

ANNEX N

Stage 3 Community Engagement Report

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1 INTRODUCTION

1.1 Background

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

1.2 The Assignment

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

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

1.2.2 The main objectives of the Study are to:

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

1.3 Purpose and Objectives of Community Engagement

1.3.1 As the proposed Boardwalk appears to involve “reclamation” under the PHO, the Study adopts a step by step approach in demonstrating satisfaction of the overriding public need test. The community engagement (CE) exercise is a meaningful tool for collecting the public views and for establishing a compelling and present need of the community for the proposed Boardwalk, where appropriate.

1.3.2 The objectives of the Stage 3 Community Engagement (CE3) were three-fold:

- To present the Latest Scheme of the Boardwalk which sought to balance different views received during Stage 2 Community Engagement (CE2) for building consensus on the alignment of the Latest Scheme;

- To solicit the views and needs of the community on the details and associated facilities to be put forward for the Latest Scheme; and
- To engage the public and gain community support on the Latest Scheme.

1.3.3 CE3 was conducted from 25 February 2019 to 24 April 2019. The Latest Scheme of the Boardwalk incorporated the diverse views received from the public in CE2. CE3 presented the major views received during CE2, the Latest Scheme of the Boardwalk, and the major features of the Latest Scheme. Public responses to the Latest Scheme are collected and will serve as a reference in the detailed design stage.

1.4 Structure of the Report

1.4.1 This Section presents the background and the objectives of the CE for the Study. Details of CE channels and activities during the CE3 are summarized in Section 2 of the Report. Views received from the public and stakeholders during various CE activities are collated and summarized in Section 3 of the Report. Section 4 and Section 5 lay out the way forward of the Project.

2 DETAILS OF CHANNELS AND ACTIVITIES

2.1 Introduction

- 2.1.1 As part of the CE3, various activities including meetings with the HKTF and the Planning, Works and Housing Committee of the Eastern District Council (EDC), focus group meeting and community forums were held. Progress of the Study, findings of CE2 and the Latest Scheme of the Boardwalk were presented to the public and stakeholders via CE3 pamphlet, various CE3 activities and project website. The public and stakeholders were invited to provide their comments and opinions via project hotline, email, fax and mail. Highlights of the CE3 activities and channels are summarized below.

2.2 CE Activities

- 2.2.1 A summary of the CE3 activities carried out are listed below:

Table 2.1– List of CE3 Activities

Date	Activity	Venue
19 Feb 2019	Consultation with the Planning, Works and Housing Committee of EDC	Conference Room, 11/F, Eastern Laws Court Building
20 Feb 2019	Consultation with HKTF	Conference Room, 15/F, North Point Government Offices
Community Engagement 3 Activities (25 February 2019 to 24 April 2019)		
25 Feb 2019	Commencement of CE3	-
2 Mar 2019	1 st Community Forum	Multi-purpose Hall Causeway Bay Community Centre
5 Mar 2019	Focus Group Meeting for Professional Institutions, Academia, Green Groups and Cyclist Group	Activity Room 1, Hong Kong Central Library
9 Mar 2019	2 nd Community Forum	Dr Seaker Chan Shu Kui Hall, The North Point Kai-Fong Welfare Advancement Association, North Point
24 Apr 2019	Completion of CE3	-

2.3 Channels for Enquiry, Comment and Opinion

2.3.1 During CE3, the public and stakeholders were invited to submit their enquiries or provide their views via the following channels, which were the same as Stage 1 Community Engagement (CE1) and CE2:

- (i) Email: boardwalk@cedd.gov.hk
- (ii) Hotline: (852) 2301 1418
- (iii) Fax: (852) 2369 4980
- (iv) Mail: South Development office
Civil Engineering and Development Department
7/F, Empire Centre, 68 Mody Road,
Tsim Sha Tsui, Kowloon, Hong Kong

2.3.2 To facilitate the public and stakeholders to provide opinions on the Boardwalk proposal, views collection forms were distributed during the CE3 activities. Online submission was also available on the website.

2.4 Project Website

2.4.1 A project website (www.boardwalk.gov.hk) was launched before CE1 to disseminate the updated information and progress of the Study to the public and stakeholders. It was also used for disseminating updated information for CE3. The CE1 Report, CE2 Report and photos have also been uploaded to this project website.

2.5 Other Publicity Materials

2.5.1 CE3 Pamphlet

CE3 pamphlet was published on 25 February 2019. Apart from distribution during focus group meeting, community forums and other meetings, as well as having them uploaded onto the project website, the pamphlets were distributed to the residents in the vicinity of the proposed project site between Hing Fat Street and Tai Koo Shing through circular service by Hong Kong Post (see Figure 2.5.1).

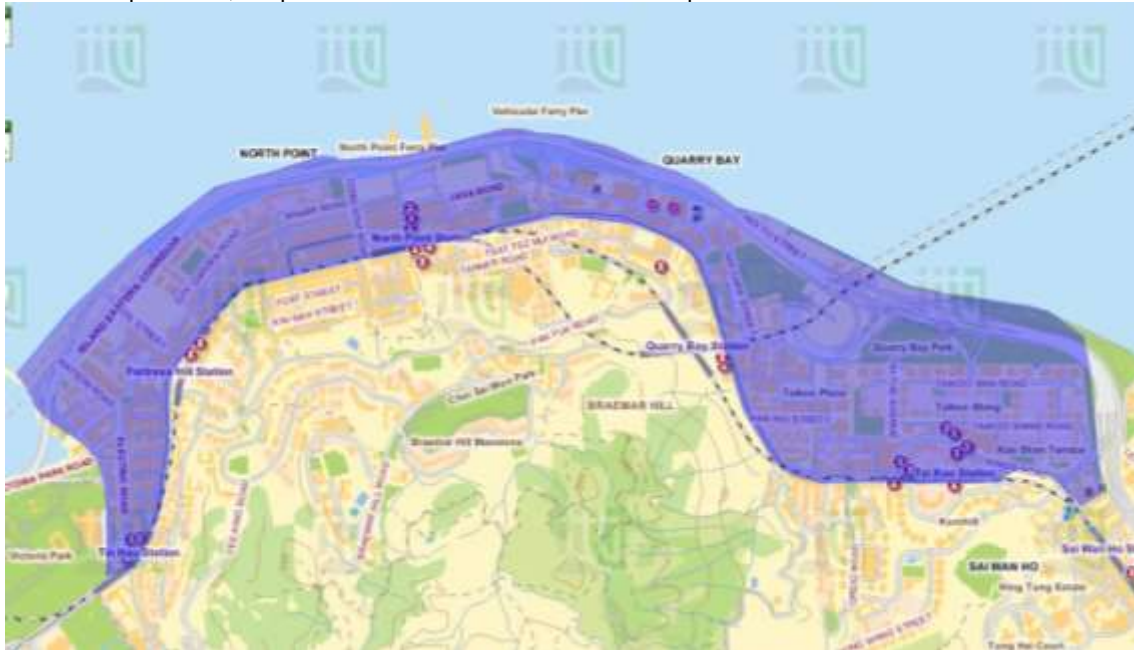
The pamphlet presented the vision of the Project, summary of major views collected during CE1 and CE2, the Latest Scheme and its major features including maximizing the space of the Boardwalk, fully utilizing the shading of the IEC, enhancing connectivity with the hinterland and providing diversified facilities for diversified needs. The schedule of CE3 activities was also presented in the pamphlet. The pamphlet is shown in **Appendix A**.

2.5.2 Posters, Banners and Advertisements

Posters for promoting the CE3 activities were distributed to the owner incorporations and cooperation committees in the vicinity of the proposed project site between Hing Fat Street and Tai Koo Shing (see Figure 2.5.1). Also, banners were put up at several government facilities for promoting the CE3 activities and showing channels for enrolment, enquiry, comment and opinion. Photos showing the banners erected at different locations are shown in **Appendix A**.

Advertisements were placed in 3 newspapers, Headline Daily (頭條日報)(Chinese), Sing Tao Daily (星島日報)(Chinese) and The Standard (English) on 22 February 2019 and 1 March 2019 to promote the CE3 activities. The newspaper advertisements are shown in **Appendix B**.

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



2.6 Media Coverage during CE3

- 2.6.1 During CE3 exercise, the project was featured on five newspapers and four online news platform. Majority of the media coverage focused on the design detail of the Latest Scheme including the width of the Boardwalk, utilisation of area underneath existing IEC and anticipated construction programme. Some also mentioned the proposed facilities on the Boardwalk and architectural design shown on the photomontage.
- 2.6.2 The five newspapers were Oriental Daily News (東方日報), Headline Daily (頭條日報), Ta Kung Pao (大公報), Appledaily (蘋果日報) and wenweipo (文匯報). The four online news platform were orientaldaily.on.cc (on.cc 東網), mingpao news website (明報新聞網), The Stand News (立場新聞), HK01 (香港 01).
- 2.6.3 Please refer to **Appendix D** for the list of media coverage during the CE3.

3 SUMMARY OF MAJOR COMMENTS AND RESPONSES

3.1 General

- 3.1.1 During CE3, one focus group meeting, two community forums, as well as consultation with Planning, Works and Housing Committee of EDC and HKTF were held. We also received written comments from the project's official website and emails.
- 3.1.2 The detailed records of the CE3 activities and the views received in respect of the Latest Scheme presented in CE3 are enclosed in the Appendices as follows:

- Appendix C1** Gist of Meeting for Focus Group Meeting
- Appendix C2** Gist of Meeting for Community Forum No. 1
- Appendix C3** Gist of Meeting for Community Forum No. 2

Appendix D Media Coverage during Community Engagement 3

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

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

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

3.1.4 **Provision and the Alignment of the Proposed Boardwalk**

Comments from Focus Group Meeting

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

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

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

Comments from Community Forums

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

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

3.1.4.6 Some participants supported the general width of 10m for the proposed Boardwalk and the provision of more access points. A few participants opined that the width should be more than 10m.

3.1.4.7 A participant suggested the alignment and level of the proposed Boardwalk should be close to the sea, located on the northern footings of the IEC and integrate with the harbour.

Comments from Project's Official Website and Emails

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

Newspaper Report

3.1.4.9 According to the newspaper report, some members of the EDC expressed that the project had been discussed for years. They urged for expedition of the project progress and early implementation of the proposed Boardwalk. Legislative Councillor Hon Kwok

Wai Keung suggested implementing the proposed Boardwalk in phases so that it could be opened for public enjoyment as soon as possible.

- 3.1.4.10 An EDC member reflected that although the project had been discussed for years, it was a commendable practice that CEDD had constantly met with different stakeholders to collect comments for forming consensus.
- 3.1.4.11 It was reported that HC members generally supported the Latest Scheme. Some HC members were concerned about the long development period. It was recommended that There may be room to shorten the construction time by early commencement of detailed design and the use of precast parts.
- 3.1.4.12 It was reported that an EDC member suggested to increase the area of the Boardwalk outside IEC, notwithstanding the need to fulfil the requirement of PHO.

K. Wah Centre

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

3.1.5 Design of the Proposed Boardwalk

Comments from Focus Group Meeting

- 3.1.5.1 Some participants suggested to provide more greening and water-friendly design. One participant suggested that the design of the proposed Boardwalk should respect the local characteristics. Another participant suggested to beautify the area under IEC and include it into the design of the proposed Boardwalk as a whole.
- 3.1.5.2 It was suggested to increase the flexibility of the Latest Scheme for future enhancement in the detailed design stage. Lesson learnt from completed harbourfront projects in Hong Kong such as the Avenue of Stars and Kwun Tong Promenade or from overseas experience should be studied.
- 3.1.5.3 Some participants enquired about the implementation mechanism of the Project and whether design-and-build procurement method should be adopted. A participant further suggested that design merits should be an important assessment criteria in the tender stage.
- 3.1.5.4 Some participants were concerned that the gradient of some sections of the proposed Boardwalk was quite steep. In particular, a participant worried that the current scheme with an 8% gradient was not feasible for both the handicapped and cyclists to use, and considered that handrail had to be provided if the gradient was greater than 8%.
- 3.1.5.5 A participant suggested to consider the proposal of providing two alternative routes in the eastern portion: One should be a shared use with the fire services pier at the North Point Fire Station for daily use while another elevated route to be used in case of emergency.

Comments from Community Forums

- 3.1.5.6 A participant suggested to make reference to the design of the Avenue of Stars and incorporate more water-friendly elements in the design of railing and seats. Another participant suggested following the practice of existing Kwun Tong promenade and beautifying the environment with different artistic designs at the columns of IEC. Railings could be designed in concave/convex to create a more vibrant appearance.

In addition, tempered glass or acrylic could be used to create a transparent floor and seatings to enable users of the proposed Boardwalk to feel like walking on the water. The design of the railing should meet the safety standards with minimum visual impact to the surroundings.

- 3.1.5.7 Participants opined that the primary objective of the proposed Boardwalk was to allow public to enjoy the view of the Victoria Harbour. Instead of adding space-consuming sculptures, the design of facilities should remain simple. Some suggested the outer portion of the proposed Boardwalk near Victoria Harbour should be designed for pedestrians.
- 3.1.5.8 As for the width of the proposed Boardwalk, a participant recommended that one boardwalk with 10m wide access would be more efficiently used than dividing it into two separate 5m wide segments. Another participant requested that for sections with separate alignment, the minimum clear width should be 2.8m for one-way cycle track as stipulated in the “Hong Kong Planning Standards and Guidelines”. It was suggested that the width of the proposed Boardwalk should be able to accommodate pedestrians, wheelchairs and bicycles at the same time.
- 3.1.5.9 A participant mentioned that some sections of the proposed Boardwalk were located outside IEC because of the insufficient headroom underneath IEC. It was suggested that a minimum width of 3m to 4m covered area be provided as rain shelter throughout the proposed Boardwalk. However, some participants considered it unnecessary and expressed that covers/shelters were often covered with dust and unsightly. Other participants commented if fence/shelters were to be provided, it should not block the view towards Victoria Harbour. Another participant urged that any fence/shelters provided should be designed in a way that would not hold water nor garbage to ensure hygienic environment.
- 3.1.5.10 Lighting-wise, a participant commented that the existing lighting at Quarry Bay Promenade was illuminated from the ground and caused discomfort to the pedestrians and this should be avoided when designing the lighting of the proposed Boardwalk.
- 3.1.5.11 A participant suggested adding appropriate aesthetic lighting and background music to enhance the ambience for jogging at night. Another participant enquired if clear demarcation would be drawn on the proposed Boardwalk for the purpose of jogging.
- 3.1.5.12 A participant suggested using renewable energy design to achieve goals of sustainable development. For example, installing solar panels in locations facing the western sun and installing wind turbines at the seaside. Also, it was suggested to install energy-generating pavement to convert the kinetic energy by pedestrians to power, by making reference to cases in London.
- 3.1.5.13 A participant suggested that the design of the proposed Boardwalk should take into account possible crowd control measures.

Comments from Project's Official Website and Emails

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

Newspaper Report

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

3.1.6 Construction Material of the Proposed Boardwalk

Comments from Community Forums

- 3.1.6.1 Some participants expressed concerns on the construction materials of the proposed Boardwalk. A participant suggested that wood board would be moisture-prone and caused maintenance problems. Another participant, in view of the damage of Super Typhoon Mangkhut to the coastal area of Hong Kong, suggested to consider “Sponge City” concept and use permeable materials to construct the proposed Boardwalk and to cope with the impacts by extreme weather.
- 3.1.6.2 A participant pointed out that the existing wooden boardwalk in Quarry Bay Promenade would not be easy to dry after rain and the material would become fragile afterwards. It was suggested to select materials which were quick-drying and anti-skid for the proposed Boardwalk.
- 3.1.6.3 Another participant suggested conducting tests on the slab for the proposed Boardwalk for material selection to ensure different users, especially cyclists and wheelchair users could use the proposed Boardwalk safely and comfortably.

3.1.7 Proposed Facilities and Activities – Cycling-related Facilities

Comments from Focus Group Meeting

- 3.1.7.1 Some participants supported allowing cycling on the proposed Boardwalk and a participant suggested that cycling on the proposed Boardwalk should be less restrictive. A participant, on the other hand, expressed concerns on the safety of cyclists commuting to the proposed Boardwalk from their home/workplace in the inland area, where no cycle track was demarcated in the old urban area of North Point.
- 3.1.7.2 Some members of professional institutes and cyclist groups supported shared use of the proposed Boardwalk between pedestrians and cyclists. Such concept should be reflected in the design of the proposed Boardwalk. A participant further elaborated that instead of hard and distinct demarcation, the design should minimize the conflicts between different users while promoting the shared-use concept. It was suggested that the outside portion near Victoria Harbour could be designed for pedestrians and viewers while the inner portion could be designed for cyclists.
- 3.1.7.3 A participant supplemented that if there would be separate demarcation for pedestrian walkway and a cycle track on the proposed Boardwalk, the level difference between them should be minimal.
- 3.1.7.4 Participants expressed concern that only one bike rental kiosk was proposed and cyclists had to ride back to return the rented bike. The participant also enquired whether there would be single or multiple operators for the bike rental kiosk. Another participant supported the provision of bike-sharing services on the proposed Boardwalk.
- 3.1.7.5 There were concerns about the integrity, continuity and connectivity of cycle routes. It was suggested that cycling routes in the northern shore of Hong Kong Island should be planned in a wider perspective where interfaces of cycling routes between different government projects should be coordinated. The participant also enquired on the communication between government bureau/departments on the establishment of a continuous cycling routes in the northern shore of Hong Kong Island. Another participant reflected that if the proposed Boardwalk would be less attractive to cyclists if it could not be connected to the promenade in Central.
- 3.1.7.6 A participant enquired on whether the accesses were connected to public road that banned cyclists.

Comments from Community Forums

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

Comments from Project's Official Website and Emails

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

Newspaper Report

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

3.1.8 Proposed Facilities and Activities – Pet-related Facilities

Comments from Focus Group Meeting

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

Comments from Community Forums

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

Comments from Project's Official Website and Emails

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

3.1.9 Proposed Facilities and Activities – Fishing and Viewing Platforms

Comments from Focus Group Meeting

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

Comments from Community Forums

- 3.1.9.2 Some participants recommended the viewing platforms could be moved towards the Victoria Harbour enabling the public to enjoy a better view. Some participants suggested to provide more viewing platforms. A participant enquired about the size of the crowd that the proposed Boardwalk and viewing platform could accommodate during fireworks displays and festivals.
- 3.1.9.3 A participant supported fishing on the proposed Boardwalk and recommended to allow fishing along the entire proposed Boardwalk instead of confining it to the proposed fishing platform.
- 3.1.9.4 There was participant concerned that the proposed fishing platform was located near the Tong Shui Road drainage outfall and suggested relocating it to other location. Another participant suggested to relocate the fishing area to the area between the columns of IEC instead of by the side of the proposed Boardwalk to avoid the cyclists from being hooked by the fishing equipment.

3.1.10 Proposed Facilities and Activities – Others

Comments from Focus Group Meeting

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

Comments from Community Forums

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

Newspaper Report

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

3.1.11 Security and Safety

Comments from Focus Group Meeting

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

Comments from Community Forums

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

Newspaper Report

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

3.1.12 Connectivity and Accessibility

Comments from Focus Group Meeting

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

Comments from Community Forums

- 3.1.12.4 Some participants suggested that the proposed Boardwalk could improve accessibility of the district.
- 3.1.12.5 Some participants expressed concerns on whether the access points were sufficient. It was suggested to provide more access points, especially for the section between the Oil Street and Tong Shui Road access points due to its considerable distance. In particular, a participant opined that the proposed access point at Oil Street was too far for the residents from Fortress Hill. It was suggested to provide additional access points at City Garden and near Hong Kong Baptist Church Henrietta Secondary School.

The participant observed that the Oil Street and the podium garden of City Garden were often crowded during lunchtime. Therefore, additional access points should be provided nearby. Another participant suggested to utilize the back alley next to City Garden to provide an extra access point.

