易引起爭議。發展局局長陳茂波強調，搭建板道時會盡量利用東區走廊現有橋墩及保護結構承托，除興建少量必須的保護樁柱外，過程不會有填海而成的新土地，而行人板道所覆蓋的海面亦主要涉及東區走廊下的水域。

土木工程拓展署就行人板道工程的第一階段社區參與活動至本月底，以收集市民對附加其他設施的意見，例如單車徑、觀景台及釣魚平台等。陳茂波昨日發表網誌，指規劃署在二〇一二年完成《港島東海旁研究》，建議由北角油街至鰂魚涌海裕街之間，在東區走廊下興建一條約兩公里長的行人板道，改善北角海旁一帶的連貫性。陳續指，當局須證明行人板道有凌駕性的公眾需要，方可進行有關工程。

陳茂波指落實興建行人板道可為社會、經濟及民生帶來效益。行人板道可貫通銅鑼灣至鰂魚涌的海濱，加強連接性，提供暢達通道連接毗鄰地區，整合現時該區零散的休憩用地，成為大眾享用的社區設施，鼓勵市民步行或緩跑，多做運動。

Media Coverage during Stage 1 Community Engagement

頭條日報

東廊橋底擬建行人板道

2016 年 3 月 28 日

http://news.stheadline.com/dailynews/content_hk/2016/03/28/365993.asp

政府正就在東區走廊橋底興建行人板道展開公眾諮詢。發展局局長陳茂波昨指，行人板道符合《保護海港條例》，建造時毋須填海，相信有關工程可為社會、經濟、民生帶來效益。

陳茂波在網誌以《連繫東西、共享維港》撰文表示，土木工程拓展署正研究在東區走廊下興建一條約兩公里長的行人板道，以便市民從北角沿海濱漫步至鰂魚涌，不受大廈或主要幹道所阻。但建造工程涉及《保護海港條例》所限制的填海工程，政府必須證明行人板道有凌駕性公眾需要，故展開諮詢市民。

他指，考慮到條例要求，工程將盡量利用東區走廊現有的橋墩及保護結構作為承托，除興建少量必須保護樁柱外，不會有新填海土地；行人板道所覆蓋的海面，主要是東區走廊下的水域。

Media Coverage during Stage 1 Community Engagement

成報

東廊下建板道可漫步海濱諮詢展開 盼帶來三方面效益

2016 年 3 月 28 日

發展局局長陳茂波昨日發布網誌表示，土木工程拓展署正研究，在東區走廊下興建行人板道，方便市民可以在北角至鰂魚涌一帶沿着海濱漫步，不再被大廈或主要幹道所阻隔，又稱希望在第一階段社區參與活動諮詢市民對行人板道附加其他設施的看法，例如設置單車徑、觀景台、釣魚平台等。本報港聞部報道

規劃署在 2012 年完成了《港島東海旁研究》，建議由北角油街至鰂魚涌海裕街之間，在東區走廊下興建一條約兩公里長的行人板道，以改善北角海旁一帶的連貫性，有關建議當時獲得市民普遍支持。為推展這項建議，土木工程拓展署正就興建行人板道的建議，展開第一社區參與活動，就建議諮詢市民意見。

社會經濟民生獲益

陳茂波表示，行人板道如可落實，將可望在社會、經濟、民生帶來效益，包括（一）加強連接性：行人板道可貫通銅鑼灣至鰂魚涌的海濱，提供暢達的通道連接毗鄰地區，並可整合現時當區零散的海濱休憩用地；（二）社區需要：行人板道可成為大眾享用的社區設施，鼓勵市民步行或緩跑，多做運動，實踐健康生活；（三）經濟需要：行人板道預計可吸引更多人前往海濱，帶動當區人流，促進附近一帶包括北角一些舊區的經濟活動；（四）環境需要：建設行人板道時將同時翻新東區走廊下的支柱和橋墩，改善橋下的空間景觀。

排除填海獲取土地

他又指出，考慮到《保護海港條例》，局方建議在搭建行人板道時，盡量利用東區走廊現有的橋墩及保護結構作為承托，除了興建小量必須的保護樁柱外，過程中不會有填海而成的新土地；而行人板道所覆蓋的海面，亦主要是東區走廊下的水域。他又承諾會確保建議在回應公眾需要的同時亦能符合相關法例的要求。

第一階段社區參與活動將至本月底進行，市民可到相關主題網頁或社交網 facebook 專頁表達意見。陳茂波稱，希望在第一階段社區參與活動諮詢市民對行人板道附加其他設施的看法，例如設置單車徑、觀景台、釣魚平台等。



Ref: <http://www.info.gov.hk/gia/general/201603/30/P201603300778.htm>



Members of the Task Force on Harbourfront Developments on Hong Kong Island of the Harbourfront Commission conduct a site visit for the proposed boardwalk under Island Eastern Corridor today (March 30).