- 3.1.12.6 A participant described that the proposed Boardwalk would connect the Wan Chai North and North Point Harbourfront Area. The participant expressed concern that if the completion date of the two was different, the public would not be able to reach the proposed Boardwalk through the Wan Chai North and North Point Harbourfront Area. The participant enquired whether there would be other accesses near Oil Street connecting the proposed Boardwalk.
- 3.1.12.7 Another participant expressed concern that the access point at Provident Garden was located at the podium garden of Provident Garden. It was suggested to provide a direct access point at the Tong Shui Road Garden next to Block 17 of Provident Garden.
- 3.1.12.8 It was concerned that many access points were not in prominent location. The participant suggested to use the adjoining open space as access points.
- 3.1.12.9 It was suggested that the existing entrance of Man Hong Street Playground next to ICAC was very narrow. It was suggested to provide an access bridge connecting the proposed Boardwalk to improve the usage of that open space.
- 3.1.12.10 Some participants suggested to connect the proposed Boardwalk with other harbourfront areas in the northern shore of Hong Kong Island and enable pedestrians and cyclists to walk/cycle all the way from Kennedy Town to Chai Wan.
- 3.1.12.11 It was noted in previous consultation that the traffic impact of the proposed Boardwalk on Electric Road and Java Road would be assessed.

Comments from Project's Official Website and Emails

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

3.1.13 Quality of Open Space

Comments from Focus Group Meeting

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

Comments from Community Forums

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

3.1.14 Environmental Impact

Comments from Community Forums

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

Comments from Project's Official Website and Emails

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

3.1.15 Implementation Issues and Conformity with the Protection of Harbour Ordinance

Comments from Focus Group Meeting

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

Comments from Community Forums

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

Comments from Project's Official Website

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

3.1.16 Boardwalk Management

Comments from Focus Group Meeting

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

Comments from Community Forums

- 3.1.16.2 A participant reflected that Victoria Harbour was an important asset of Hong Kong. It was a common practice world-wide to develop the coastal areas for high value-added

tourism, sports and recreational uses. It was suggested the proposed Boardwalk should be comprehensively managed under a single organization.

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

3.1.17 Other Views

Comments from Focus Group Meeting

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

Comments from Community Forums

- 3.1.17.3 A similar cycling route in Kowloon-side harbourfront was supported.
- 3.1.17.4 It was suggested in the long run, the IEC should be in tunnel form below the harbour and enable the public to enjoy a more open view.
- 3.1.17.5 A participant opined that there was no direct pedestrian connection between Quarry Bay Park Phase One and Two. It was suggested to connect Quarry Bay Park Phase One and Two with a boardwalk to make it more convenient for the public.
- 3.1.17.6 A participant expressed concerns on mainland visitors under the Individual Visitor Scheme would be attracted to disembark on the Tong Shui Road Public Pier.
- 3.1.17.7 The method used to consult the public during the planning processes of the proposed Boardwalk was enquired. The participant also pointed that the views of the public had to be responded to and followed up after the completion of consultation exercise. Details should be provided to the public for further consultation.

3.2 Comments from EDC

- 3.2.1 During the meeting with EDC Planning, Works and Housing Committee (PWHC) held on 19 February 2019, Members generally welcome the new Boardwalk proposal of a 10-m wide Boardwalk.
- 3.2.2 A number of Members expressed their concern about the implication to PHO and the chance of the Boardwalk proposal being challenged by the juridical review.
- 3.2.3 Several Members were concerned about the implementation programme of the Boardwalk. They considered that the current implementation programme need acceleration and they suggested opening the Boardwalk in phases so that the residents of the district could enjoy the facilities as soon as possible.
- 3.2.4 An EDC Member was concerned about the luminance of Boardwalk underneath IEC and hoped that the department(s) concerned could provide sufficient lighting underneath the Boardwalk to ensure the safety of pedestrian.

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

3.3 Comments from HC

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

4 CONCLUSION

- 4.1.1 During CE3, the Study had engaged a wide spectrum of stakeholders including relevant professional institutes, local residents, Eastern District Councillors, cyclist groups, green groups etc. Comments were also received via the on-line opinion collection form on the project website and email.
- 4.1.2 The vast majority of the stakeholders were in support of the proposed Boardwalk and urged for its early implementation. In general, stakeholders supported the current alignment of the proposed Boardwalk with a general width of 10m between Oil Street and Hoi Yu Street. The stakeholders also supported the provision of more access points along the proposed Boardwalk
- 4.1.3 It was generally accepted that a design theme of simplicity was more preferable. It was also recommended to include more green, water-friendly and artistic design to improve the ambience of the proposed Boardwalk. Some stakeholders were concerned about the width of some sections of the proposed Boardwalk due to the presence of the IEC footings, as well as the design of the possible barriers/shelters and lighting of the proposed Boardwalk. Design concepts incorporating the use of renewable energy were suggested for achieving the goal of sustainable development.
- 4.1.4 Regarding the selection of material for the construction of the proposed Boardwalk, it was suggested that permeable, quick-drying, anti-skid and easy maintenance materials should be used. Testing should be conducted to ensure the safety and comfort of different users.
- 4.1.5 Stakeholders had diverse views on cycling activities within the proposed Boardwalk; some encouraged shared use by pedestrians and cyclists while others were worried about the potential risk of collision and asked for separate cycle track. There was concern on level differences which might have safety issues on cyclists and elderly. In general, members of some professional institutes and cyclist groups supported the concept of shared use of the proposed Boardwalk between pedestrians and cyclists. In addition, some were concerned that the provision of a single cycle rental kiosk would be inconvenient to residents, and proposed more rental kiosks at the access points.
- 4.1.6 Some stakeholders supported allowing pets on the proposed Boardwalk and to provide pet-friendly area. Supporting facilities should be provided to ensure hygiene.
- 4.1.7 Some stakeholders supported the provision of a fishing platform while some suggested allowing flexible fishing spots along the proposed Boardwalk. It was proposed to provide more viewing platforms and to move them towards the harbour for a better view. However, there was concern on the capacity of the viewing platforms in accommodating crowd during special occasions.
- 4.1.8 Stakeholders generally supported the provision of more open space for more diverse activities, such as Tai Chi, dancing, water sport activities etc, on the proposed Boardwalk to enable the boardwalk to meet the needs of the public and be energetic and vibrant. The provision of viewing platform, fishing platform and refreshment kiosks along the proposed Boardwalk were generally supported. Other facilities recommended by the participants include rain shelters, toilets, wash basins, drinkers, jogging track and pontoon for the berthing of small pleasure boats.
- 4.1.9 Some stakeholders were concerned that the proposed Boardwalk might be slippery with insufficient lighting as it would be located underneath IEC. Residents were concerned that criminals might intrude into nearby private housing estate through the proposed Boardwalk. Some expressed concerned that the proposed Boardwalk would be affected by extreme weather.

- 4.1.10 It was generally agreed that the Boardwalk could enhance connectivity between the harbourfront and its hinterland and hoped the proposed Boardwalk would be connected to other harbourfront area in the northern shore of Hong Kong Island under a holistic and comprehensive plan and management. In this connection, some stakeholders urged for more access points especially for the section between Oil Street and Tong Shui Road.
- 4.1.11 Some participants were concerned about the air quality problem, dripping and splashing of rainwater from IEC, and noise nuisance to nearby resident by boardwalk users. Participants also urged to alleviate existing odour problem in the harbourfront.
- 4.1.12 Generally, both members of EDC and HC supported the Latest Scheme and alignment of the proposed Boardwalk. Both of the committees considered that the implementation programme of the proposed Boardwalk should be accelerated. While noting the overriding public need in the Boardwalk they were also worried about potential legal challenge to the Boardwalk under PHO.
- 4.1.13 Several EDC Members were concerned about the luminance of the section of the proposed Boardwalk underneath IEC, the provision of safety facilities, and requested for additional provision of coach parking spaces.
- 4.1.14 HC members expressed their concerns in the aesthetic design, the greening proposal, the accessibility, the gradient and marine impact of the proposed Boardwalk.

5 WAY FORWARD

- 5.1.1 The CE3 was successfully completed with the views on the proposed Boardwalk scheme collected from stakeholders including relevant professional institutes, local residents, Eastern District Councillors, HC Members, cyclist groups, green groups, animal lovers, road safety concern groups, etc.
- 5.1.2 The Latest Scheme presented in CE3 have received overwhelming support from the general public and relevant stakeholders. Many urged to expedite its implementation. The comments and suggestions received have shed light on the public need in relation to the boardwalk. As part of the requirement of the PHO, the cogent and convincing materials would be compiled to demonstrate the overriding public need for the proposed Boardwalk. The results of the 3 stages of the Community Engagement Exercises would no doubt lay a solid foundation of the cogent and convincing materials, which would be finalised upon the stage of detailed design.
- 5.1.3 Taking into account the views received in CE3, the project team will consolidate the comments received and the proposed Boardwalk scheme will be further refined in the Detailed Design Stage.

Appendix A
Stage 3 Community Engagement
Pamphlet, Poster, Banner and Exhibition Panels

Pamphlet

東區走廊下之行人板道研究

第3階段社區參與

Boardwalk Underneath Island Eastern Corridor-Investigation
Stage 3 Community Engagement



願景
貫通海濱用地
擬建板道長約2公里，將連接油蔴地計劃的海濱休憩空間及海傍街的濱海公園，進一步貫通國際海濱與島南的休憩用地，完善休憩用地網絡。
加強內陸連通
擬建板道設立多個出入口連接內陸地區，讓市民暢通海濱，將離海濱給市民。
關顧社區需要
擬建板道提供多用途設施，鼓勵市民於海濱一帶進行各式各樣的活動，照顧社區不同需要。

Vision
Connecting the Missing Links along the Harbourfront
The proposed Boardwalk is about 2 kilometres in length. It will further enhance the connectivity between the open space in Causeway Bay and Quarry Bay by linking up the planned harbourfront open space at Oil Street and the promenade at Hoi Yu Street.
Enhancing Connectivity with the Hinterland
The proposed Boardwalk will provide access points at various locations to connect the harbourfront with the hinterland areas, bringing people to the harbour and the harbour to the people.
Caring for the Community
There will also be a variety of facilities along the proposed Boardwalk for carrying out different activities in the harbourfront, catering for various needs of the community.

第3階段社區參與
我們誠意邀請您參與社區論壇，分享您對擬議板道最新方案的意見。
(請聯絡我們或於下列網站登記參加)
社區論壇 1
02/03/2019 (星期六)
14:30 - 17:00
香港會議展覽中心展覽廳
國際會議中心禮堂
社區論壇 2
09/03/2019 (星期六)
14:30 - 17:00
香港北角海旁道210號
北角區街坊福利事務促進會
樓上大堂
Stage 3 Community Engagement
We invite you to participate in our forums to share your views on the latest scheme of the proposed boardwalk.
(Please contact us or visit the study website for registration)
Community Forum No. 1
02/03/2019 (Saturday)
14:30 - 17:00
Multi-purpose Hall of Causeway Bay Community Centre,
7 Fook Yum Road,
Causeway Bay, Hong Kong
Community Forum No. 2
09/03/2019 (Saturday)
14:30 - 17:00
Dr Seaker Chiu Shu Kai Hall,
The North Point Kai-Fong Welfare
Advancement Association,
210 Java Road, Hong Kong

第1及第2階段社區參與活動總結
於兩階段的社區參與活動中所收集到的主要意見如下 –
• 希望興建行人板道：公眾普遍支持盡快興建行人板道，以加強北角與海濱的連通，並完善海濱的連通性。
• 增加更多綠地：除了分別位於油蔴地以北已規劃的海濱休憩用地、離水邊、離海濱及海傍街的西貢出入口，不同時位亦需要增加更多綠地與內陸的連接點，以方便市民使用板道。
• 需支持興建：市民普遍支持以下建議。
• 板道提供充足空間：以照顧行人、單車使用者及其他人士進行不同活動的需要和空間。
• 設有觀景平台：讓市民可以將尖沙咀至維多利亞港的景觀，盡收眼底。
• 在離水邊現有公眾碼頭旁，設置不同活動，及
• 在離水邊現有公眾碼頭旁，設置不同活動，及
• 不同的意見：然而，我們就建議收集到不同的意見，有要求支持《第二階段社區參與》建議的意見，當中大部分反對意見是關於興建板道後，另一方面，亦有聲音要求興建板道後，及《保護海濱條例》(第531章)，盡量利用海濱上下的空間，以減少對綠地的影響。
• 要設一個「釣魚平台」於現有Tong Shui Road Pier。
• Diverging views: however, there were diverse views on the alignment of the proposed Boardwalk. Some stakeholders supported the proposed alignment under Stage 2 Community Engagement where majority of it was placed outside the footprint of Island Eastern Corridor (IEC) structure. On the other hand, there had been requests that due consideration should be given to the Protection of the Harbour Ordinance (Cap.531). The space underneath the structure of the IEC should be fully utilised so as to reduce the impact to the Victoria Harbour.

Summary of Stage 1 and Stage 2 Community Engagement Exercise
Major views on the proposed Boardwalk collected so far could be summarised as follows:
• Expedited implementation: the public generally supports constructing the Boardwalk as quickly as possible so as to open up the harbourfront from North Point to Quarry Bay and enhance the connectivity along the Hong Kong Island East waterfront.
• More access points: in addition to the four proposed access points located at the planned open space north of Oil Street, Tong Shui Road, Tin Chu Street and Hoi Yu Street, some stakeholders have requested more access points from the hinterland to the Boardwalk to facilitate its public enjoyment.
• Supported proposals: the following suggestions are generally supported by the public –
• the Boardwalk should provide sufficient space to cater for the needs and safety of pedestrians, cyclists and other user groups carrying out different activities therein;
• to provide 'viewing platforms' along the Boardwalk for the public to enjoy the panoramic views of the Victoria Harbour between Tsim Sha Tsui and Lei Yue Mun;
• to provide 'activity nodes' at the four access points for different activities; and
• to set up a 'fishing platform' next to the existing Tong Shui Road Pier.
• Diverging views: however, there were diverse views on the alignment of the proposed Boardwalk. Some stakeholders supported the proposed alignment under Stage 2 Community Engagement where majority of it was placed outside the footprint of Island Eastern Corridor (IEC) structure. On the other hand, there had been requests that due consideration should be given to the Protection of the Harbour Ordinance (Cap.531). The space underneath the structure of the IEC should be fully utilised so as to reduce the impact to the Victoria Harbour.

聯繫我們 Contact Us
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South Development Office
Civil Engineering and Development Department
香港九龍尖沙咀彌敦道
電話: Telephone: 2301 1418
傳真: Fax: 2369 4580
7/F, Empire Centre, 68 Mody Road,
Tsim Sha Tsui, Kowloon, Hong Kong
電郵: Email: boardwalk@cedd.gov.hk
網址: Website: www.boardwalk.gov.hk

最新板道方案

考慮及平衡不同持份者的意見後，土木工程發展署訂定了最新方案。擬議板道全長約1.7公里，分為東、西兩段，從油蔴地至離水邊為第一段，而從離水邊至海傍街為第二段。兩段之間長約400米的板道，會由一橫跨海濱的橋樑連接，板道主要特點如下 –

- 板道提供最大的空間：為了提供充足的空間，以照顧不同人士進行不同活動的需要和空間，全段板道會由離水邊至離水邊約10米闊，提供小於海濱現有通行寬度及單車徑寬度。
- 充分利用海濱現有綠地：我們需要為單車徑或步行行人板道及其相關設施提供額外綠地，以及保護現有綠地。板道的設計會盡量利用現有綠地，以減少對現有綠地的影響。此外，部分板道會建於離水邊之現有空間，以充分利用海濱現有的設施，並與離水邊對面的離水邊相連接。餘下的400米的板道，則利用海濱現有空間，工程上需要完全建於現有綠地範圍以外。
- 加強與內陸的連接：除了兩端一共四個出入口外，建議額外於離水邊中心、離水邊對面及北角消防局附近加設連接點，以加強與內陸的連接，及
- 多元設施以適合不同需要：一如過往方案，擬議板道將會設置觀景平台、活動點及釣魚平台等不同設施。



利達大廈外 Outside Kodak House



海傍街出入口 Access Point at Hoi Yu Street

The Latest Scheme

Making reference to the various views above and after balancing the concerns of different stakeholders, a Latest Scheme is formulated. The exact length of the proposed Boardwalk would be about 1.7 km. Its western section would run from Oil Street to Tong Shui Road, while its eastern section would run from Tin Chu Street to Hoi Yu Street. These two portions would be connected by a 400 m long and 20 m wide promenade fronting the Ex-North Point Estate. Major features of the Latest Scheme are as follows –

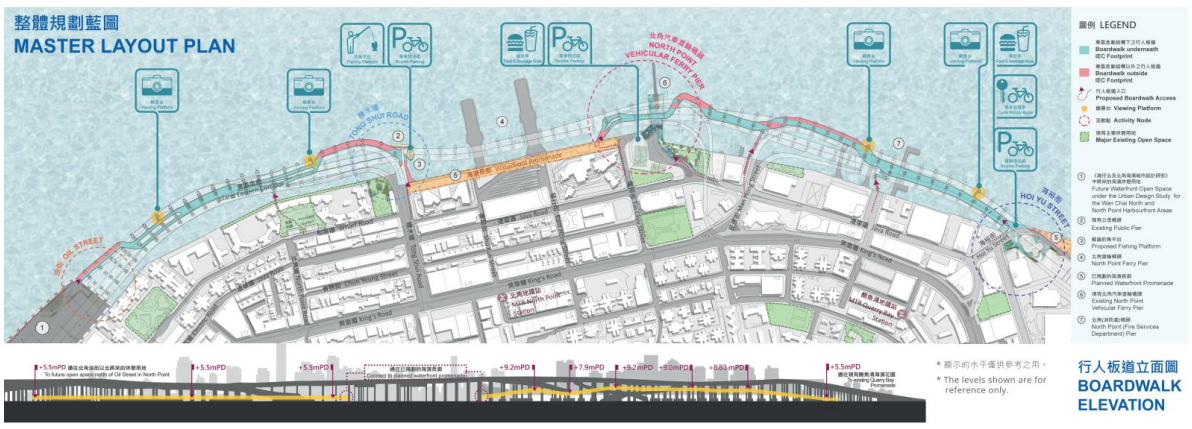
- Maximizing the space of the Boardwalk: to allow sufficient space for the safe and conflict-free shared use among different users with different needs, the Boardwalk would maintain a general width of 10 m throughout, providing pocket spaces which would allow various social and recreational activities;
- Fully utilising the shading of the IEC: additional piled foundations and new protection dolphin structures would be required to support the proposed Boardwalk, the movable bridge and the link bridges, as well as to offer protection to the existing IEC structures from ship impact respectively. To minimise the impact to the Victoria Harbour and to utilize the shading of the IEC structure, about 1.3 km of the Boardwalk would be put entirely or partially underneath the existing IEC structure. The remaining 400 m long Boardwalk would be built entirely outside the footprint of the IEC due to limited headroom under the IEC structure;
- Enhancing connectivity with the hinterland: to enhance the connectivity between the harbour and the hinterland, besides the four exits at both ends of the two sections of the Boardwalk, the Latest Scheme has introduced three additional access points. They are located outside President Centre, K. Wah Centre and North Point Fire Station; and
- Diversified facilities for diversified needs: activity nodes, viewing platforms and fishing platforms would also be provided along the Boardwalk as in previous schemes.



和合中心外 Outside President Centre



離水邊通往釣魚平台 Tong Shui Road towards Fishing Platform



Poster



AECOM

東區走廊下 之行人板道研究

Boardwalk Underneath Island Eastern Corridor - Investigation



第三階段社區參與

Stage 3 Community Engagement

我們誠意邀請您參與社區論壇，分享你對擬議板道最新方案的意見。（請聯絡我們或於本研究網站登記留座）

We invite you to participate in our forums to share your views on the latest scheme of the proposed boardwalk. (Please contact us or visit the study website for registration)

聯繫我們 Contact Us
土木工程拓展署-南拓處處
South Development Office,
Civil Engineering and Development Department
九龍尖沙咀麼地道68號帝國中心7樓
7th Floor, Empire Centre, 68 Mody Road,
Tsim Sha Tsui, Kowloon



電話 TEL 2301-1418
傳真 FAX 2369-4980
boardwalk@cedd.gov.hk
http://www.boardwalk.gov.hk

聲明：凡在《東區走廊下之行人板道研究》過程中向土木工程拓展署提供意見和建議的個人或團體，將被視為同意土木工程拓展署可將該等意見和建議的內容（包括個人姓名及聯絡電話、電郵地址和地址）及有關資料，向公眾提供，以作諮詢之用。如不願公開，請於提供意見和建議時作出聲明。

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

社區論壇 1
Community Forum No.1
02/3/2019
(星期六) (Saturday)
14:30 - 17:00

香港銅鑼灣福祿道7號3樓
銅鑼灣社區中心禮堂
Multi-purpose Hall of
Causeway Bay Community Centre,
7 Fook Yum Road,
Causeway Bay, Hong Kong



社區論壇 2
Community Forum No.2
09/03/2019
(星期六) (Saturday)
14:30 - 17:00

香港北角渣華道210號
北角區街坊福利事務促進會
陳樹渠大會堂
Dr Seaker Chan Shu Kui Hall,
The North Point Kai-Fong Welfare
Advancement Association,
210 Java Road, Hong Kong



Banner

東區走廊下 之行人板道研究

Boardwalk Underneath Island Eastern Corridor - Investigation



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第三階段社區參與

Stage 3 Community Engagement

我們誠意邀請您參與社區論壇，分享你對擬議板道最新方案的意見。（請聯絡我們或於本研究網站登記留座）

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社區論壇 1
Community Forum No.1
02/03/2019
(星期六) (Saturday)
14:30 - 17:00

香港銅鑼灣福祿道7號3樓
銅鑼灣社區中心禮堂
Multi-purpose Hall of
Causeway Bay Community Centre,
7 Fook Yum Road,
Causeway Bay, Hong Kong

社區論壇 2
Community Forum No.2
09/03/2019
(星期六) (Saturday)
14:30 - 17:00

香港北角渣華道210號
北角區街坊福利事務促進會
陳樹渠大會堂
Dr Seaker Chan Shu Kui Hall,
The North Point Kai-Fong Welfare
Advancement Association,
210 Java Road, Hong Kong

聯繫我們 Contact Us
土木工程拓展署-南拓處處
South Development Office, Civil Engineering and Development Department
九龍尖沙咀麼地道68號帝國中心7樓
7th Floor, Empire Centre, 68 Mody Road,
Tsim Sha Tsui, Kowloon



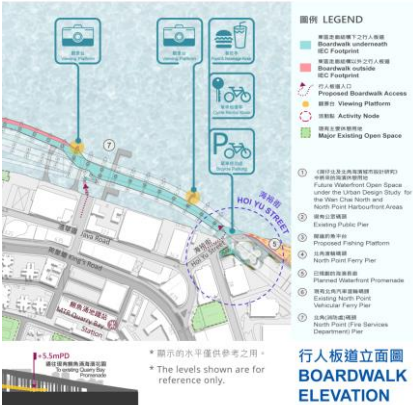
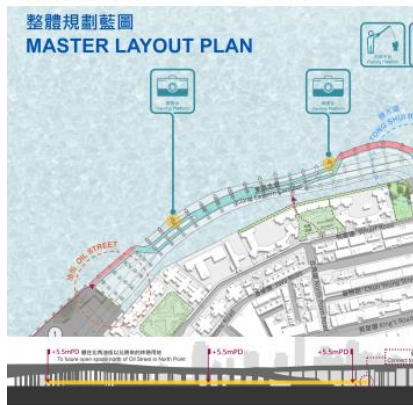
電話 TEL 2301-1418
傳真 FAX 2369-4980
boardwalk@cedd.gov.hk
http://www.boardwalk.gov.hk




AECOM

January 2020

Exhibition Panels





Fortress Hill Road Playground



Healthy Village Playground



Java Road Playground



King's Road Playground



Pak Fuk Road Playground



Provident Garden



Quarry Bay Park

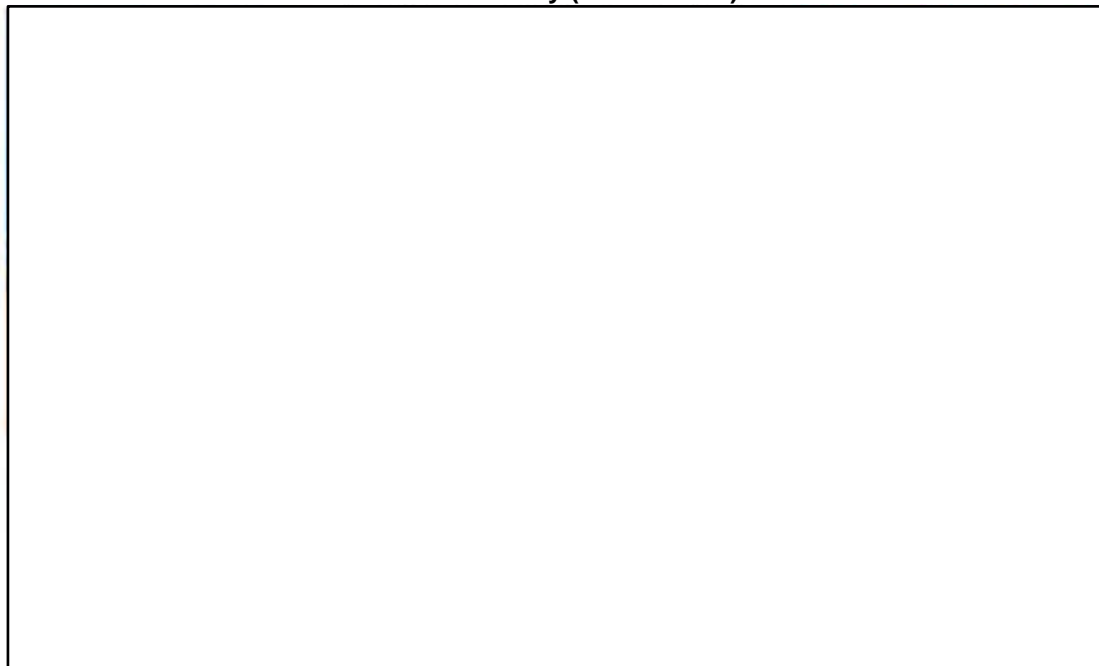


Tin Chiu Street Children's Playground

Appendix B

Newspaper Advertisement

Headline Daily (22 Feb 2019)



東區走廊下 之行人板道研究

第三階段社區參與

要讓行人板道安穩及為東區走廊提供一條優質的行人通道，讓市民由私人地庫至公眾路過半月的活動及海濱得以落實。

我們誠邀市民參與社區論壇，分享對東區走廊發展新方案的意見。

社區論壇 1
02/03/2019 (星期六)

14:30 - 17:00
香港康樂服務處/樓3樓
新區議會社區中心樓堂



社區論壇 2
09/03/2019 (星期六)

14:30 - 17:00
香港北角嘉華中心210室
北角區議會福利事務委員會
陳樹棠大會堂

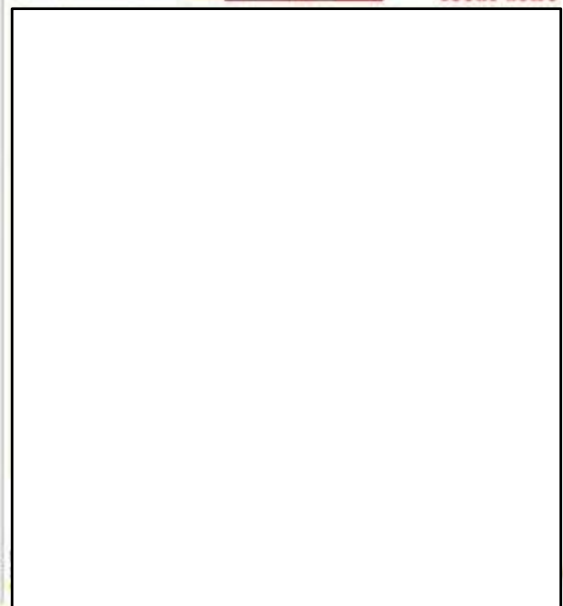


(論壇將由我們安排多間團體提供服務)

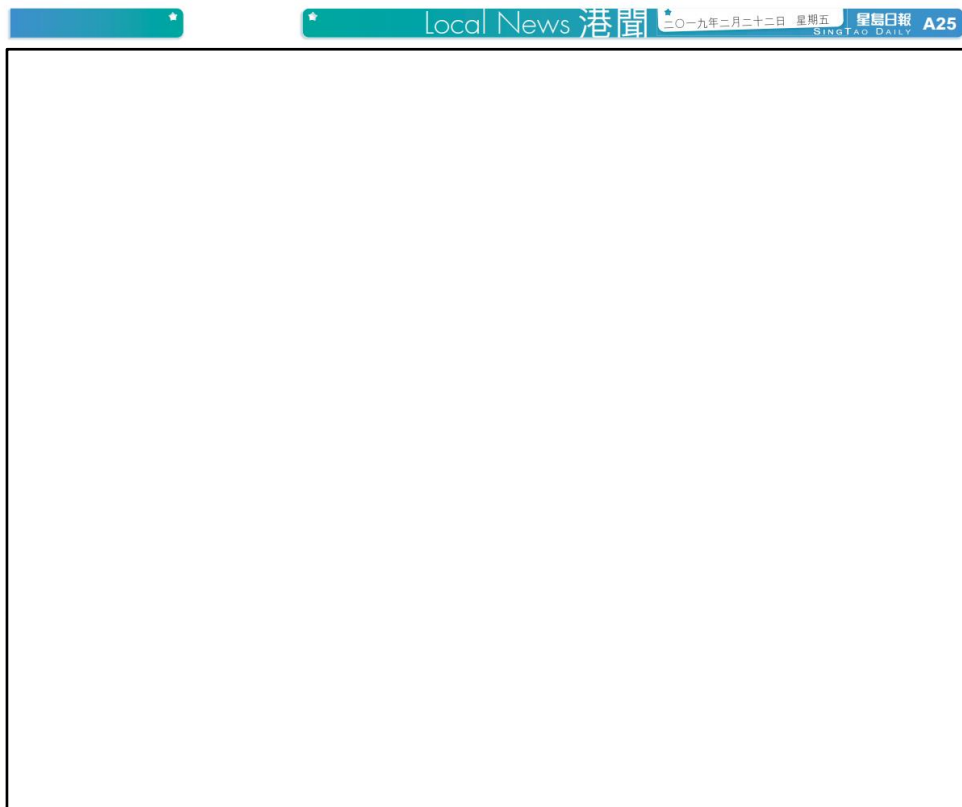
香港工程發展局
Civil Engineering and
Development Department
AECOM

東區走廊工程發展局 (CEED) 是香港工程發展局 (CEDD) 轄下的一個專責機構，負責研究、設計、建造及營運東區走廊。CEED 的宗旨是為市民提供一個安全、舒適、及具特色的行人通道，以改善東區走廊的步行環境。

聯繫我們
香港工程發展局東區走廊
發展及工程發展處
新區中心1樓
☎ 2301-1418
☎ 2304-4802
✉ boardwalk@cedd.gov.hk
🌐 <http://www.boardwalk.gov.hk>



Sing Tao Daily (22 Feb 2019)



東區走廊下 之行人板道研究

第三階段社區參與

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

我們誠意邀請您參與社區論壇，分享你對擬議板道最新方案的意見。

社區論壇 1
02/03/2019 (星期六)

14:30 - 17:00
香港銅鑼灣福祿道7號3樓
銅鑼灣社區中心禮堂



社區論壇 2
09/03/2019 (星期六)

14:30 - 17:00
香港北角渣華道210號
北角區街坊福利事務促進會
陳樹渠大會堂



(請聯絡我們或於本研究網站登記留座)

CEDD
Civil Engineering and
Development Department

AECOM

聯繫我們
土木工程師學會-南區辦事處
九龍尖沙咀彌敦道68號
怡康中心7樓
電話 2301-1418
傳真 2300-4080
電郵 boardwalk@cedd.gov.hk
網址 http://www.boardwalk.gov.hk



The Standard (22 Feb 2019)

14

The Standard 英文虎報

Friday, February 22, 2019

Boardwalk Underneath Island Eastern Corridor - Investigation

Stage 3 Community Engagement

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 forums to share your views on the latest scheme of the proposed boardwalk.

Community Forum No.1

02/03/2019 (Saturday)

14:30 - 17:00

Multi-purpose Hall (3/F) of
Causeway Bay Community Centre,
7 Fook Yum Road,
Causeway Bay, Hong Kong



Community Forum No.2

09/03/2019 (Saturday)

14:30 - 17:00

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



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



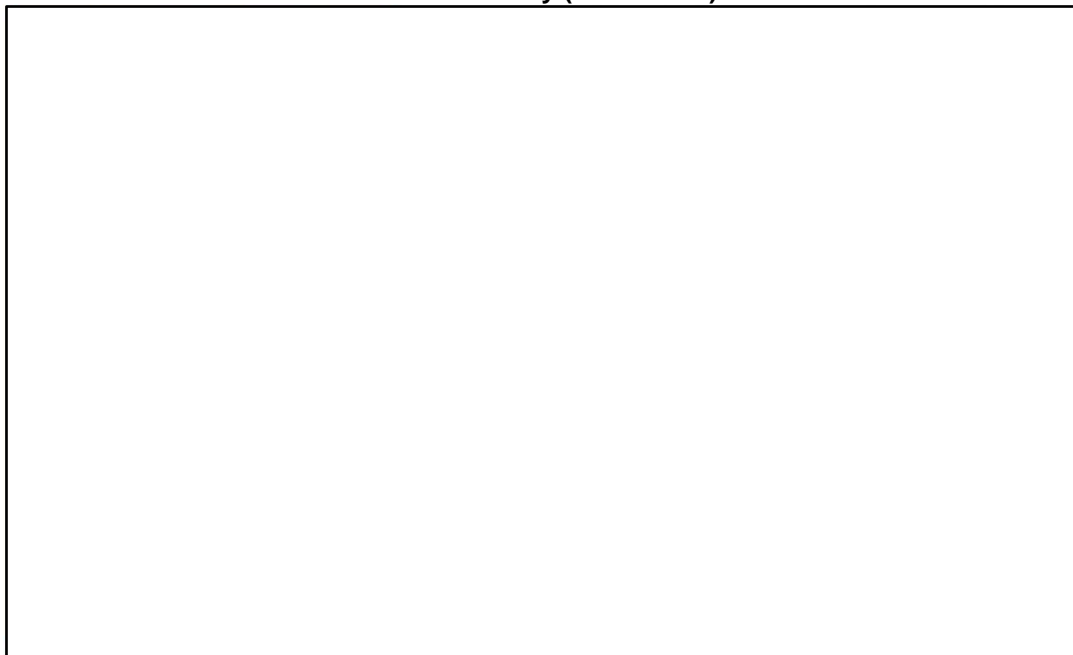
Disclaimer: A person or an organisation providing any comments and suggestions to the Civil Engineering and Development Department on the Boardwalk underneath Island Eastern Corridor - Investigation will be deemed to have given consent to the Civil Engineering and Development Department to publish or widely distribute the comments and suggestions (including the names of the individual and organisation, full contact information (i.e. telephone number and email address) and the name of the person or organisation) in any form and for any purpose without the need for further consent. If you do not agree to this arrangement, please state so when providing comments and suggestions.

Contact Us

South Development Office,
Civil Engineering and Development Department
7th Floor, Empire Centre, 68 Mody Road,
Tsim Sha Tsui, Kowloon
☎ 2301-1418
☎ 2360-4960
✉ boardwalk@cedd.gov.hk
🌐 <http://www.boardwalk.gov.hk>



Headline Daily (1 Mar 2019)



東區走廊下 之行人板道研究

第三階段社區參與

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

我們誠意邀請您參與社區論壇，分享你對擬議板道最新方案的意見。

社區論壇 1

02/03/2019 (星期六)

14:30 - 17:00

香港銅鑼灣福臨道7號3樓
銅鑼灣社區中心禮堂



社區論壇 2

09/03/2019 (星期六)

14:30 - 17:00

香港北角道第210號
北角區街坊福利事務促進會
陳樹棠大禮堂



(請聯絡我們或於本研習網站登記出席)

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

AECOM

附註：本項《東區走廊下之行人板道研究》諮詢中，土木及房屋發展局將與有關團體及
利益相關者，積極與有關人士，共同研究有關板道之設計及興建事宜，以確保板道之興建
與有關之發展計劃相配合，並與有關團體及利益相關者，共同研究有關板道之設計及興建
事宜，以確保板道之興建與有關之發展計劃相配合。

聯繫我們

土木及房屋發展署-市和策處

九龍尖沙咀漆木街60號

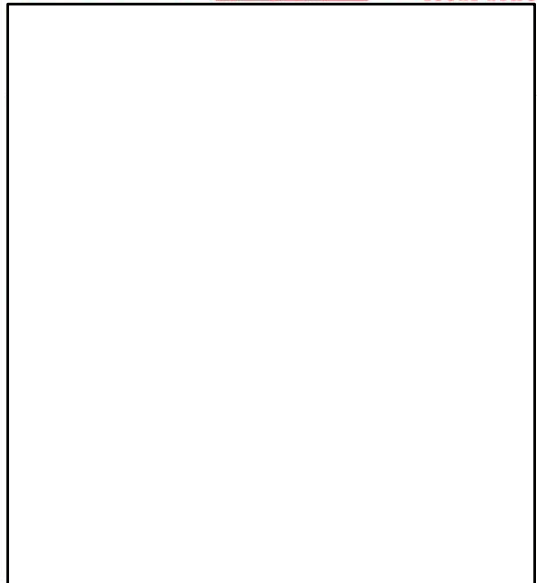
市和策中心

電話：2301-1419

傳真：2369-4980

電郵：boardwalk@cedd.gov.hk

網址：http://www.boardwalk.gov.hk



Sing Tao Daily (1 Mar 2019)



東區走廊下 之行人板道研究

第三階段社區參與

擬議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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社區論壇 1
02/03/2019 (星期六)
14:30 - 17:00
香港銅鑼灣福祿道7號3樓
銅鑼灣社區中心禮堂



社區論壇 2
09/03/2019 (星期六)
14:30 - 17:00
香港北角渣甸道210號
北角區街坊福利事務促進會
陳樹渠大會堂



(請聯絡我們或於本研究網站登記留座)

CEPD 土木工程發展署
Civil Engineering and
Development Department
AECOM

聯繫我們
土木工程發展署-南區辦事處
九龍尖沙咀麼地路68號
帝國中心7樓
電話 2301-1418
傳真 2369-4980
電郵 boardwalk@cedd.gov.hk
網址 <http://www.boardwalk.gov.hk>



The Standard (1 Mar 2019)

20 LOCAL
The Standard 英文虎報
Friday, March 1, 2019

Boardwalk Underneath Island Eastern Corridor - Investigation

Stage 3 Community Engagement

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 forums to share your views on the latest scheme of the proposed boardwalk.

Community Forum No.1
02/03/2019 (Saturday)
14:30 - 17:00
Multi-purpose Hall (3/F) of
Causeway Bay Community Centre,
7 Fook Yum Road,
Causeway Bay, Hong Kong




Community Forum No.2
09/03/2019 (Saturday)
14:30 - 17:00
Dr Seaker Chan Shu Kui Hall,
The North Point Kai-Fong Welfare
Advancement Association,
210 Java Road, Hong Kong

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

Contact Us
South Development Office,
Civil Engineering and Development Department
7th Floor, Empire Centre, 68 Midway Road,
Tsim Sha Tsui, Kowloon
☎ 2301-1418
☎ 2369-4980
✉ boardwalk@ceadd.gov.hk
🌐 <http://www.boardwalk.gov.hk>

CECO 土木工程發展處
Civil Engineering and Development Department
AECOM

Disclaimer: A person or an organisation providing any comments and suggestions to the Civil Engineering and Development Department for the Boardwalk Underneath Island Eastern Corridor - Investigation must be deemed to have given consent to the Civil Engineering and Development Department to publish or widely publicise the comments and suggestions, including the names of the individuals and organisations, but cannot insist on a signature, name and email address and be kept confidential. If you do not agree to this arrangement, please state so when providing comments and suggestions.