The Task Force members are briefed on the proposed boardwalk under Island Eastern Corridor.

Appendix I10
Written Comments from
Professional Institutions / Organisations

HKI&I Dev. Office

- 1 APR 2016

RECEIVED



The Hong Kong Institute of Architects 60th Anniversary established since 1956
香港建築師學會六十周年紀念 ... 九五六年創會

Our Ref. : BLA/CEDD/BWIEC/VN/cw/1603
Your Ref. : HKI 2/7/4

By Fax and By Post
Fax No. : 2577 5040

31 March 2016

Director of Civil Engineering and Development
Civil Engineering and Development Department
13/F North Point Government Offices
333 Java Road
North Point
Hong Kong

Attn : Mr MAK Chi-biu, Project Manager (Hong Kong Island & Islands)

Dear Mr Mak

Stage 1 Community Engagement for Boardwalk underneath Island Eastern Corridor

Thank you for your letter dated 4 February 2016 informing the commencement of stage 1 community engagement for boardwalk underneath Island Eastern Corridor on 1 February 2016 as well as inviting the Institute to join the Focus Group Meeting on 17 February 2016.

Subsequent to the Institute's participation in the above focus group meeting, the Institute is pleased to deliver our views and comments to the proposed boardwalk underneath Island Eastern Corridor. Enclosed please find our written submission for your consideration.

Yours sincerely

Vincent Ng JP FHKIA RA
President

Encl



The Hong Kong Institute of Architects 60th Anniversary established since 1956
香港建築師學會六十周年紀念 九十五年創會

Stage 1 Community Engagement on Boardwalk Underneath Island Eastern Corridor HKIA Views and Comments

1. General

The HKIA is in support in principle to the development of Boardwalk underneath Island Eastern Corridor. The Institute considers that the government should take into account relevant factors and carry the best design solution forward in order to proceed with Community Engagement, detailed design and construction as soon as possible.

The project should proceed immediately without further dwelling on the issue of uncertainty on the application of PHO. If anyone doubt its legal status, let this be settled in court rather than to compromise good design principles for fearing they might not stand up in court. Good urban designs are what the community should be entitled to, not a mediocre design as restrained by self-imposed fear of vague rulings. It would then 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. Overall Identity

The Institute considers that the future Boardwalk underneath the Island Eastern Corridor should embrace a unique urban design such as to develop an identity to the place in terms of planning, urban design and architecture. We strongly recommend such integrated design to be considered 3-dimensionally, including the sky above, the cover of the Boardwalk, the connections to the surrounding urban fabric and related pedestrian walkthroughs and greenery etc.

Activities and facilities should be thoroughly considered to enable the place to possess a unique identity instead of arriving at a potentially left over space. The current urban design as shown is inadequate to generate the place into a vibrant pedestrian Boardwalk or urban oasis.

3. Public Accountability

The Institute considers that the Government should provide relevant and sufficient information for access by the public to monitor the development throughout the entire Public Engagement exercise. The Institute would consistently provide our views and advices to the Government in support of the Public Engagement and we urge the Government to provide sufficient information and data in the consultation process in order to ensure public accountability and the Institute can deploy our expertise in response to this Consultation.

For instance, the extent/percentage of increased "covered water" of the boardwalk is not graphically presented in the consultation document; this may affect public's opinions on how is the implication of PHO. The government shall consider supplement associated data. In addition, factors such as greening ratio, overall development area, proposed extent of commercial and institutional usage etc. should be identified and disclosed to the public to enable proper conduct of the Consultation and Public Engagement exercise.



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Stage 1 Community Engagement on Boardwalk Underneath Island Eastern Corridor HKIA Views and Comments (continued)

4. Access and Connectivity

Accesses and connection to the inland area of East Hong Kong should be more closely integrated; right now there are only two connections (at Tong Shui Road & Java Road) at the existing promenade of North Point. More pedestrian accesses to the Boardwalk shall be considered.

In addition to pedestrian accesses, visual connectivity and future outlook of the Boardwalk (including day-time, night time and festival events) should be holistically considered. From technical points of consideration, fire access, fire escapes and access for loading and unloading (for commercial and institutional usages) have not yet been duly and systematically considered in the present design.

5. Usage and Facilities Provision

The Institute considers the development is an unique opportunity to explore excellence in a green and sustainable urban design. In doing so, a well considered mix of usage and facilities are vital to the project success. The proposed usages outlined in the consultation document are not adequate; there shall be high variety of uses to create a truly vibrant Boardwalk at which both day and night activities can be carried out. The government shall consider more open space for usages like greenery & planters, performance area, playground, holiday market, etc. HKIA encourages the responsible government department to look into the example of the High Line Park in New York (<http://www.thehighline.org/>). Though linear and narrow, with innovative design and beautiful landscaping, this new cultural, leisure and recreational hub of New York is now attracting more than 5 million visitors each year.