Appendix C1

Gist of Meeting for Focus Group Meeting

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

Date : 5 March 2019

Time : 7:00pm to 8:45pm

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

Participants:

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

Representatives from South Development Office, CEDD

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

Representatives from AECOM

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

Representative from ADO

Mr. Karr Yip

Facilitator:

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

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

A. Support to the Proposed Boardwalk

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

B. Design of the Proposed Boardwalk

- Some participants suggested to increase the flexibility of the current scheme for future enhancement in the detailed design stage. Lesson learnt from completed harbourfront projects in Hong Kong such as the Avenue of Stars and Kwun Tong Promenade or from overseas experience should be studied.
- One participant suggested the design of the proposed boardwalk should respect the local characteristics.
- Some participants suggested to provide more greening and water-friendly design.
- One participant suggested to beautify the area under IEC and include it into the design of the proposed boardwalk as a whole.
- Some participants enquired about the procurement mechanism of the project and whether the design-and-built process would be adopted. If such process would be adopted, the design merits should prevail.

C. The Alignment and Level of the Proposed Boardwalk

Alignment of the Proposed Boardwalk

- Most of the participants supported the current alignment of the proposed boardwalk with part of the section located underneath IEC and part of it located outside IEC. A participant commented that such arrangement would allow the public to have a choice to decide whether they preferred to stay in the shade or in open air.

Level and Gradient

- Some participants concerned that the gradient of some sections of the proposed boardwalk was quite steep.
- One participant was concerned that the current scheme with an 8% gradient was not feasible for both the handicapped and cyclists to use. Handrail must be provided if the gradient was at 8%.
- One participant suggested to consider the proposal of providing two alternative routes in the eastern portion: One should be a shared use with the fire services pier at the North Point Fire Station for daily use while another elevated route to be used in case of emergency.

D. Proposed Facilities and Activities

Proposed Facilities

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

Quality of Open Space

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

Concerns on Pets

- Some participants expressed that there were many pet owners in the vicinity and enquired whether the proposed boardwalk would allow pets. If pets were allowed, sufficient supporting facilities should be provided within the proposed boardwalk and in the vicinity to avoid any related hygiene and smell issue.

E. Security and Provision of Emergency Services

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

F. Waterfront Promenade near North Point Ferry Pier

- Some participants enquired on how the waterfront promenade near the

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

- One participant enquired how the waterfront promenade near the North Point Ferry Pier would be designed. The participant expressed the impression that the parks in Hong Kong used to be covered with large area of bushes and the space available for activities was limited.

G. Cycling-related Issue

Support to Cycling in the Proposed Boardwalk

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

Interface with nearby Road Network

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

Share Use of Space between Pedestrian and Cyclists

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

Design of Cycling Routes

- One participant suggested that cycling on the proposed boardwalk should be less restrictive.
- One participant concerned about the integrity, continuity and connectivity of cycling routes. It was suggested that cycling routes in the Northern part of Hong Kong Island should be planned in a wider perspective where interfaces of cycling routes between different government projects should be coordinated. The participant also enquired on the communication between government bureau/departments on the establishment of a continuous cycling routes in the Northern part of Hong Kong Island.

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

Bike Rental Kiosk and Bike-sharing

- One participant expressed concern that only one bike rental kiosk was proposed and cyclists had to ride back to return the rented bike. The participant also enquired whether the bike rental kiosk would contain single or multiple operators.
- Another participant supported the provision of bike-sharing services in the proposed boardwalk.

H. Conformity with the Protection of the Harbour Ordinance

- Some participants supported the current scheme which the impact on the Victoria Harbour was minimized.
- One participant concerned that proposed link bridges would constituted the definition of “reclamation” under the Protection of the Harbour Ordinance. The participant suggested to allow design and phasing flexibility for the early commencement of the sections of boardwalk where fewer legal dispute was anticipated. The participant also suggested the government should also plan for the worse scenario for alternative scenario.

I. Management-related Issue

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

J. Others

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

-End-

Appendix C2

Gist of Meeting for Community Forum No. 1

東區走廊下之行人板道研究
第三階段社區參與
社區論壇 1

日期：2019 年 3 月 2 日

時間：下午 2 時 30 分

地點：香港銅鑼灣福蔭道 7 號 3 樓銅鑼灣社區中心禮堂

出席人士：	個人 / 代表機構
1. Cyrus Chow	居民
2. Benny Yip	附近工作人士
3. Li Wing Leung	居民
4. Vicky Kung	P&T Group
5. Chan Jason Ka Yau	學生及居民
6. Chui Ho Yin	學生及居民
7. Ada*	海峯園居民
8. Ginny Tsui	-
9. Elaine Yeung	-
10. Ho Kau Wan	-
11. Lau Tan Cheung	-
12. Melissa Lam	-
13. Sze Chi Hang	-
14. Lee Wai Man	-
15. Fiona Cheung	-
16. Rock Leung	-
17. T. W. Ng	-
18. T. Lung	-
19. Teng Ka Yee Carrie	-
20. Tong	-
21. Tony	-
22. Ben Tse	-
23. Daisy	-
24. Lee	-
25. Cheung Yuk Wa	-
26. Timothy Carter	-
27. Carlos	-
28. Leung Kin Man	-
29. S. Chan	-
30. H. Y. Lam	-

31. Jon Larkin	-
32. B. Law	-
33. Winnie Chan*	-
34. Law Hung Bor*	-
35. 韋少力	-
36. 李女士	-

*這些人士沒有在出席登記表上登記，但有在論壇中發表意見。

土木工程拓展署:

姓名	職位
彭雅妮女士	南拓展處處長
馬漢榮先生	南拓展處總工程師
何國輝先生	南拓展處高級工程師
鍾偉傑先生	南拓展處工程師
文子君女士	南拓展處工程師
謝穎蘅女士	南拓展處工程師

顧問:

姓名	代表機構	職位
黃健民先生	艾奕康有限公司	執行董事
陸榮傑先生	艾奕康有限公司	執行董事
柳欣榮先生	艾奕康有限公司	董事
卓震傑先生	一道空間有限公司	項目總監
何小芳女士	建港規劃顧問有限公司	主持人
阮文倩女士	建港規劃顧問有限公司	記錄員
林家瑋先生	建港規劃顧問有限公司	記錄員

流程表

時間	內容	負責人 / 機構
14:00-14:30	登記	艾奕康有限公司
14:30-14:35	介紹論壇流程及規則	何小芳女士
14:35-14:40	致歡迎詞	南拓展處馬漢榮先生
14:40-15:00	以簡報形式匯報第二次社區參與活動及介紹最新板道方案	南拓展處何國輝先生
15:00-16:15	問答環節	南拓展處、艾奕康有限公司及何小芳女士
16:15-16:20	總結及展望	南拓展處馬漢榮先生

社區論壇意見總結

1 支持工程

- ◆ 與會者都表示支持工程，認為計劃對附近居民有利，並普遍認為應盡快開展相關工程。
- ◆ 有與會者歡迎當局的最新方案，包括增加擬議板道的闊度及增加出入口數目。

2 設計風格、走線和氛圍

- ◆ 支持擬議板道的建議。
- ◆ 擬議板道的走線應該盡量靠近海邊及設在東區走廊北面的橋墩，設計上盡量融入維港海岸線。
- ◆ 建議行人使用的路段應該位於近海的外邊。
- ◆ 有與會者希望觀景台位置可以向維港方向移出一點，讓市民可以飽覽更多維港景色。
- ◆ 有與會者認為方便市民欣賞維港景色應該是擬議板道的首要設計考慮，不用加入浪費空間的雕塑，設施的設計亦應以簡單大方為主。
- ◆ 有部分與會者關注擬議板道的建築物料。有與會者認為木板容易受潮造成保養問題。亦有與會者鑑於颱風山竹對香港海邊的破壞，建議當局參考「海綿城市」概念，利用高透氣及透水度的物料興建擬議板道；同時，亦可考慮地下水管幫助排洪，應付極端天氣帶來的影響。
- ◆ 現時北角是一個環境擠逼的舊區，擬議板道的公共空間對居民及工作人士十分吸引。擬議板道應配合不同人士的不同需要。另外建議在北角碼頭發展一個活動點。
- ◆ 建議當局參考思匯於 2018 年進行有關香港休憩用地的公眾意見調查。該調查發現香港市民使用休憩用地時，希望進行多種不同種類活動。
- ◆ 除了提升當區可達度之外，亦可以讓擬議板道成為北角區的社區地標。
- ◆ 有與會者贊同擬議板道需要有十米闊，並表示有些位置因東區走廊的橋墩而分開成左右兩條通道的地方，其闊度應至少有《香港規劃標準與準則》中列明單向單車徑 2.8 米的闊度。擬議板道的闊度應可以容納行人、輪椅及單車同時經過。亦有與會者認為應增加擬議板道闊度多於十米。
- ◆ 擬議板道的設計應考慮應付大量人流的管制措施。
- ◆ 擬議板道的設計可參考剛翻新的星光大道之設計，在欄杆及座位設計上考慮加入更多親水設計。

3 連接性和暢達性

- ◆ 有與會者認為擬議板道可以提升可達度。
- ◆ 有與會者關注出入口數目是否足夠，認為應該增加出入口數目，特別是油街與糖水道兩個出入口之間的一段。由於油街至糖水道有相當距離，與會者詢問能否在兩端之間，如在城市花園旁的後巷，新增多一個出入口。
- ◆ 現時出入口的設計未夠顯眼，建議將現有海濱公共空間，例如公園及休憩用地，融入到擬議板道的設計中，讓市民可以經過現有公共空間進入板道，便可避免要市民使用一些狹窄及不顯眼的出入口。

4 行人板道的管理

- ◆ 有與會者認為維港是香港重要的資產，綜觀全球的海濱地帶都會發展作高增值旅遊、運動及康樂用途，希望擬議板道管理上能夠有獨立機構並全面性負責。

5 建議的用途及配套設施

- ◆ 關注擬議板道有多少個活動點能提供足夠空間進行多元化活動（例如太極及跳舞）。
- ◆ 擬議板道會如何配合油街以東的休憩用地及前北角邨以北的海濱長廊中所提供的設施。
- ◆ 部份與會者認為擬議板道十分長，使用者包括長者、釣魚人士及小朋友均需要洗手間、洗手盆及飲水機等設施，特別是和富中心對出的出入口及位於海裕街的活動點。亦有與會者認為由於擬議板道缺乏洗手間設施，會增加附近商場洗手間的使用負擔。但亦有與會者認為當局應該妥善利用社區現有公共設施，並加設更多清晰標示，減少重覆興建公共設施造成浪費。
- ◆ 建議增設更多路標指示方向及位於附近的公共設施。
- ◆ 擬議板道中設有釣魚平台，有部分與會者希望了解平台之外的板道是否禁止垂釣。認為有效利用板道多作垂釣之用，可能更有彈性。有與會者認為擬議釣魚平台的位置接近糖水道排水渠口，建議最好在其他地方設置釣魚平台較為適合。
- ◆ 擬議板道上設小食亭，建議當局參考新加坡濱海灣海濱設計，容許特色美食車於指定地點營業，有助宣傳香港特色。
- ◆ 希望了解擬議板道的四個觀景台的具體面積及能夠容納多少攝影人士。亦有與會者建議增設更多觀景台。
- ◆ 有與會者希望了解寵物能否進入板道，如果可以，當局需要設立相關配套設施。
- ◆ 有與會者希望擬議板道能夠加入跑步徑。希望有六米淨闊度供行人及跑步人

士使用。

- ◆ 關注擬議板道建成後，糖水道公眾碼頭會否吸引自由行旅客上落。

6 安全考慮

- ◆ 詢問擬議板道的一些路段有約三米多的高度差距，在設計時有否考慮這坡度對長者步行及單車使用者的安全和舒適度。
- ◆ 擔心行人和單車使用者共用通道會有安全問題，應該分隔行人及單車使用者。
- ◆ 有與會者關注擬議板道在晚上的保安問題，建議安裝閉路電視。擬議板道十分接近民居，擔心可能會有不法份子從擬議板道爬入鄰近私人屋苑內。
- ◆ 擔心倘若東區走廊發生交通意外，掉落的碎片可能會擊中擬議板道上的使用者，建議當局設立相關保護措施。
- ◆ 詢問擬議板道的圍欄如何既達到安全標準，又不會影響周邊景觀。

7 環境影響

- ◆ 詢問有何措施應對東區走廊引起的空氣質素問題。
- ◆ 有與會者擔心東區走廊天橋滴水問題及車輛激潑雨水濺落板道的問題，影響擬議板道的使用者，所以要小心考慮有關設計。
- ◆ 但有與會者認為不必為此多作一些不必要的措施，例如加設護欄，很多現有公共保護欄都有鋪滿塵埃，有礙觀瞻。
- ◆ 詢問會否有綠化及有什麼措施減輕海旁異味問題對板道使用者的影響。

8 工程與落實

- ◆ 詢問擬議板道推行的時間表，包括動工和完工日期；並希望當局可以盡量縮短其設計及建造時間，以便早日落成。
- ◆ 希望當局能把板道工程盡快完成，並且能連接到港島北的其他海濱地帶，使行人及單車使用者能由堅尼地城一直踩單車及步行至柴灣。
- ◆ 有與會者認為過去的討論及研究等工作進度太慢，浪費時間及未能盡快讓市民享受維港美麗的景色。亦有與會者詢問如果採用更親水的浮台設計能否加快板道落成時間。
- ◆ 有與會者建議擬議板道可以分期發展，盡快開放給市民使用。
- ◆ 詢問油街以北的休憩用地及前北角邨以北的海濱長廊落成時間。

9 其他

- ◆ 有與會者建議長遠而言，東區走廊應改為下沉隧道形式，把海濱歸還給市民，給市民可以享受更開闊的海濱。

- 完 -

Appendix C3

Gist of Meeting for Community Forum No. 2

東區走廊下之擬議板道研究
第三階段社區參與
社區論壇 2

日期：2019 年 3 月 9 日

時間：下午 2 時 30 分

地點：香港北角渣華道 210 號北角區街坊福利事務促進會陳樹渠大會堂

出席人士：	個人 / 代表機構
1. Yung Ma Shan Yee	北角區街坊福利事務促進會
2. Ricky Fan	香港環境保護協會
3. Ginny Tsui	炮台山居民
4. Tracy Wong	北角居民
5. 鄭達鴻	東區區議員
6. 梁宏恩	居民
7. 劉錦滿	3+1 單車同學會
8. Mario Liu*	3+1 單車同學會
9. 李可信*	公民黨
10. Elsie Fung	-
11. Cheung Yuk Wa	-
12. Peter Chu	-
13. Ben Shun	-
14. Loreen Chui	-
15. C. C. Lee	-
16. Matthew Wong	-
17. Emma Chen	-
18. Ysabelle Cheung	-
19. Hyde	-
20. C. Chan	-
21. Kwong Shan	-
22. Virginia Lin	-
23. William Yeung	-
24. Choi Si Hong	-
25. Choi Sai Ho	-
26. Yu Han Yui	-
27. 李予怡	-
28. 邱祖怡	-
29. 潘女士	-
30. 余煦光	-

*這些人士沒有在出席登記表上登記，但有在論壇中發表意見。

土木工程拓展署:

姓名	職位
彭雅妮女士	南拓展處處長
馬漢榮先生	南拓展處總工程師
何國輝先生	南拓展處高級工程師
朱耀周先生	南拓展處高級工程師
曾慶龍先生	南拓展處高級工程師
徐溢謙先生	南拓展處工程師
何亦文先生	南拓展處工程師

顧問:

姓名	代表機構	職位
黃健民先生	艾奕康有限公司	執行董事
陸榮傑先生	艾奕康有限公司	執行董事
柳欣榮先生	艾奕康有限公司	董事
卓震傑先生	一道空間有限公司	項目總監
何小芳女士	建港規劃顧問有限公司	主持人
張凱怡女士	建港規劃顧問有限公司	記錄員
林家瑋先生	建港規劃顧問有限公司	記錄員

流程表

時間	內容	負責人 / 機構
14:00-14:30	登記	艾奕康有限公司
14:30-14:35	介紹論壇流程及規則	何小芳女士
14:35-14:40	致歡迎詞	南拓展處馬漢榮先生
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16:45-17:00	總結及展望	南拓展處馬漢榮先生

社區論壇意見總結

1 支持工程

- ◆ 與會者都表示支持工程，樂見研究將進入下一階段，並普遍認為應盡快開展相關工程。
- ◆ 個別與會者感謝署方多次就計劃諮詢東區區議會，亦有盡力回應東區區議會訴求。

2 設計風格、走線和氛圍

- ◆ 現有板道方案有部份板道因淨空高度問題而位於東區走廊外，希望當局能在整條板道都設有至少三至四米闊的有蓋範圍，作避雨之用。
- ◆ 詢問東區走廊的橋躉會否令擬議板道某些地方需要收窄至不足十米。
- ◆ 建議擬議板道盡量設計成一條十米通道，認為比兩條五米通道更能有效使用空間。
- ◆ 如需要設置隔音屏障，建議當局考慮維港景觀會否因此而受到阻擋。
- ◆ 建議當局在設計擬議板道時可以參考現時觀塘海濱的做法，在天橋的橋躉以不同的藝術設計來美化環境。
- ◆ 擬議板道圍欄可以有凹凸的設計，使其外觀更多樣化。此外可以參考於外國觀光景點的設計，利用強化玻璃或亞加力膠製成通透的地面及座位，令行人在擬議板道上亦有置身水上的感覺。
- ◆ 認為現時鰂魚涌海濱公園的木製板道下雨後擬議板道不易乾透及後物料會變得易斷，建議當局小心選擇快乾及防滑地面的物料。此外，個別與會者亦建議應就擬議板道的鋪料進行測試，讓不同使用者，特別是單車及輪椅使用者，可以安全及舒適使用。
- ◆ 認為現時鰂魚涌海濱公園的燈光由地面往上照射，令行人覺得刺眼，建議當局設計板道燈光時避免同類情況。
- ◆ 建議加入適當有美感的燈光及背景音樂，為居民於晚上緩跑帶來更舒適的環境。
- ◆ 擬議板道可以利用可再生能源的設計，以達至可持續發展的目標，例如於西斜位置加裝太陽能板及於海邊加入風力發電裝置，同時建議參考倫敦的案例，鋪設特殊地板將步行產生的動能轉化成電力。
- ◆ 建議在柯達大廈對出的一段擬議板道加入特色燈光設計及輕音樂，以提升晚上擬議板道及附近一帶的環境。
- ◆ 詢問會否就緩跑用途於擬議板道上畫出清晰的地綫，並且使用有美感的街燈。

3 連接性和暢達性

- ◆ 現時通往廉政公署旁的民康街遊樂場入口十分狹窄，建議於民康街遊樂場內加設通道，斜角綫連接擬議板道，以改善空間的使用。
- ◆ 認為現有方案中位於油街的出入口對炮台山居民來說距離太遠，建議於城市花園中間的空間位置及香港浸信教會顯理中學附近增置出入口，讓炮台山居民容易使用擬議板道，不用到距離較遠的和富花園或油街出入口。
- ◆ 現時油街實現及城市花園公園的位置於午膳時段經常有很多人使用，故此應在附近增設出入口。
- ◆ 指出連接擬議板道和富花園的通道位於該屋苑的平台花園，使用者需要經過樓梯才能到達擬議板道，建議於和富花園第十七座旁的糖水道花園設置通往擬議板道的出入口。
- ◆ 理解擬議板道將與灣仔北及北角海濱連接，若兩者的落成時間不同，市民未能通過灣仔北及北角海濱的部分進入油街附近的一段擬議板道，詢問當局會否使用其他通道連接該段擬議板道。
- ◆ 建議當局應該評估擬議板道對電氣道及渣華道交通的影響。

4 擬議板道的管理

- ◆ 詢問負責管理北角碼頭附近的海濱長廊的政府部門及有關開放時間。
- ◆ 部分與會者表示不希望擬議板道交由康文署管理，認為康文署會過份限制市民於擬議板道進行的活動。
- ◆ 現時經常有市民於糖水道(公眾)碼頭一帶集體唱歌跳舞，產生噪音，而且該處接近和富花園，詢問署方在優化糖水道碼頭一帶後會否管理噪音，讓不同使用者可以共存，同時保持擬議板道的活力和生氣。
- ◆ 詢問如何讓行人、釣魚人士及單車使用者可以安全使用擬議板道，以及當局會否於擬議板道劃定不同範圍供不同使用者使用。

5 建議的用途及配套設施

單車徑及單車租借設施

- ◆ 有個別與會者建議清楚劃分行人及單車區域，避免人車爭路，造成意外。如果落實人車共用擬議板道，認為長者難以閃避單車，容易釀成意外。
- ◆ 詢問單車徑規劃的準則。
- ◆ 有個別與會者贊成設置單車徑，認為使用擬議板道應有優先次序，主次要分清。單車速度較快，故此應以單車優先，行人使用擬議板道時需要留意路面情況及注意安全。
- ◆ 有部分與會者提倡「共用通道」的概念，認為此概念已為世界各大城市所採用，是宜居城市的概念之一，是城市應該發展的方向。提出「共用通道」概

念能否完善落實在於使用者的態度，政府需要教育市民要互相尊重及有共享的概念。另有與會者認為「共用通道」的概念是可行的，因為現時電動輪椅、嬰兒車、行李箱等都可以在行人道上和行人共存，相信單車亦可以。同時有與會者指出不同使用者包括行人、輪椅、單車、寵物及鄉村車輛都能共用南丫島狹窄的道路，鮮有發生嚴重意外。

- ◆ 與會者歡迎當局容許單車使用板道，可是需要考慮為單車使用者提供休息及遇上意外時單車停泊的位置。
- ◆ 認為海匯酒店附近的一段擬議板道及海濱長廊的接駁比較狹窄，指出單車設施需要有連貫的闊度才可以讓單車順暢的通過。
- ◆ 認為現有方案中只有海裕街一處設有單車租借亭，該處位於北角政府合署後方，距離民居較遠，對居民來說不太方便，建議在各個出入口附近增加多個單車租借點。同時建議合併擬議單車停泊處及單車租借處，可以節省空間，不用特別設立單車租借亭。另有個別與會者指出大型橋躉之間有足夠空間設置單車租借點，亦可以於各出入口設置，方便市民。
- ◆ 詢問有關單車租借亭的運作模式，會否使用自助形式或有職員管理的租借亭營運。

避雨及遮蔭設施

- ◆ 建議增設避雨及遮蔭設施，但有關設施應該採用不會引致積水、漏水或堆積垃圾的上蓋設計，以保持衛生。
- ◆ 亦有與會者表示現時位於私人屋苑海璇外的一段海濱公園沒有遮蔭設施，對行人不便。建議於海濱公園設置類似尖沙咀海旁有上蓋的觀景台，並與現有北角渡輪碼頭的上蓋連接，令整個海濱長廊的設施更完備。

釣魚平台

- ◆ 詢問當局有否就釣魚平台的設施及位置諮詢相關的釣魚專業學會。如果當局在不合適的位置設置釣魚平台，釣魚人士便會到其他有魚的地方釣魚，可能會對其他板道使用者構成騷擾。
- ◆ 個別與會者認為於板道上釣魚與單車用途有衝突，釣魚時需要用力把魚鈎拋出，其間可能會鈎到單車使用者。為確保不同使用者的安全，建議於東區走廊橋躉之間設釣魚的位置，不要設在擬議板道旁邊。

觀景台

- ◆ 詢問如舉行煙花匯演或節日時，整個擬議板道以及各個觀景台分別可以容納多少市民。
- ◆ 認為擬議觀景台可以升高少許及向維港位置移出一點，提供更佳的觀賞角度予市民欣賞維港景色。

寵物公園

- ◆ 建議提供一個寵物友善的休憩用地，指出現時香港多數休憩用地都不准寵物

出入，以致公眾少接觸而對寵物產生恐懼。

其他配套設施

- ◆ 建議於擬議板道增設飲水機，或要求擬議板道範圍內的商戶免費提供飲用水，讓市民可以無論消費與否都可以取得飲用水，而且可以鼓勵市民自備水樽飲水。
- ◆ 建議參考澳洲達令港，加入可供小休的地方、小食亭及洗手間供市民享用。
- ◆ 指出本研究的第一、二階段的公眾諮詢未有提及提供公共洗手間。
- ◆ 有個別與會者建議當局加設浮橋方便小型遊樂的船隻泊岸登上板道。

6 安全考慮

- ◆ 詢問擬議板道位於東區走廊下，會否因燈光不足及濕氣導致有地面跣滑。
- ◆ 詢問擬議板道有沒有設計防止市民墮海。在颱風吹襲的情況下，會否限制市民使用擬議板道。
- ◆ 詢問出入口是否有足夠空間讓救護車及消防車停泊。
- ◆ 提出有一部分的板道位於東區走廊外，詢問如何避免船隻失控撞到擬議板道。
- ◆ 由於一部分的擬議板道位於東區走廊外，關注如何避免船隻失控撞到擬議板道。

7 環境影響

- ◆ 關注東區走廊下的空氣質素，指出過往康文署曾因鉛下墜造成空氣污染的考慮而不鼓勵市民於行車天橋下方逗留歇息，故此康文署不會於行車天橋下方設立休憩設施。詢問當局在設計上有沒有考慮有關的空氣污染問題。
- ◆ 詢問施工階段會否有緩減措施減輕對居民的影響。
- ◆ 詢問擬議板道距離海面有多高，有沒有措施應對氣候變化帶來的影響。

8 工程與落實

- ◆ 詢問擬議板道的造價。
- ◆ 部分與會者希望相關單車設施能盡快落成。
- ◆ 部分與會者詢問當局對港島北海濱有沒有總體規劃，希望當局能整合所有有關港島北的海濱發展研究，並清晰向市民反映港島北未來十年至二十年的發展。
- ◆ 與會者建議當局就港島北岸其他海濱位置的規劃先徵詢法律意見，避免司法覆核的風險，希望可以加快港島北岸海濱的整體發展。
- ◆ 爲了加快擬議板道的進度，建議先興建擬議板道，之後再設置康樂設施如釣

魚平台、觀景台及嬉水池等，令板道可以盡快落成供居民享用。

9 其他

- ◆ 個別與會者希望九龍海濱亦可以有一條類似的單車徑，亦有與會者建議政府規劃一條連接堅尼地城至筲箕灣的單車徑，令整體的單車路綫規劃可以更完善。
- ◆ 詢問當局曾經利用什麼方法就擬議板道的規劃諮詢公眾，此外亦有與會者指出公眾諮詢工作完成後需要回應市民的意見及作出跟進，並且告訴市民何時再有諮詢活動及有關計劃的詳情。
- ◆ 個別與會者指出鰂魚涌公園一期及二期之間未能連接，建議利用板道連接兩者，增加通達性，方便市民使用。

- 完 -

Appendix D

Media Coverage during Stage 3 Community Engagement

Media Coverage during Stage 3 of the Community Engagement Exercise (Between February 2019 and April 2019)

Name of Medium	Publishing Date	Title
1. 明報	18.2.2019	土拓署公布東區走廊行人板道最新方案 長 1.7 公里 料 2025/26 年度建成
2. 東方日報	19.2.2019	東廊行人板道確定至少 10 米闊 最快 2025 年啟用
3. 頭條日報	19.2.2019	東廊下建板道增闊至十米
4. 蘋果日報	19.2.2019	東廊行人板道擬擴至 10 米闊 料 2025/26 年啟用
5. 立場新聞	19.2.2019	東區走廊行人板道新方案 最少闊 10 米 設觀景釣魚平台
6. 大公報	20.2.2019	東廊行人板道採簡約設計
7. 文匯報	20.2.2019	東廊行人板道擴至 10 米闊 2025 年落成
8. 東方日報	20.2.2019	最新方案 東廊行人板道 闊度最少 10 米
9. 香港 01	21.2.2019	【東廊板道】東廊底部建 1.7 公里行人單車板道料 2025 年啟用

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

**東區區議會轄下
規劃、工程及房屋委員會
第七次會議紀錄**

日期：2019 年 2 月 19 日（星期二）

時間：下午 2 時 30 分

地點：東區區議會會議室

出席委員	出席時間（下午）	離席時間（下午）
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	會議結束
王國興議員, BBS, MH	2 時 30 分	7 時 30 分
古桂耀議員	2 時 30 分	會議結束
何毅淦議員	2 時 30 分	會議結束
李鎮強議員	2 時 30 分	6 時正
林心廉議員	2 時 30 分	會議結束
林其東議員	2 時 30 分	3 時 30 分
邵家輝議員	2 時 30 分	6 時 01 分
洪連杉議員, MH	4 時 50 分	會議結束
徐子見議員	3 時 15 分	會議結束
張國昌議員	2 時 31 分	會議結束
梁兆新議員	2 時 30 分	會議結束
梁國鴻議員（主席）	2 時 30 分	會議結束
梁穎敏議員	5 時 19 分	會議結束
許林慶議員	6 時正	會議結束
許清安議員	2 時 34 分	3 時 30 分
郭偉強議員, JP	2 時 55 分	4 時正
麥德正議員	2 時 30 分	會議結束
植潔鈴議員	2 時 30 分	會議結束
黃建彬議員, BBS, MH, JP	2 時 50 分	7 時 30 分
黃健興議員	2 時 30 分	4 時 30 分
楊斯竣議員（副主席）	2 時 30 分	會議結束
趙家賢博士	2 時 30 分	會議結束
趙資強議員, BBS	2 時 30 分	6 時 30 分
劉慶揚議員	2 時 30 分	會議結束
蔡素玉議員, BBS, JP	2 時 35 分	5 時 30 分
鄭志成議員	2 時 30 分	5 時 30 分
鄭達鴻議員	2 時 45 分	5 時 30 分

黎志強議員	2 時 35 分	5 時 30 分
顏尊廉議員, MH	2 時 30 分	會議結束
羅榮焜議員, MH	2 時 30 分	會議結束
龔栢祥議員, BBS, MH	2 時 30 分	會議結束
劉聖雪女士 (增選委員)	2 時 30 分	7 時 35 分

致歉未能出席者

江澤濠先生, MH (增選委員)

定期列席的政府部門代表

勞卓倫先生	東區民政事務處 東區民政事務助理專員 (2)
關汝強先生	東區民政事務處 高級聯絡主任 (3)
何國輝先生	土木工程拓展署 高級工程師/6 (南)
伍德華先生	規劃署 高級城市規劃師/港島 2
陳樂健先生	港島東區地政處 高級產業測量師/港島東 (3)
謝志強先生	食物環境衛生署 東區高級衛生督察 (潔淨及防治蟲鼠) 1
陳惠蓮女士	房屋署 高級房屋事務經理 (港島及離島一)
孫志明先生	房屋署 屋宇保養測量師 (港島東)
周俊輝先生	屋宇署 屋宇測量師/A5-3
吳欣鏞女士	東區民政事務處 高級行政主任 (區議會)
李淑嫻女士 (秘書)	東區民政事務處 一級行政主任 (區議會) 2

應邀出席的部門及機構代表

張敏宜女士	發展局 首席助理秘書長 (海港)
黃君儀女士	發展局 助理秘書長 (海港) 特別職務
馬漢榮先生	土木工程拓展署 總工程師/南 3
張嘉賢先生	物業管理業監管局 總經理 (規管事務)
劉鳳儀女士	物業管理業監管局 高級經理 (牌照)
劉志明先生	水務署 高級工程師/工程管理 5
葉安儀女士	水務署 工程師/工程管理 (14)
郭偉基先生	水務署 工程師/工程管理 (13)
張鈞碩先生	水務署 工程師/漏損管理
吳卓衡先生	水務署 工程師/香港及離島區 (分配 1)
劉威先生	博威工程顧問有限公司 項目經理

馬學智先生	博威工程顧問有限公司 項項目總工程師
謝子健先生	博威工程顧問有限公司 項項目工程師
鍾成興先生	水務署 工程師/建設 (8)
何盛田先生	規劃署 高級城市規劃師/港島
張家遜先生	港島東區地政處 產業測量師/柴灣
李耀文先生	運輸署 高級運輸主任/東區
吳家達先生	太古地產 發展及估價總經理
林珩女士	太古地產 公共事務總經理
林澤仁先生	弘達交通顧問有限公司 董事
陳頌義先生	王歐陽 (香港) 有限公司 副董事
高寶亮先生	屋宇署 高級結構工程師/強制驗樓 1-E
蔡學海先生	屋宇署 結構工程師/強制驗樓 1-E1
盧偉斌先生	康樂及文化事務署 高級行政主任 (策劃事務) 5
陳建峰先生	運輸署 高級工程師/東區及一般事務
關永業先生	運輸署 工程師/東區 2
黃志勇先生	土木工程拓展署 高級工程師/區域
李偉強先生	康樂及文化事務署 東區副康樂事務經理 1
樊玉玲女士	康樂及文化事務署 東區副康樂事務經理 2
蘇志豪先生	渠務署 工程師/港島東 3
蔣永能先生	建築署 高級物業事務經理/東區
吳曦嵐女士	建築署 物業事務經理/柴灣
陳文浩先生	路政署 助理區域工程師/東北區

歡迎辭

梁國鴻 主席歡迎各委員及政府部門代表出席會議。

I. 通過規劃、工程及房屋委員會第六次會議紀錄初稿

2. 委員會確認上述初稿毋須修改，並通過會議紀錄。

II. 工作小組報告

(規劃、工程及房屋委員會文件第 32/18 號)

3. 委員備悉海濱發展及房屋管理工作小組的報告。

III. 東區走廊下之行人板道研究最新板道走線方案

(規劃、工程及房屋委員會文件第 2/19 號)

4. 由於議題與跟進事項(6)相關，梁國鴻主席建議將此兩項議題合併討論而委員會亦同意相關建議。
5. 梁國鴻主席歡迎發展局首席助理秘書長(海港)張敏宜女士、助理秘書長(海港)特別職務黃君儀女士、土木工程拓展署(土拓署)總工程師/南 3 馬漢榮先生及高級工程師/6(南)何國輝先生出席會議。土拓署 馬漢榮先生、何國輝先生及發展局 張敏宜女士介紹第 2/19 號文件。
6. 23 位委員就議題發表意見及作出提問，內容摘錄如下：
 - (a) 丁江浩委員樂見署方接納市民的意見，興建最少 10 米闊的行人板道。不過，他擔心於東區走廊結構外興建露天段會受到司法覆核的挑戰，詢問署方是否已有法律依據。他另建議署方採用耐用及安全的物料興建板道，並於行人路及單車徑加建適當的分隔設施，以保障市民安全。他希望署方繼續向議會匯報最新進展；
 - (b) 王振星委員欣悉署方在考慮及平衡不同持份者的意見後制訂了最新方案，不過，他認為新的板道走線較迂迴曲折，在設計上有欠理想。他另詢問署方最新方案是否可滿足法例要求，以及最新方案是否需要建造額外樁柱及其數量；
 - (c) 王國興委員表示他早於 1991 年已提出興建板道的建議，惟署方以東區走廊的承載力不足為由，未有落實相關建議。他支持署方盡快落實興建板道，並請署方考慮於板道範圍加設安全圍欄、緊急救援設備、狗糞收集箱、休閒座椅，以及防風和防浪設施；
 - (d) 古桂耀委員支持最新的板道方案，並請署方詳細講解海裕街活動點的構思。他另建議署方加強單車徑及釣魚區的安全設施，以保障行人安全。此外，他詢問參加第三階段社區參與活動的辦法；
 - (e) 郭偉強委員表示興建行人板道的建議已提出超過 20 年，無奈工程最快仍要待 2025 至 2026 年才能完工，促請署方盡快落實工程計劃。為縮短市民等候時間，他希望署方在局部工程完成後，分階段開放板道設施，並在日後再調整管理細則。他另建議署方於各出入口增設閘門，並於指定時間開放板道；

- (f) 蔡素玉 委員希望署方增加釣魚平台的數量、於板道提供足夠休閒座椅，以及於城市花園段增設緊急救援通道。她另擔心和富中心外兩邊分開的行人板道設計會影響人流及構成安全隱患，建議署方加設連接兩邊的通道；
- (g) 林心廉 委員表示港島區海濱地帶尚可發展的空間不多，樂見署方提出最新設計方案，期望署方盡快落實工程，令市民早日享用海濱設施。他認為最新方案的採光不足，建議署方於陰暗位置加裝自動感應環保照明系統。此外，他亦建議署方於板道增加緊急救援設施，以及合併和富中心外兩邊分開的行人板道，以增加板道空間及提升安全指標；
- (h) 張國昌 委員擔心署方在第三階段社區參與活動再次接獲反對意見，詢問署方如何處理及整合過去所收集的反對意見，以及有否就最新方案徵詢法律意見，以應付日後的反對聲音；
- (i) 梁兆新 委員欣悉署方有信心通過法例要求。他詢問署方有否就板道的走線徵詢附近私人物業公司的意見，並建議署方進行大型問卷調查，以便廣泛收集民意，盡快確立法例要求的「凌駕性公眾需要」，以確保工程計劃能順利推展；
- (j) 麥德正 委員希望署方設法加快工程進度。他另詢問行人路及單車徑的分隔安排、最新方案是否符合法例要求，以及將來連貫東西區海濱的計劃及部署工作；
- (k) 植潔鈴 委員歡迎署方提出最新板道方案，希望署方盡快啟動工程。她關注市民使用板道的安全情況，詢問署方有何方法規限市民在釣魚區釣魚、如何分隔行人路及單車徑，以及板道的防風及防浪設施；
- (l) 趙家賢 委員表示板道屬萬眾期待的海濱設施，感謝署方近年來一直落力推進工程。他希望署方於第三階段社區參與計劃向區內各屋苑派發資料，以便搜集足夠民意基礎擬備《說明符合「凌駕性公眾需要測試準則」的有力和令人信服的資料報告》。他支持最新走線方案，亦樂見署方接受民意，將板道寬度定於最少 10 米、加入單車徑及其他多元化設施，並適當使用自然採光。雖然整體設計未盡完善，但由於露天段佔整個板道範圍不足 25%，他希望海港關注團體以公眾利益為前提，不再阻撓工程計劃。此外，他希望署方在聘請顧問公司作深化設計時將管理守則列入招標文件，以便顧問公司詳細考慮；

- (m) 鄭達鴻 委員表示板道屬東區短期內的重要工程之一，備受居民重視。他支持最新板道方案，但認為署方日後應提早徵詢法律意見，以免影響計劃進度。他另詢問署方有否預留位置於油街增設出入口，以便日後接駁灣仔北的海濱發展。此外，他建議署方加闊露天段的行人路、於板道附近增設旅遊巴士泊位，以及分階段盡快開放板道；
- (n) 黎志強 委員請署方仔細計算受影響的海面面積，並及早徵詢法律意見，確保擬議的走線方案不會抵觸法例要求。他另詢問板道如何連接鰂魚涌公園的緩跑徑、署方日後的詳細工作時間表，以及如何爭取市民及持份者的支持；
- (o) 顏尊廉 委員支持最新板道方案，希望署方盡快展開工程。他另建議署方安排專家研究擬建的釣魚區是否合適地點，以確保能吸引釣魚人士於指定範圍釣魚，避免影響其他行人；
- (p) 龔栢祥 委員認同署方應設法吸引釣魚人士於指定範圍釣魚，以免影響行人安全。他另建議署方在開放行人板道後再按需要加入單車徑，以減少人車爭路的情況。此外，他擔心颱風及潮水對板道及附近民居構成影響，希望署方採取適當防風及防浪措施；
- (q) 劉聖雪 委員歡迎署方提出最新板道方案，希望署方在公眾參與活動爭取市民支持。她建議署方於板道增設防風及防浪措施，以應付惡劣天氣帶來的強風巨浪；
- (r) 王志鍾 委員表示市民熱切期待板道的落成，希望署方增設行人板道、單車徑、釣魚區及嬉水區的安全措施，並盡量採用環保及耐用的物料，避免再次出現鰂魚涌海濱花園長廊棧道破損的情況；
- (s) 何毅淦 委員希望署方加強板道的實用及安全性，確保各活動點如釣魚及觀景平台的設計切合用家的需要。他另建議署方盡量美化板道，並增設適當防風及防浪措施，以及考慮於橋底較陰暗位置增設監察系統，以保障市民安全及加強管理；
- (t) 李鎮強 委員歡迎署方接納市民意見，並提出最新板道方案。他希望署方妥善分隔行人路及單車徑，避免人車爭路的情況。他另建議署方採取適當的防水物料，減低惡劣天氣對板道的影響。此外，他詢問板道如何連接鰂魚涌及銅鑼灣的海濱地段，以及為期兩天的諮詢活動是否足夠；