CEDD should incorporate more planting where practically feasible to alleviate the gloomy effect imposed by the underside of the flyovers.

6. Width of the Boardwalk

Widening of the principal width of the Boardwalk shall be considered; the current proposed approximately 7m wide for shared use of pedestrian walkway and the cycle track is not an optimal design solution. Local widening to accommodate activities as highlighted in point 4 above should be considered in order to make better use of the proposed boardwalk. The social value and design quality of the proposed boardwalk should not be undermined by engineering and cost constraints.

7. Management

Management of the Boardwalk is indeed a big constraint to achieve a vibrant waterfront with diversity. Innovative designs may not be easily pursued if the Boardwalk is going to be managed by LCSD according to existing arrangement. The Government should establish a new management model for the Boardwalk.



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Stage 1 Community Engagement on Boardwalk Underneath Island Eastern Corridor HKIA Views and Comments (continued)

8. Reclamation and Potential Phased Developments

The overall design shall be holistic rather than constrained. Since the current proposal is already involve reclamation, the government shall carry on a more holistic design scheme to establish an “overriding public need for reclamation”, instead of having a solution based on the existing constraints.

The Institute considers that the Government should take into account the relevant laws of Hong Kong, including the Protection of Harbour Ordinance and prevailing court decisions as well as industry recommendations together systematically during the development process. The proposed Boardwalk is basically above water level except for the piles and columns. Further, the Boardwalk is very long in length. It is recommended that Government can seek for legal and professional advices whether the areas under scrutiny under Protection of Harbour Ordinance can be reduced in technical terms to the pipes and columns in order that development can proceed at quicker speed and momentum. Phased developments (where applicable and appropriate) may be considered in order to obtain legal approval (on reclamation issues and Town Planning approval) whilst the essential design and construction of the Boardwalk may continuously develop in good faith.

**The Hong Kong Institute of Architects
March 2016**

Hong Kong, 31 March 2016

Civic Engineering and Development Department
Hong Kong Island & Island Development Office
13/F, North Point Government Offices,
333 Java Road,
North Point, Hong Kong
Email: boardwalk@cedd.gov.hk

Comments on the Boardwalk project underneath Island Eastern Corridor

Dear Sirs,

Designing Hong Kong Limited is concerned over the captioned proposed project. We would like to share our views and suggestions:

- We support enhancing the continuous connectivity for pedestrians, joggers, cyclists, and dog walkers along the Victoria Harbour waterfront. The boardwalk appears to address a public need for access to and along the harbour where there is now none. Such public access will add value to the harbour.
- We note the recommendations by the Worcester Polytechnic Institute (WPI) study team in their recent research "Pedestrian Connectivity Along Victoria Harbour". They identified this as one of the missing physical links and their surveys showed overwhelming support for the boardwalk (although few people were aware of the actual proposals).
- At the same time, the boardwalk appears to minimize the impact on the harbour given the alternatives such as reclamation.
- However, insufficient information has been provided to justify the proposed dolphins.
- We urge Government to amend the design to maximize the beneficial use of the boardwalk. The public need is better served when more people can make good use of the boardwalk. Design improvements of the boardwalk should be made to maximize the use of the boardwalk.
- Connections between the boardwalk and existing residential and commercial buildings, and public spaces and roads should increase. This will improve the use of the proposed boardwalk. More access points between land and boardwalk allows more people to use it. This includes for example a link between East Healthy Street and the boardwalk.
- Make the Boardwalk as wide as possible so that it can be shared by walkers, joggers, line fishers, cyclists, etc. As for impairment of the harbour, what counts is the northern edge of the shadow – additional width to the south does not further impair the use of the harbour. The proposed minimal design (5m wide for walking only with few connections to/from land) unnecessarily limits the use of the board walk.
- Elevation changes should be minimized to make the use of the boardwalk convenient for children (with tricycles) and people with disabilities. The boardwalk can be levelled with the fire services pier and private piers near Healthy Street East. We note that the fire services regularly cross roads and pavements with equipment throughout the territory, and a boardwalk is no different from a pavement.

- Other notes:
 - Improvements of connections from the hinterland to the waterfront can be enhanced as shown in earlier studies by Urbis.
 - Pavements throughout the study area and adjacent areas should be widened and road design details should be softened to create a positive environment for pedestrians. Traffic calming measures should be implemented throughout the areas near the waterfront.
 - WPI also recommended much improved signage to indicate the current best route along the waterfront, including buy using moveable signs for temporary detours. We urge for early implementation.

Here we submitted for your consideration.

Designing Hong Kong Limited
March 2016

Encl.

1. "Pedestrian Connectivity Along Victoria Harbour", Interactive Qualifying Project Report, Study team from the faculty of Worcester Polytechnic Institute in partial fulfillment for the degree of Bachelor of Science, 50-52, 58-62