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- (u) 趙資強 委員表示板道計劃由提出至今已討論接近 30 年，希望署方盡快落實工程計劃，盡早興建板道設施供市民享用；
- (v) 黃建彬 委員支持署方在吸納市民的意見後而提出的最新方案，希望署方確保最新方案不會抵觸法例要求。他建議署方於板道提供緊急救援設施，以應付突發事故，並希望署方藉建設板道的機會，同時美化汽車渡輪碼頭的設計；以及
- (w) 楊斯竣 副主席樂見署方提出最新板道方案。為保障市民安全，他希望署方規定釣魚區外不可釣魚、選取耐用的建築物料，以及妥善分隔行人路及單車徑，避免人車爭路的情況。

7. 土拓署 馬漢榮 先生、何國輝 先生及發展局 張敏宜 女士就委員的意見及提問，回應如下：

土拓署

- (a) 署方已考慮及平衡不同持份者的意見，亦已徵詢法律意見，有信心最新板道方案可滿足法例要求；
- (b) 署方備悉委員對板道設計、建築物料及運作管理等多方面的意見，並將於深化設計階段再作詳細考慮。待完成深化設計後，署方會再次諮詢區議會；
- (c) 署方計劃於 2019 年第一季進行「第三階段社區參與」活動，並會向當區居民發放資料單張，鼓勵市民參加諮詢活動，並就行人板道的最新方案發表意見。署方亦會諮詢各持份者，包括綠色團體及其他專業團體，社區參與期間署方亦會舉辦焦點小組會議及社區論壇以收集公眾意見。公眾亦可透過項目網址向署方提出對擬議板道最新方案的意見；
- (d) 在完成板道設施及其他沿岸的「斷裂點」後，署方期望日後可將中環至西灣河的海濱連接，連成共約九公里長的海濱長廊設施，供市民享用。這亦有助長遠改善港島北部海濱的連貫性；以及

發展局

- (e) 在完成區議會諮詢工作後，土拓署亦會就最新板道方案諮詢海濱事務委員會港島區海濱發展專責小組，並展開《第三階段社區參與》

活動。

土拓署、發展局 8. 經討論後，委員會支持最新板道方案。

IV. 《物業管理服務條例》(第 626 章)發牌制度的建議
(規劃、工程及房屋委員會文件第 3/19 號)

9. 梁國鴻 主席歡迎物業管理業監管局總經理(規管事務)張嘉賢先生及高級經理(牌照)劉鳳儀女士出席會議。物業管理業監管局 張嘉賢 先生介紹第 3/19 號文件。

10. 委員就題述議題申報利益如下：

委員	利益申報
趙家賢	英國特許房屋經理學會會員
	香港認可調解員學會主席
	太古城第五期業主代表會主席
王國興	物業管理業監管局副主席

11. 16 位委員就議題發表意見及作出提問，內容摘錄如下：

- (a) 羅榮焜 委員樂見局方引入發牌制度，以加強對物業管理的監管。他引述例子指有管理公司涉嫌利用物業管理人的私人身份獲取居民的授權書，企圖控制招標結果，詢問局方如何處理及調查此類個案；
- (b) 許清安 委員支持局方實施強制性發牌制度。不過，他認為局方亦需考慮物業管理人的工作量，並按每幢樓宇的單位數量而訂定物業管理人的級別，以提升管理效率。他另詢問局方有否規定必須於大廈顯眼位置張貼持牌人的級別；
- (c) 林心廉 委員支持局方引入發牌制度，以加強對大型物業管理公司的規管。不過，他擔心聘用專業人士會增加單幢式大廈的管理成本，希望局方加強對相關業主的支援；
- (d) 林其東 委員表示業主立案法團與業主委員會的職能相若，詢問業主委員會的委員是否需要領牌。他另擔心發牌制度會增加聘請保安和清潔人員的成本，詢問保安和清潔人員是否需要領牌。他希望局方規定持牌物業管理公司必須向客戶提供利益衝突資料，以減低圍標的風險；

- (e) 徐子見 委員請局方詳細說明違反法例要求的罰則，以及何時採用公訴或簡易程序；
- (f) 張國昌 委員詢問業主是否屬物業的客戶之一，擔心物業管理公司人員違反保密協議向業主透露招標文件內容。他另詢問市民日後有何途徑向物業管理監管局投訴及舉報物業管理公司或物業管理人的違規行為；
- (g) 梁兆新 委員擔心強制發牌制度對中小型物業管理公司構成負擔，詢問局方會否考慮增設較低要求的發牌制度。他另詢問已取得物業管理經理人認可資格的人士可否豁免領牌。他亦希望了解物業管理公司是否需按其管理的所有物業單位數目而決定持牌物業管理人的最低人數要求；
- (h) 丁江浩 委員支持局方引入發牌制度，以加強對物業管理公司的監管。不過，他擔心發牌制度會增加聘用員工的成本，而管理公司會將額外開支轉嫁至業主，詢問局方有否方法阻止管理公司為此提高管理費用；
- (i) 王志鍾 委員表示發牌制度有助改善大廈管理，但亦擔心會增加小型物業管理公司的經濟負擔。他另引述例子指大廈更換管理公司期間不時出現各種交接問題，希望局方可加以規管，以保障業主的利益；
- (j) 王國興 委員表示《物業管理服務條例》（第 626 章）（《物管條例》）獲立法會一致通過，為強制性發牌制度提供法律框架。他認為發牌制度有助加強對物業管理的規管，既可保障業主及租客的利益，亦可推動業界的專業發展，減少失業的機會。相關附屬法例仍在草擬階段，局方將於日後落實相應配套措施，包括紀律委員會聆訊及處分等各事宜；
- (k) 古桂耀 委員表示現時物業管理行業良莠不齊，不時令小業主蒙受金錢損失，發牌制度有助加強規管，保障市民利益，因此值得支持。他建議局方對違規的物業管理公司加強罰則，以增加阻嚇力；
- (l) 李鎮強 委員擔心發牌制度會增加業界負擔，亦會增加聘請物業管理人員的困難，未能領取牌照的物業管理人員或會失業，而未能承受相關壓力的中小型物業管理公司亦會面臨倒閉危機。他以旅遊業為例，指發牌制度無法全面阻止違規行為，希望局方認真平衡各項利弊；

- (m) 麥德正 委員表示坊間對發牌制度的誤解甚多，希望局方加強向市民推廣信息，釋除市民的疑慮。他另指部分物業管理公司為謀取利潤不惜犧牲業主的利益，希望局方加強監管，並設法保護奉公守法的小型物業管理公司的生存空間；
- (n) 趙家賢 委員表示現時投訴風氣盛行，如管理人員面臨紀律聆訊處分，有機會影響其仕途，對業界亦有一定的影響。他建議局方聘用專業調解服務處理投訴，並盡快訂定使用調解服務的準則，以協助雙方當事人在紀律聆訊前以和平理性的方式解決糾紛。他另詢問如物業管理人員已獲相關物業管理專業團體認可資格，是否可直接領取牌照。他希望局方採取相應措施避免市民混淆專業團體資格與法定領牌規定，並促請局方盡快落實甄選相關物業管理專業團體的考慮因素，以便有關專業團體及早準備；
- (o) 鄭達鴻 委員詢問申請物業管理人牌照是否需要通過考試，以及相關考試的模式。他另希望了解法例除監管物業管理公司及物業管理人的發牌制度外，有否其他條款監管物業管理的質素。此外，他擔心持有多間物業管理公司的董事透過附屬或集團公司控制市場價格及謀取利潤，詢問局方如何作出監管，以及可否對物業管理公司數目上限作出檢討；以及
- (p) 楊斯竣 副主席表示不少大型屋苑經常接獲投訴，對物業管理人構成一定壓力。他詢問局方除透過紀律聆訊方式處理投訴外，會否引入調解服務或其他解決糾紛的方法，以便加強各方面的溝通，減少訴諸法庭的機會。

12. 物業管理業監管局（監管局）張嘉賢 先生就委員的意見及提問，回應如下：

- (a) 除《物管條例》外，所有持牌物業管理人均須遵從監管局不時向業界發出的操守守則及相關指引等，違反者可遭監管局紀律處分；
- (b) 監管局會以持平角色處理投訴，在有合理因由下，可對懷疑觸犯違紀行為或不再符合持牌條件的持牌物業管理公司或物業管理人進行調查。在調查期間，局方會給予持牌人充裕時間作出申述，持牌人亦可按需要授權代表律師給予回覆。在完成調查後，監管局如信納有證據傾向證明上文所述的事宜，可決定對有關事宜進行紀律聆訊。該物業管理公司或物業管理人亦可按機制就監管局對其作出的裁決提出上訴；

- (c) 紀律聆訊委員會成員有包括業內及其他業界人士，確保聆訊在公平原則下進行。另外，若對聆訊作出上訴，民政事務局局長須委任一個上訴委員團，由 1 名主席及 11 名其他成員組成，監管局成員不會獲得委任；
- (d) 部分投訴個案可能純屬對物業管理公司或物業管理人的不滿，並不涉及違規行為，故局方會作合適的調解，以協助處理糾紛；
- (e) 每間物業管理公司須聘用全職持牌物業管理人，以符合監管局的「持牌物業管理公司所聘用的持牌物業管理人最低數目與其管理的所有物業的單位數目及／或面積的總和比例規定」，這規定或會增加公司的營運成本。然而，此額外成本將由大廈所有單位攤分，相信不會令管理費大幅增加。當然，法團亦可自行決定聘請比法定要求更多的持牌物業管理人員；
- (f) 《物管條例》規定就物業管理公司提供的服務擔當管理或監督角色的人員必須領取牌照。另外，於只提供單一服務（例如只提供保安或清潔等）的物管公司及其工作人員或持牌物管公司的前線人員，均毋須申領牌照。局方預計對小型物業管理公司的影響有限；
- (g) 於《物管條例》第 6 條「禁止無牌活動」生效後，沒有持有牌照的物業管理公司及物業管理人如提供物業管理服務，會遭起訴。一經循公訴程序定罪，最高可處罰款 500,000 元及監禁 2 年；
- (h) 局方將會按個別情況考慮採取公訴或簡易程序進行檢討，並會訂定指引按既定程序執法；
- (i) 法例訂明客戶的定義泛指該物業的業主組織，以及就該服務支付或有法律責任就該服務支付管理費的該物業的業主。擬訂的附屬法例亦規定持牌物業管理公司必須向客戶提供利益衝突資料、有關的合約資料及財務資料等；
- (j) 發牌制度設有三年過渡期，符合發牌準則的人士可以申請正式的物業管理人牌照。不符合發牌準則，但具有指定最低工作經驗的人士，可以在過渡期內申請相關的臨時物業管理人牌照。如臨時牌照持有人在三年內修讀指定的相關課程，之後可獲發正式的物業管理人牌照；
- (k) 局方暫未有計劃設立資格考試，物業管理人需符合最低學歷、最低工作經驗及／或專業資格的發牌準則才可獲發牌照；

- (l) 監管局建議設立申請機制，讓相關物業管理專業團體自行遞交資料及證明文件作出專業團體認可資格申請。甄選專業團體的考慮因素包括團體的專業範疇是否與香港物業管理相關、專業團體招收會員的標準、專業團體專業操守的監控機制、專業團體對會員持續專業發展的要求，以及專業團體的認受性。監管局或會委託審計師到申請團體的辦事處及／或有關第三方合作機構（如專業進修課程的營辦機構）進行審查。專業團體亦需每隔一段時間（例如 5 年），重新向監管局遞交有關資料及繳交評審費用，讓監管局再次審核其專業資格；
- (m) 持有物業管理人牌照的董事、合夥人或獨資經營者，建議最多可管理 6 間物業管理公司，以保持物業管理專業水準。局方亦會於日後進行檢討物業管理公司數目上限；及
- (n) 民政事務總署曾於 2019 年 1 月 21 日向法團發出書面通知澄清法團或業主委員會等業主組織如自管 1,500 個單位以下物業，毋須領牌。

物業管理業
監管局

13. 經討論後，梁國鴻 主席請局方備悉委員的意見。

V. 建設智管網－餘下工程（東區）

（規劃、工程及房屋委員會文件第 4/19 號）

14. 梁國鴻 主席歡迎水務署高級工程師/工程管理 5 劉志明 先生、工程師/工程管理（14）葉安儀 女士、工程師/工程管理（13）郭偉基 先生、工程師/漏損管理張鈞碩 先生、工程師/香港及離島區（分配 1）吳卓衡 先生、博威工程顧問有限公司項目經理劉威 先生、項目總工程師馬學智 先生及項目工程師謝子健 先生出席會議。水務署 劉志明 先生及博威工程顧問有限公司 馬學智 先生介紹第 4/19 號文件。

15. 18 位委員就議題發表意見及作出提問，內容摘錄如下：

- (a) 王振星 委員詢問署方如何編排分段進行東區的工程，以及在加裝監測器後是否可即時得知監測結果，以便及早進行水管修復工程；
- (b) 何毅淦 委員詢問署方何以在現階段才就餘下工程諮詢區議會、署方有否計劃進行公眾諮詢、如發現私人物業管道出現滲漏的處理方法及有否任何罰則，以及署方有否就工程與物業管理業界溝通及達成共識。他認為署方應在討論文件詳細交代相關罰則，以免誤導市民；

- (c) 李鎮強 委員表示題述工程有助監測水管滲漏，減少浪費食水，但他擔心監察制度適得其反，詢問署方何以在開展部分工程後才諮詢區議會；
- (d) 林心廉 委員以筲箕灣區為例指出區內舊式樓宇眾多，部分樓宇正等待收購行動，業主對水管問題採取坐視不理的態度，詢問署方如何跟進滲漏個案，以及私人及公共地段管道的不同處理方法；
- (e) 張國昌 委員詢問署方如何透過監測器偵測水管滲漏從而進行修復工程、完成全東區工程所需的時間、署方是否已預先申請交通及掘路許可、更換監測器電池及維修保養的工序，以及如何得知電池約 2 至 3 年需要更換；
- (f) 徐子見 委員表示署方早於 2014 年已推展「智管網」，詢問署方何以至今才諮詢區議會。他另希望了解東區工程的預計完成日期、建設監測網絡希望達到的目標成效、決定開展水管修復工程的參數，以及預計東區工程的造價。他另希望署方減低沙井井蓋高低不平的情況，以免影響行人和行車安全；
- (g) 梁兆新 委員詢問署方為何不於港島區更換及修復水管工程期間同時安裝監測器，以減低對市民的影響。他另希望了解署方如何監察私人及公共地段管道、監測的範圍是否包括樓宇內的公共喉管，以及署方是否可靈活調動區內的供水網絡，以減少停止供水的時間；
- (h) 麥德正 委員不明白署方為何在智管網推出數年後才諮詢區議會。他詢問署方如何安排各地點的工程、安裝智管網的目標成效、監測的範圍，以及如何處理私人樓宇的水管滲漏問題。他另指西灣河區近日多次發生水管爆裂事故，詢問署方有何防範措施；
- (i) 趙家賢 委員認同加裝監測器的需要，以便署方監測管網狀況，減少流失供水。他引用太古城區的例子，指更換及修復水管工程期間遇到技術困難，因此工程有所延誤。他建議署方加強與物業管理公司的溝通和合作，以便更順利完成水管修復工程；
- (j) 鄭志成 委員支持署方建立額外監測區域，加強監察水管網絡的狀況。他以健康邨為例，指監測器有助監測水壓及流量。他另請署方詳細解釋監測器如何協助署方管理及監察環形水管網絡的狀況，以

及樓宇內外的監測範圍；

- (k) 鄭達鴻 委員詢問署方有否整合過去多年的經驗，探討其他新方法以監測水管狀況及預防水管爆裂。他另詢問東區工程的預計時間表；
- (l) 龔栢祥 委員表示署方前線人員過往只能憑藉個人經驗聽取喉管聲音判斷水管的狀況，他支持署方增設監測器，利用科技更有效監測喉管狀況。他另建議署方於監測器插入點加裝閘掣，以便日後為個別水管分段進行維修保養工作。他另指有議員擔心署方強制業主更換滲漏的水管，將加重業主的經濟負擔，詢問署方如何處理私人樓宇水管滲漏的個案；
- (m) 王志鍾 委員支持署方增設監測器，以助迅速找出滲水源頭。他希望署方盡量減低工程期間的噪音滋擾和交通影響，亦請署方加強向市民發放工程資訊，以便市民及早作出準備；
- (n) 古桂耀 委員詢問監測器的監測範圍是否包括私人樓宇的水管、是否所有建造沙井工程均於行人路進行，以及署方會否定期檢查監測器的運作；
- (o) 梁穎敏 委員希望署方盡量縮短工程期間暫停供水的時間，亦請署方提供東區工程的預計時間表，並就各項工程進行仔細的交通影響評估，減低對市民的影響。她另詢問受個別工程影響而需要暫停供水的範圍面積；
- (p) 植潔鈴 委員支持署方增設監測器，以改善供水網絡，減少浪費食水。她續指區內的喉管老化問題嚴重，希望署方加強對業主的支援，減輕業主的負擔；
- (q) 黃建彬 委員支持署方增設監測器，希望署方提供東區工程的預計時間表及暫停供水時間表，以便市民預早準備。他另詢問署方是否可即時監控各監測點的滲水情況，如發現滲漏情況，他希望署方可向當區區議員提供相關資料。他亦希望了解監測範圍是否包括區內的分支喉管；以及
- (r) 楊斯竣 副主席詢問每個地點的建造沙井施工期平均所需的時間。

16. 水務署 劉志明 先生、吳卓衡 先生及博威工程顧問有限公司 劉威 先生就

委員的意見及提問，回應如下：

水務署

- (a) 署方預計將於 2019 年年底開展題述工程。為減少工程對公眾的不便及影響，署方會預先就工程及停水的安排諮詢及協調受影響區域的區議員及用戶；
- (b) 署方自 2000 年開始展開「更換及修復水管計劃」，更換及修復全港的老化水管，並透過小型工程計劃於部分地點加裝監測器。隨著近年感應器、遙測、管網管理軟件及數據分析的科技進步，署方希望推行「智管網」，以維持供水管網的健康狀況。署方亦藉此檢視現有的監察網絡，並建議在全港建立約 400 個額外的監測區域，當中有 57 個位於東區。署方日後可利用「智管網」分析供水管網的狀況，制定最符合成本效益的措施，從而維持網絡的健康狀況；
- (c) 署方現時透過人手監察水管網絡系統的狀況，效率較低。水務署亦正安排採購一套智能管網管理電腦系統，以更有效率地分析從監測區域所收集的數據。署方預計將於 2020 年年中開始使用電腦系統，持續監測管網狀況；
- (d) 本署正計劃在全港建立約 2 000 個監測區域，並分階段向立法會申請撥款。「智管網」主要分析每個監測區域內的數據，署方會同時考慮不同時段及用戶性質等因素，從而推斷監測區域發生滲漏的機會；
- (e) 如監測區域所收集的數據發現異常，署方會跟進並調查，從而了解是否出現滲漏事故或其他技術問題。署方現階段未有計劃向公眾發佈相關數據；
- (f) 如發現滲漏事故，署方會先進行分段測試，然後再由承辦商作進一步的測漏工作。如涉及私人屋苑的水管出現問題，署方會向業主或管理公司提供適切協助。以太古城區為例，在署方的協助下，區內屋苑已成功改善部份有問題的水管；
- (g) 在完成 2 月 10 日位於西灣河街 171 號食水管的緊急維修後，署方為即時減低水管爆裂的風險，並已於 2 月 11 日更改供水路線，把有關的食水管關閉，食水供應不受影響。而有關高風險的食水管已納入現正進行的風險為本改善工程的定期合約，盡快於本年內完成

負責者

更換或修復水管工程；

- (h) 如署方發現私人樓宇水管持續滲漏而未有採取改善措施，署方可根據水務設施條例，向用戶停止供水。過程中，署方會和業主、法團或管理公司保持聯絡，提供技術支援。署方亦會向單幢式「三無大廈」（即沒有業主立案法團、沒有任何居民組織及沒有管理公司的大廈）業主或住客提供協助，並在有需要時把個案轉介民政事務總署跟進；
- (i) 由於工程須獲區議會支持及立法會通過撥款才可展開，因此預計工程會於 2019 年第三季才開始。再者，整個工程的時間表也須待有關合約開展後，才能與承建商相討落實。待工程時間表落實後，署方定會安排諮詢及協調受影響區域的區議員及用戶；

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- (j) 按現有監測器運作的經驗，監測器電池的電量平均可維持 2 至 3 年。一般更換電池的工作只需掀起井蓋，無需重新挖掘路面，而更換過程需時約 1 至 2 小時；
- (k) 「智管網」餘下工程仍在設計階段，東區工程的建築費用預算約七千萬元；
- (l) 工程地點因應不同區域而定，有機會於分支管道安裝監測器。所有工程會優先在行人路進行，以不影響交通為大前提；
- (m) 在施工期間，每次停水的時間不超過八小時，顧問公司會預早與持份者溝通，亦會考慮靈活調動區內的供水網絡，減少對市民的影響；以及
- (n) 現時東區有 47 個監測區域，現希望增加 57 個額外監測區域。

水務署

17. 經討論及表決後，委員會在 15 票支持、一票反對及三票棄權下，支持題述工程。梁國鴻主席總結時亦請署方於會後提交補充資料。

VI. 關注永泰道及翠灣街地下花槽被破壞

（規劃、工程及房屋委員會文件第 5/19 號）

18. 梁國鴻主席歡迎水務署工程師/建設（8）鍾成興先生出席會議。古桂耀委員介紹第 5/19 號文件，並於會上提交補充圖片，指除水務署外，房屋署亦有於上述地點進行工程，希望部門盡快整理受破壞的花槽。水務署 鍾成興

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先生回應。

19. 古桂耀 委員詢問水務署有否就工程範圍預先通知區議會，以及是否可於三月前完成修復花槽工程。他另希望房屋署於會後提交有關工程的補充資料。

20. 水務署 鍾成興 先生及房屋署 陳惠蓮 女士就委員的意見及提問，回應如下：

水務署

- (a) 署方已於 2017 年通知東區區議會、房屋署翠灣邨辦事處及當區區議員有關工程內容。原定的完工日期為 2019 年 7 月，但在署方努力之下，現工程可提早於 2019 年 3 月完成；
- (b) 根據現時工程進度，翠灣街天橋底下的花槽，將於農曆新年前填回及完成所有硬件修復，花槽上的植物將會於農曆新年後，待內地的花場開業後安排，預計修復整個花槽的工作，可於本年 3 月中完成；以及

房屋署

- (c) 經初步了解，署方於題述地點附近正進行建屋工程。署方會容後提交補充資料交代花槽事宜。

水務署、房屋署

21. 經討論後，委員會同意將議題列入跟進事項。

（會後備註：房屋署的會後補充資料已於 2019 年 3 月 27 日送交各委員。）

VII. 要求部門就中華巴士公司柴灣車廠換地項目提供詳細資料

（規劃、工程及房屋委員會文件第 6/19 號）

22. 梁國鴻 主席歡迎規劃署高級城市規劃師/港島 4 何盛田先生、港島東區地政處（地政處）高級產業測量師/港島東（3）陳樂健先生、產業測量師/柴灣張家遜先生、運輸署高級運輸主任/東區李耀文先生、高級工程師/東區及一般事務陳建峰先生、工程師/東區 2 關永業先生、太古地產發展及估價總經理吳家達先生、公共事務總經理林珩女士、弘達交通顧問有限公司董事林澤仁先生及王歐陽（香港）有限公司副董事陳頌義先生出席會議。梁國鴻 主席介紹第 6/19 號文件。規劃署 何盛田 先生、地政處 陳樂健 先生、運輸署 關永業 先生及東區民政事務處（民政處）勞卓倫 先生回應。

23. 太古地產 吳家達 先生、弘達交通顧問有限公司 林澤仁 先生及王歐陽(香港)有限公司 陳頌義 先生介紹有關最新項目發展方案、交通緩解措施，以及常安街巴士總站的重建安排。

24. 9 位委員就議題發表意見及作出提問，內容摘錄如下：

- (a) 王國興 委員強烈反對換地計劃，不滿規劃署、地政處及運輸署漠視區議會及地區人士的反對意見，在未有再次諮詢區議會的情況下，繞過公開招標拍賣土地的正常程序，擅自批准發展商更換價值較高的地皮，並批准發展商於公眾地方興建天橋連接兩幢大廈，違反程序公義，疏忽職守，維護發展商利益。他希望民政處向民政事務總署署長及行政長官反映意見，盡力阻止換地計劃，否則釀成政治災難。他反映強烈不滿並建議將議題轉交東區區議會大會跟進；
- (b) 古桂耀 委員認為 2017 年的地區諮詢時間不足，部分市民未能充分發表意見。他希望發展商主動了解區內市民的關注，並詳細解釋項目的交通及環境影響，以及提交相關數據以供參考。他另建議發展商於原址重置休憩用地，另亦請政府重新啟動諮詢程序，廣泛收集柴灣及小西灣等其他附近地區人士的意見；
- (c) 植潔鈴 委員強烈反對換地計劃。她表示區議會過去曾多次提出反對意見，並指該大型住宅及商業綜合項目將嚴重影響區內環境及交通，不明白城市規劃委員會（城規會）何以在未有再次諮詢區議會的情況下批准該發展計劃。她續指區內其他公共房屋發展項目將會相繼落成，加上題述發展項目帶來的額外交通負擔，區內的交通將不勝負荷，而且柴灣道屬重要交通幹道，一旦出現交通擠塞的情況，整個柴灣及小西灣區的交通將會癱瘓。她希望運輸署詳細解釋交通評估結果，並提供數據支持如何解決區內的交通問題，以便向公眾交代；
- (d) 徐子見 委員表示除題述發展項目外，鄰近地區亦即將有多個房屋發展計劃落成，擔心區內缺乏足夠的日常生活及交通配套設施應付居民的需要。他反對題述發展計劃，並批評地區諮詢工作不足。他亦指出規劃署推說區議會已於 2001 年通過規劃草圖的說法對區議會並不公道。他續詢問現時委員提出反對是否已無法阻止換地計劃；
- (e) 龔栢祥 委員表示題述發展項目將增加市民對巴士及小巴服務的需求，巴士及小巴由小西灣出發經過題述地段後將會載滿乘客，處於線路下游的柴灣區居民將受到嚴重影響。他另指發展商在興建休憩

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公園後，將利用綠化環境作為住宅項目的賣點之一，從而推高樓價，賺取更多利潤。為此，他反對發展商換取休憩用地重建巴士總站；

- (f) 劉慶揚 委員表示題述地段相連柴灣區，該發展項目直接影響柴灣居民的民生，不滿部門未有廣泛諮詢柴灣區居民的意見。他另指區內的交通配套不足，除非政府承諾興建港鐵小西灣支線，否則難以說服市民接受；
- (g) 黃建彬 委員表示區內居民多年來一直習慣使用常安街巴士總站，不明城規會何以批准發展商的換地申請。他續指題述地段附近將會有多幢房屋及政府大樓相繼落成，政府應檢視該區整體規劃，避免過度密集的發展。他亦不滿城規會漠視區議會及地區的反對意見，擅自批准換地申請；
- (h) 趙家賢 委員表示經了解後，他得悉現階段城規會已批准發展計劃，屋宇署已向申請人批出建築圖則，而地政總署則負責跟進換地申請。他希望了解地區諮詢所收集的反對意見內容，並請地政處解釋如何處理該支持及反對意見。此外，他亦希望運輸署詳細說明最新交通評估如何能滿足署方的要求。他指城規會在處理申請時未有仔細考慮區內的情況，建議推薦東區區議員加入城規會，以便仔細討論區內的規劃事宜；以及
- (i) 梁國鴻 主席表示題述地段的交通配套一直未有改善，不明運輸署有何理據認為交通問題已解決。他續指區議會已多次表明反對意見，城規會不應置之不理。日後柴灣區將會有多個房屋項目落成，運輸署應仔細評估相關交通影響，避免進一步增加交通負擔。即使區議會於 2001 年支持發展綜合發展區，亦不表示支持換地計劃。他亦質疑交通緩解措施是否能解決交通問題。

25. 規劃署 何盛田 先生、地政處 陳樂健 先生、運輸署 關永業 先生、民政處 勞卓榆 先生及弘達交通顧問有限公司 林澤仁 先生就委員的意見及提問，回應如下：

規劃署

- (a) 早於 2000 年，中華汽車有限公司（中巴）曾向城規會提出一個改劃用途地帶的要求，把前中華巴士公司柴灣車廠（私人土地）及毗鄰的柴灣巴士總站政府土地由「工業」、「政府、機構或社區」地帶及顯示為道路的地方，改劃為「綜合發展區」及「休憩用地」地帶。城規會於 2001 年一月部分同意該要求並於 2001 年四月按法定程序

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將該用地在《柴灣分區計劃大綱圖》上劃為「綜合發展區(1)」及「休憩用地」地帶並進行刊憲及諮詢區議會；

- (b) 在 2002 年，城規會批准申請人擬在申請地點作住宅發展的申請(申請編號 A/H20/119)，有關發展包括四幢住宅樓宇，但申請人未有開展工程；
- (c) 在 2008 年，申請人提交規劃申請編號 A/H20/159 修訂發展方案，縮減發展計劃的樓宇數目。但是，該規劃申請未獲城規會批准。在 2012 年，申請人再次提交規劃申請(申請編號 A/H20/177)，擬議綜合住宅發展包括商業用途及公共車輛總站。城規會都會規劃小組委員會在 2013 年 4 月 19 日審議並拒絕了有關申請。其後申請人按照《城市規劃條例》第 17 條提交了覆核申請。城規會於 2013 年 8 月 23 日考慮覆核申請時認為申請人已解決了先前有關交通、樓宇設計及公眾休憩用地的問題，於是決定在有條件下批准這宗覆核申請及發出規劃許可；
- (d) 署方已將申請編號 A/H20/177 的城規會文件(包括申請人提交的交通評估報告、環境評估報告等)存放於區議會秘書處，以供各委員參考；

地政處

- (e) 根據《柴灣分區計劃大綱圖》，該用地的東面用地被規劃為「休憩用地」，而柴灣道巴士總站則為「綜合發展區(1)」，因此署方需落實規劃意向，並協助處理及跟進發展商的換地申請；
- (f) 一般而言，由於城規會在處理規劃申請時已進行公眾諮詢，因此署方不會就涉及規劃申請的換地計劃再次諮詢公眾的意見。儘管如此，處方於 2017 年 4 月特別要求民政處協助進行公眾諮詢，並於 2017 年 5 月收回諮詢結果；
- (g) 在收到諮詢結果後，處方會將公眾意見轉交專業部門作參考及評論，處方亦會比對規劃申請時是否收到同樣意見，及將申請人提交的補充資料轉交相關公眾人士；
- (h) 處方收到的意見相信大部分已在城規會處理規劃申請時收到及考慮；

運輸署

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- (i) 署方已就申請人所提交的交通影響評估報告，向規劃署提供交通及運輸上的意見。申請人已因應署方所提供的交通及運輸上意見修改有關交通影響評估報告，並提出相關交通改善措施，例如：後退建築物以擴闊柴灣道行人路和在常安街近柴灣道新增行車線等。其後，署方亦向規劃署表示對修改後的交通影響評估報告並沒有意見；

民政處

- (j) 處方在公眾諮詢期間共接獲 32 份意見書，當中 3 份表示支持、4 份表示沒有意見，另有 25 份表示反對題述換地計劃。反對意見主要圍繞景觀、通風、交通及休憩用地等關注範疇；

弘達交通顧問有限公司

- (k) 在 2013 年獲城規會批准後，發展商一直與運輸署緊密接觸，並就區內最新發展更新交通影響評估報告；以及
- (l) 為減低項目的交通影響，發展商將會增加常安街的行車線，並將地盤後退，縮少地盤面積。發展商亦會後退建築物，以便擴闊柴灣道的行人路。

26. 梁國鴻主席發表以下聲明：

「我們反對政府部門，漠視區議會的意見、民意，其後未經諮詢區議會便批准發展商換地申請，嚴重損害公眾利益。」

各出席者

27. 經討論後，委員會再次重申反對立場。

VIII. 要求檢視「強制驗窗計畫」成效

(規劃、工程及房屋委員會文件第 7/19 號)

28. 梁國鴻主席歡迎屋宇署高級結構工程師/強制驗樓 1-E 高寶亮先生及結構工程師/強制驗樓 1-E1 蔡學海先生出席會議。何毅淦委員介紹第 7/19 號文件。屋宇署 高寶亮先生回應。

29. 7 位委員就議題發表意見及作出提問，內容摘錄如下：

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- (a) 王振星 委員樂見署方於網上提供更充裕的資料，以便市民選擇合適的承辦商及參考工程價格。他另詢問近年因窗戶失修而發生的意外有否減少，希望署方提供相關數據作參考；
- (b) 古桂耀 委員表示坊間不時發生承辦商透過不良手法欺騙市民的個案，因此支持署方為市民提供更多資訊，保障業主的權益。他另詢問署方會否選取居者有其屋及租者置其屋計劃下的樓宇作為目標樓宇；
- (c) 何毅淦 委員表示區內舊式樓宇眾多，但部分樓宇的業主在未接獲驗窗通知前，只抱觀望心態，不會主動檢查窗戶狀況，令意外風險增加。他不希望因再次發生任何墮窗事故而引起人命傷亡，詢問署方區內現有多少樓宇尚未完成強制驗窗，另亦建議署方增加人手，以及考慮主動進行調查，了解區內樓宇窗戶狀況；
- (d) 丁江浩 委員表示區內不時發現承辦商的違規行為，但未見署方提出任何檢控或紀律處分。他希望署方加強監管工作，並考慮加強罰則，以有效阻止違規行為；
- (e) 林心廉 委員表示不同承辦商的驗窗標準不一，建議的工程內容亦有所不同，容易令人懷疑濫收費用，令業主蒙受經濟損失。他希望署方加強對業界的監管，並訂定相關作業指引，保障市民的利益；
- (f) 劉慶揚 委員表示市民對驗窗事宜缺乏專業知識，在接獲驗窗通知後往往變得徬徨無助，加上不同承辦商提出的工程內容差別甚大，市民難以判斷承辦商有否濫收工程費用。他建議署方增加人手，以加強與業主的溝通，有效協助業主解決問題；以及
- (g) 趙家賢 委員讚揚署方宣傳工作的成效顯著，感謝署方的努力。

30. 屋宇署 高寶亮 先生及房屋署 陳惠蓮 女士就委員的意見及提問，回應如下：

屋宇署

- (a) 署方除印製小冊子向業主闡釋有關選擇合資格人士進行窗戶檢驗應有的權益及需注意的事項外，亦根據合資格人士/承建商提供的報價/廣告單張，編製強制驗窗計劃下窗戶檢驗及修葺的費用資料，並上載本署網頁，資料每半年於 6 月及 12 月更新，供業主考慮合資

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格人士的報價時作參考。除此之外，署方亦於 2017 年 3 月編製「強制驗窗計劃簡易指南」，向業主闡明在強制驗窗計劃下須檢驗及修葺/更換的窗戶構件，以及非強制修葺/更換的項目。同時，該指南就舉報合資格人士和註冊承辦商的不當行為提供指引，協助業主處理驗窗事宜。另外，署方亦製作了宣傳短片，並上載至署方網頁，向業主提供有關進行強制驗窗的資訊，保障業主的權益；

- (b) 署方不時舉辦簡介會，並應市民或區議員要求出席居民大會，向市民講解有關進行強制驗窗的資訊；
- (c) 截至 2018 年 12 月 31 日，署方已向 777 幢座落東區的私人樓宇發出強制驗窗通知，約佔東區整體適齡樓宇的一半；
- (d) 署方現時已有機制統計區內樓宇窗戶狀況，並會以風險為本為原則，除每年按既定選取準則揀選一定數量的目標樓宇進行強制驗樓及驗窗計劃外，也會將有頻繁墮窗事故或窗戶普遍失修的樓宇納入強制驗窗計劃；
- (e) 署方會處理所有關於違反《建築物條例》規定的舉報，亦會主動進行抽樣調查，如發現有服務提供者違規，署方會考慮對其提出檢控及/或採取紀律行動，亦會透過新聞發佈向外公佈，希望改善業界的表現；
- (f) 居者有其屋及租者置其屋計劃下的目標樓宇由直接隸屬於運輸及房屋局常任秘書長（房屋）辦公室的獨立審查組（審查組）負責揀選；以及

房屋署

- (g) 審查組在建築事務監督（即屋宇署署長）授權下，按照《建築物條例》（《條例》）及建築事務監督的政策和指引，對由香港房屋委員會所發展而已出售或分拆出售的物業進行《條例》之下的監管，其中包括「強制驗窗計劃」。

屋宇署

31. 經討論後，梁國鴻主席請署方備悉委員的意見。

IX 東區區議會轄下規劃、工程及房屋委員會尚待跟進事項的進度報告

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(規劃、工程及房屋委員會文件第 8/19 號)

各出席者

32. 經討論後，委員會同意備悉東區區議會轄下規劃、工程及房屋委員會尚待跟進事項的進度報告，以及康文署建議的杏花邨遊樂場及小西灣運動場改善工程。

X. 下次會議日期

33. 會議於下午 8 時正結束。規劃、工程及房屋委員會第八次會議將於 2019 年 4 月 9 日（星期二）下午 2 時 30 分舉行。

東區區議會秘書處
2019 年 3 月

Proposed Boardwalk underneath the Island Eastern Corridor (IEC)

The Latest Scheme

PURPOSE

The purpose of this paper is to seek members' views on the Latest Scheme of the proposed Boardwalk underneath the Island Eastern Corridor (IEC) (the Boardwalk).

BACKGROUND

2. The proposed Boardwalk is a major harbourfront enhancement initiative proposed by the “*Hong Kong Island East Harbour-front Study*” completed in 2012. It is approximately 2 kilometre (km) in length¹. Its completion will be conducive to providing a continuous promenade of some 9 km long between Central and Sai Wan Ho for public enjoyment.

3. Further to the inception of the Boardwalk proposal in 2012, we have been pushing forward its implementation through the following key tasks –

- (a) in March 2015, the Civil Engineering and Development Department (CEDD) commissioned the “*Boardwalk underneath Island Eastern Corridor - Investigation*” study to review the feasibility of the Boardwalk and to study its compliance with the Protection of the Harbour Ordinance (Cap. 531)(PHO);
- (b) in early 2016, Stage 1 Community Engagement (“CE1”) was conducted where a wide spectrum of stakeholders, including the Eastern District Council (“EDC”), Task Force on Harbourfront Developments on Hong Kong Island of the Harbourfront Commission (“TFHK”), academics and professional institutes, green groups, cyclist groups, harbour concern groups as well as local residents, was consulted. We also collected public views through a questionnaire survey. Based on the 1 306 completed questionnaires and other comments received from roving exhibitions, focus group meetings, and community workshops, there was great support and strong public need for the proposed Boardwalk which would open up the North Point waterfront to the public and

¹ The exact length of the proposed newly-constructed IEC Boardwalk would be about 1.7 km, while some additional 0.4 km of the promenade in-between its different sections would be constructed by the private developer of the residential and hotel development of the ex-North Point Estate site, adding up to around 2.1 km in total.

provide a continuous connection along the Island East harbourfront. Over 90% of the respondents supported the provision of a continuous waterfront connection, while around 80% and 70% of the respondents supported the provision of a walkway and a cycle track respectively. There were also views demanding more access points and a wider boardwalk for more amenity space. The EDC was consulted in February 2016 and it was supportive of the proposed Boardwalk. Members also supported the proposed entertainment facilities, such as cycle track on the proposed Boardwalk; and

- (c) in response to the public views collated in CE1, a wider Boardwalk was proposed in the Stage 2 Community Engagement (“CE2”) in November 2016 to January 2017. This aimed to meet the public demand for an accessible and attractive public waterfront which could be shared among various social and recreational activities. As compared with the 7.5m wide Boardwalk in CE1, the Boardwalk under CE2 has a general width of 10m throughout, while the alignments and longitudinal profiles of both proposals are largely the same. The EDC was consulted again in November 2016 and it was supportive of the proposed Boardwalk with a general width of 10m throughout.

4. Major views on the proposed Boardwalk collected so far could be summarised as follows –

- (a) Expedited implementation: the public generally supports constructing the Boardwalk as quickly as possible so as to open up the harbourfront from North Point to Quarry Bay and enhance the connectivity along the Hong Kong Island East waterfront;
- (b) More access points: in addition to the four proposed access points located at the planned open space north of Oil Street, Tong Shui Road, Tin Chiu Street and Hoi Yu Street, some stakeholders have requested more access points from the hinterland to the Boardwalk to facilitate its public enjoyment;.
- (c) Supported proposals: the following suggestions are generally supported by the public –
- the Boardwalk should provide sufficient space to cater for the needs and safety of pedestrians, cyclists and other user groups carrying out different activities therein;
 - to provide “viewing platforms” along the Boardwalk for the public to enjoy the panoramic views of the Victoria Harbour between Tsim Sha Tsui and Lei Yue Mun;
 - to provide “activity nodes” at the four access points for different activities; and
 - to set up a “fishing platform” next to the existing Tong Shui Road

Pier; and

- (d) Diverging views: however, there were diverse views on the alignment of the proposed Boardwalk. Some stakeholders supported the proposed alignment under CE2 where majority of it was placed outside the footprint of IEC structure. On the other hand, there had been requests that due consideration should be given to the PHO. The space underneath the structure of the IEC should be fully utilised so as to reduce the impact to the Victoria Harbour.

THE LATEST SCHEME -

5. Making reference to the various views above and after balancing the concerns of different stakeholders, a Latest Scheme is formulated. The exact length of the proposed Boardwalk would be about 1.7 km. Its western section would run from Oil Street to Tong Shui Road, while its eastern section would run from Tin Chiu Street to Hoi Yu Street. These two portions would be connected by a 400 m long and 20 m wide promenade fronting the Ex-North Point Estate. The proposed alignment of the latest scheme is shown at **Annex A**. Major features of the Latest Scheme are as follows –

- (a) Maximizing the space of the Boardwalk: to allow sufficient space for the safe and conflict-free shared use among different users with different needs, the Boardwalk would maintain a general width of 10m throughout, providing pocket spaces which would allow various social and recreational activities;
- (b) Fully utilizing the shading of the IEC: additional piled foundations and new protection dolphin structures would be required to support the proposed Boardwalk, the moveable bridge and the link bridges, as well as to offer protection to the existing IEC structures from ship impact respectively. To minimise the impact to the Victoria Harbour and to utilize the shading of the IEC structure, about 1.3 km of the Boardwalk would be put entirely or partially underneath the existing IEC structure. The remaining 400 m long Boardwalk would be built entirely outside the footprint of the IEC due to limited headroom under the IEC structure;
- (c) Enhancing connectivity with the hinterland: to enhance the connectivity between the harbour and the hinterland, besides the four exits at both ends of the two sections of the Boardwalk, the Latest Scheme has introduced three additional access points. They are located outside Provident Centre, K. Wah Centre and North Point Fire Station; and
- (d) Diversified facilities for diversified needs: activity nodes, viewing platforms and fishing platforms would also be provided along the Boardwalk as in previous schemes.

6. The longitudinal profiles, landscape and architectural design for the Boardwalk, as well as the architectural and beautification works for the IEC,

Tong Shui Road Pier, and North Point Vehicular Ferry Pier would be further developed at the design and construction stage.

WAY FORWARD

STAGE 3 COMMUNITY ENGAGEMENT (CE3)

7. To take forward the matter, we would launch the Stage 3 Community Engagement (CE3) to consult the public on the Latest Scheme around Q1 2019. Different stakeholders, including the EDC, the TFHK, academics and professional institutes, green groups, cyclist groups, harbour concern groups as well as local residents, have been/ will be engaged. Focus group meetings and community workshops will also be held during the engagement period.

ADVICE SOUGHT

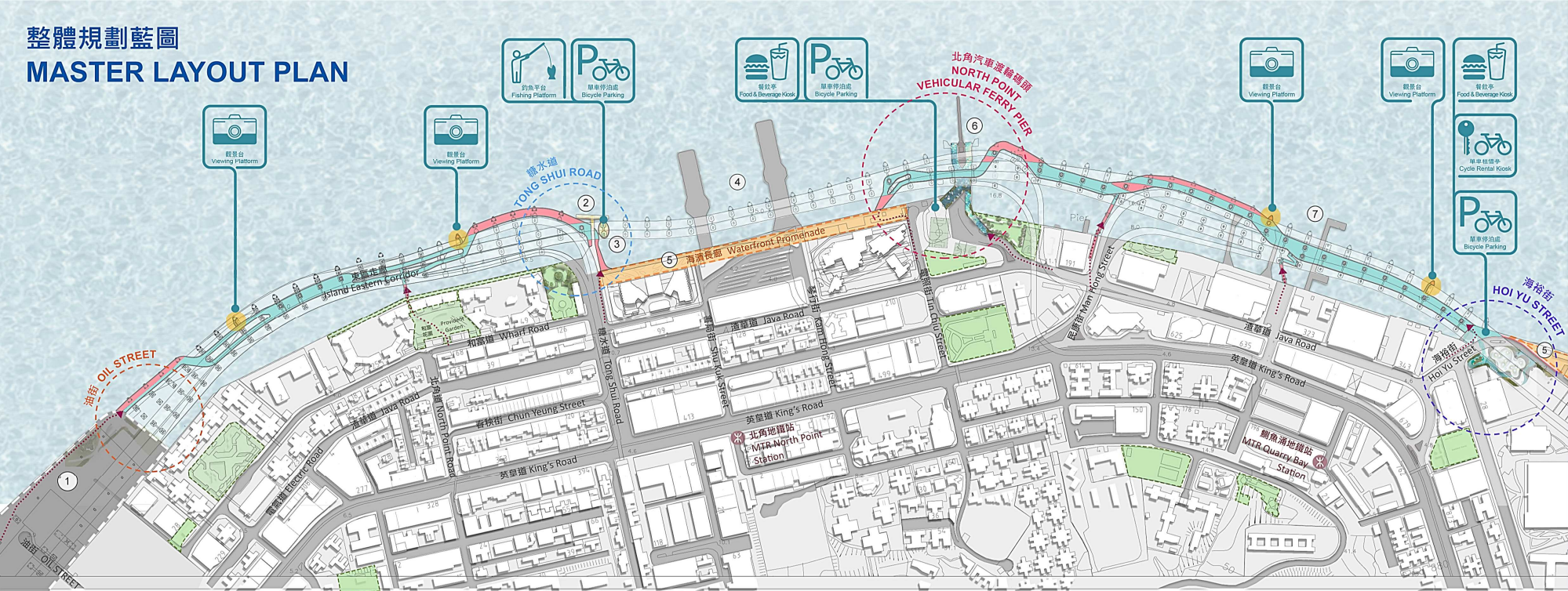
8. Members are invited to comment on the Latest Scheme of the Boardwalk and take note of the way forward.

ATTACHMENT

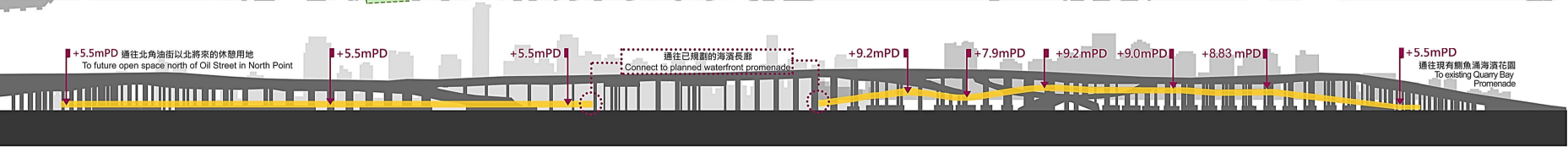
Annex A - Alignment of the Latest Scheme of the Boardwalk (Layout Plan)

**Civil Engineering and Development Department
February 2019**

整體規劃藍圖
MASTER LAYOUT PLAN



- 圖例 LEGEND
- 東區走廊結構下之行人板道
Boardwalk underneath IEC Footprint
 - 東區走廊結構以外之行人板道
Boardwalk outside IEC Footprint
 - 行人板道入口
Proposed Boardwalk Access
 - 觀景台 Viewing Platform
 - 活動點 Activity Node
 - 現有主要休憩用地
Major Existing Open Space
- ① 《灣仔北及北角海濱城市設計研究》
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under the Urban Design Study for
the Wan Chai North and
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- ② 現有公眾碼頭
Existing Public Pier
- ③ 擬議釣魚平台
Proposed Fishing Platform
- ④ 北角渡輪碼頭
North Point Ferry Pier
- ⑤ 已規劃的海濱長廊
Planned Waterfront Promenade
- ⑥ 現有北角汽車渡輪碼頭
Existing North Point
Vehicular Ferry Pier
- ⑦ 北角(消防處)碼頭
North Point (Fire Services
Department) Pier



行人板道立面圖
BOARDWALK
ELEVATION
(只作參考)
(for reference only)

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

Task Force on Harbourfront Developments on Hong Kong Island

For discussion
on 20 February 2019

TFHK/01/2019

Proposed Boardwalk underneath the Island Eastern Corridor (IEC)

The Latest Scheme

PURPOSE

The purpose of this paper is to seek members' views on the Latest Scheme of the proposed Boardwalk underneath the Island Eastern Corridor (IEC) (the Boardwalk).

BACKGROUND

2. The proposed Boardwalk is a major harbourfront enhancement initiative proposed by the "*Hong Kong Island East Harbour-front Study*" completed in 2012. It is approximately 2 kilometre (km) in length¹. Its completion will be conducive to providing a continuous promenade of some 9 km long between Central and Sai Wan Ho.

3. Further to the inception of the Boardwalk proposal in 2012, we have been pushing forward its implementation through the following key tasks –

- (a) in March 2015, the Civil Engineering and Development Department (CEDD) commissioned the "Boardwalk underneath Island Eastern Corridor - Investigation" study to review the feasibility of the Boardwalk and to study its compliance with the Protection of the Harbour Ordinance (Cap. 531)(PHO);
- (b) in early 2016, Stage 1 Community Engagement (CE1) was conducted where a wide spectrum of stakeholders, including the Task Force on Harbourfront Developments on Hong Kong Island of the Harbourfront Commission

¹ The exact length of the newly-constructed IEC Boardwalk would be about 1.7 km, while some additional 0.4 km of the promenade in-between its different sections would be constructed by the private developer of the residential and hotel development of the ex-North Point Estate site, adding up to around 2.1 km in total.

Task Force on Harbourfront Developments on Hong Kong Island

For discussion
on 20 February 2019

TFHK/01/2019

(HKTF), the Eastern District Council (EDC), academics and professional institutes, green groups, cyclist groups, harbour concern groups as well as local residents, was consulted. We also collected public views through a questionnaire survey. Based on the 1 306 completed questionnaires and other comments received from roving exhibitions, focus group meetings, and community workshops, there was great support and strong public need for the proposed Boardwalk which would open up the North Point waterfront to the public and provide a continuous connection along the Island East harbourfront. Over 90% of the respondents supported the provision of a continuous waterfront connection, while around 80% and 70% of the respondents supported the provision of a walkway and a cycle track respectively. There were also views demanding more access points and a wider boardwalk for more amenity space. The HKTF was consulted in February 2016 and it was supportive of the proposed Boardwalk. Members also suggested that a wider boardwalk would maximize its benefits; and

- (c) in response to the public views collated in CE1, a wider Boardwalk was proposed in the Stage 2 Community Engagement (CE2) in November 2016 to January 2017. This aimed to meet the public demand for an accessible and attractive public waterfront which could be shared among various social and recreational activities. As compared with the 7.5 metre (m) wide Boardwalk in CE1, the Boardwalk under CE2 has a general width of 10 m throughout, while the alignments and longitudinal profiles of both proposals are largely the same. The HKTF was consulted in January and March 2017 and it was of the view that the boardwalk scheme should utilise the space underneath the IEC structure given the implications under the PHO.

4. Major views on the proposed Boardwalk collected so far could be summarised as follows –

- (a) **Expedited implementation:** the public generally

Task Force on Harbourfront Developments on Hong Kong Island

For discussion
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supports constructing the Boardwalk as quickly as possible so as to open up the harbourfront from North Point to Quarry Bay and enhance the connectivity along the Hong Kong Island East waterfront;

(b) More access points: in addition to the four proposed access points located at the planned open space north of Oil Street, Tong Shui Road, Tin Chiu Street and Hoi Yu Street, some stakeholders have requested more access points from the hinterland to the Boardwalk to facilitate its public enjoyment;

(c) Supported proposals: the following suggestions are generally supported by the public –

- the Boardwalk should provide sufficient space to cater for the needs and safety of pedestrians, cyclists and other user groups carrying out different activities therein;
- to provide “viewing platforms” along the Boardwalk for the public to enjoy the panoramic views of the Victoria Harbour between Tsim Sha Tsui and Lei Yue Mun;
- to provide “activity nodes” at the four access points for different activities; and
- to set up a “fishing platform” next to the existing Tong Shui Road Pier; and

(d) Diverging views: however, there were diverse views on the alignment of the proposed Boardwalk. Some stakeholders supported the proposed alignment under CE2 where majority of it was placed outside the footprint of IEC structure. On the other hand, there had been requests that due consideration should be given to the PHO. The space underneath the structure of the IEC should be fully utilised so as to reduce the impact to the Victoria Harbour.

Task Force on Harbourfront Developments on Hong Kong Island

For discussion
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THE LATEST SCHEME -

5. Making reference to the various views above and after balancing the concerns of different stakeholders, a Latest Scheme is formulated. The proposed alignment of the latest scheme is shown at **Annex A**. Major features of the Latest Scheme are as follows –

- (a) **Maximizing the space of the Boardwalk:** the exact length of the proposed Boardwalk would be about 1.7 km. Its western section would run from Oi Street to Tong Shui Road, while its eastern section would run from Tin Chiu Street to Hoi Yu Street. These two portions would be connected by a 400 m long and 20 m wide promenade fronting the Ex-North Point Estate. To allow sufficient space for the safe and conflict-free shared use among different users with different needs, the Boardwalk would maintain a general width of 10 m throughout, providing pocket spaces which would allow various social and recreational activities;
- (b) **Fully utilizing the shading of the IEC:** additional piled foundations and new protection dolphin structures would be required to support the proposed Boardwalk, the moveable bridge and the link bridges, as well as to offer protection to the existing IEC structures from ship impact respectively. To minimise the impact to the Victoria Harbour and to utilize the shading of the IEC structure, about 1.3 km of the Boardwalk would be put entirely or partially underneath the existing IEC structure. The remaining 400 m long Boardwalk would be built entirely outside the footprint of the IEC due to limited headroom under the IEC structure;
- (c) **Enhancing connectivity with the hinterland:** to enhance the connectivity between the harbour and the hinterland, besides the four exits at both ends of the two sections of the Boardwalk, the Latest Scheme has introduced three additional access points. They are located outside Provident Centre, K. Wah Centre and

Task Force on Harbourfront Developments on Hong Kong Island

For discussion
on 20 February 2019

TFHK/01/2019

North Point Fire Station; and

- (d) ***Diversified facilities for diversified needs:*** activity nodes, viewing platforms and fishing platforms would also be provided along the Boardwalk as in previous schemes.

6. The longitudinal profiles, landscape and architectural design for the Boardwalk, as well as the architectural and beautification works for the IEC, Tong Shui Road Pier, and North Point Vehicular Ferry Pier would be further developed at the design and construction stage.

WAY FORWARD

STAGE 3 COMMUNITY ENGAGEMENT

7. To take forward the matter, we would launch the Stage 3 Community Engagement to consult the public on the Latest Scheme around Q1 2019. Different stakeholders, including the HKTF, the EDC, academics and professional institutes, green groups, cyclist groups, harbour concern groups as well as local residents, have been/ will be engaged. Focus group meetings and community workshops will also be held during the engagement period.

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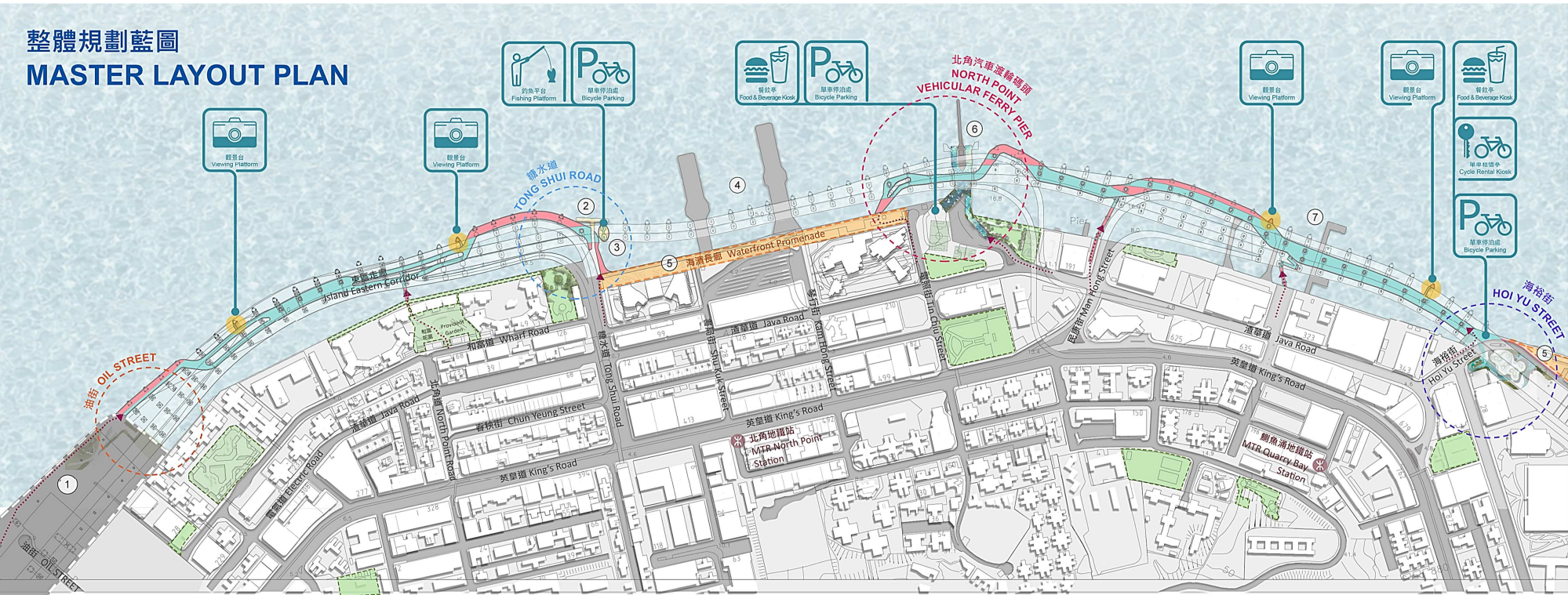
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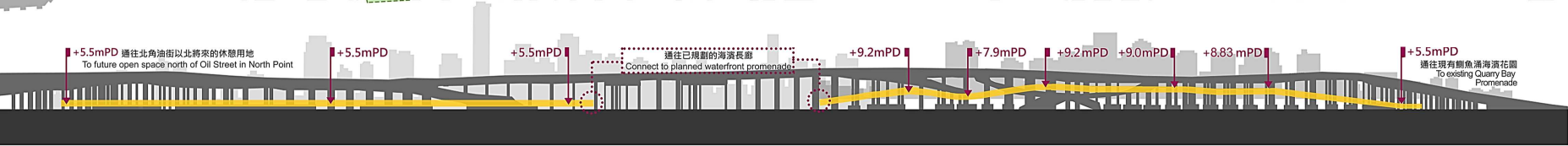
Annex A Alignment of the Latest Scheme of the Boardwalk
(Layout Plan)

**Civil Engineering and Development Department
February 2019**

整體規劃藍圖
MASTER LAYOUT PLAN



- 圖例 LEGEND
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Boardwalk underneath IEC Footprint
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Existing North Point
Vehicular Ferry Pier
- ⑦ 北角(消防處)碼頭
North Point (Fire Services
Department) Pier



行人板道立面圖
BOARDWALK
ELEVATION
(levels subject to change)