

港島東海旁研究 - 可行性研究

Hong Kong Island East Harbour-front Study - Feasibility Study

行政摘要

Executive Summary

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港島東



雅邦規劃設計有限公司

聯同
in association with

AECOM

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引言 Introduction

1.1 背景 Background

前共建維港委員會於2005年5月26日提出進行海港計劃檢討，包括就維港兩岸地區進行分區檢討研究。基於上述背景，規劃署於2008年4月完成「紅磡地區研究」，並於2009年5月15日委託顧問公司進行「港島東海旁研究」。

On 26 May 2005, the then Harbour-front Enhancement Committee (HEC) initiated the Harbour Plan Review, which includes undertaking of review studies for areas around the harbour. With this background, the Planning Department completed the Hung Hom District Study in April 2008 and commissioned the Hong Kong Island East Harbour-front Study on 15 May 2009.

1.2 研究目標 Study Objectives

研究的整體目標是為港島東海旁地區擬定全面的優化建議，尤其着重改善海旁地帶的連貫性，以期為該區締造一個具吸引力、交通暢達、朝氣蓬勃及可持續發展的海濱，供市民享用，同時亦能維持該區在經濟方面的功能。

研究的具體目標如下：

- 探討沿研究範圍建造一條連貫並附設單車設施的海濱長廊的可能性；
- 改善從陸路及海路前往海旁地區的暢達性；
- 選定具優化潛力的重點改善地點，並就這些地點制訂城市設計大綱及相關的優化措施；
- 建立主要行人通道的街景及園景美化大綱（包括臨時美化措施及優先處理項目），以促進腹地與海濱地帶的融合；以及
- 提出實施建議的大綱。

The overall objective of the Study is to formulate a comprehensive plan for enhancement of the Hong Kong Island East harbourfront areas focusing on connectivity, with a view to transforming it into an attractive, accessible, vibrant and sustainable waterfront for public enjoyment, whilst maintaining its economic functions.

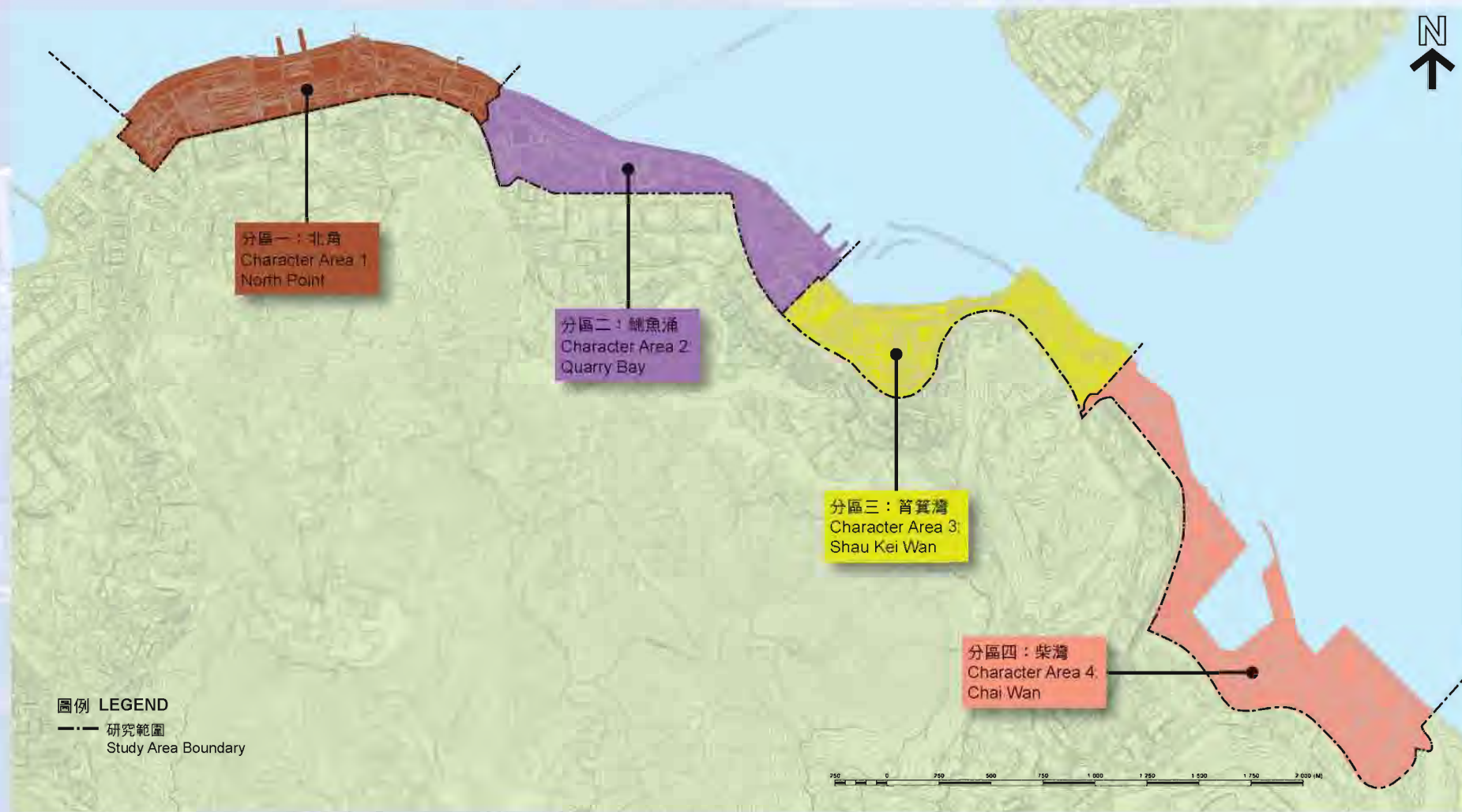
The specific objectives of the Study are as follows:

- to examine the possibility of creating a continuous waterfront promenade with the provision of cycling facilities along the Study Area;
- to enhance accessibility from both landward and seaward sides to the harbourfront;
- to identify key sites having potential for enhancement and formulate an urban design framework and associated enhancement measures for these sites;
- to establish a streetscape enhancement and landscape framework (including temporary enhancement measures and quick-win enhancement) for major pedestrian corridors to promote integration between the hinterland and the harbourfront; and
- to recommend an implementation framework for the proposals.

1.3 研究地區 Study Area

研究地區涵蓋港島東海旁一帶的土地，從油街的前政府物料供應處用地東鄰向東伸延至小西灣，土地面積約200公頃。

The Study Area covers about 200ha of land along the harbourfront of Hong Kong Island East stretching from the immediate east of the ex-Government Supplies Depot site in Oil Street eastward to Siu Sai Wan.



研究範圍及分區
Study Area and Character Areas



北角
North Point



鰂魚涌
Quarry Bay



筲箕灣
Shau Kei Wan



柴灣
Chai Wan

研究地區可劃分為以下四個分區：

The Study Area can be divided into 4 character areas:

北角：該區是主要的住宅和商業區，夾雜辦公室、零售、酒店、康樂和住宅等用途。現時沿岸有不少私人住宅、辦公大樓及政府發展，妨礙市民前往海濱。

North Point: The area is a major residential and commercial district and contains a mix of office, retail, hotel, recreational and residential uses. Public access to the waterfront is restricted by existing private residential, office and government developments which are located at the water edge.

鰂魚涌：鰂魚涌公園、東區走廊、東區海底隧道及各類政府、住宅和商業發展佔該區大部分地方。由於西面海旁有東區走廊、被圍封的空置土地及公用設施裝置，因此公眾難以到達海旁。

Quarry Bay: The area is largely occupied by the Quarry Bay Park, the Island Eastern Corridor (IEC), Eastern Harbour Crossing (EHC) and government, residential and commercial developments. The waterfront area in the west is largely inaccessible to the public because of the IEC, fenced off vacant land and public utility installations.

筲箕灣：該區主要是公共屋邨及私人屋苑。香港海防博物館、筲箕灣魚類批發市場、筲箕灣基本污水處理廠及譚公廟道的船隻修理工場亦位於該區。由於海旁一帶山坡多，筲箕灣海旁地區與東面的杏花邨現時沒有行人通道連接。

Shau Kei Wan: The area is dominated by public and private housing estates and accommodates the Hong Kong Museum of Coastal Defence, Shau Kei Wan Wholesale Fish Market, Shau Kei Wan Preliminary Treatment Works and shipyards at Tam Kung Temple Road. Currently, there is no pedestrian connection between the waterfront area of Shau Kei Wan and Heng Fa Chuen to the east due to the hilly topography along the shoreline.

柴灣：該區的西部主要是私人屋苑杏花邨及其海濱長廊。沿海旁往小西灣海濱公園會途經柴灣公眾貨物裝卸區和一些政府及工業用地。

Chai Wan: The western part of the character area is largely occupied by Heng Fa Chuen (a private residential development with its waterfront promenade). Leading to the Siu Sai Wan Promenade, there are the Chai Wan Public Cargo Working Area and various government and industrial uses along the waterfront.

研究過程及公眾參與活動

Study Process and Public Engagement Programme

這項研究分為基線檢討、制訂方案、總結規劃及最後報告四個階段。為了讓公眾盡早參與討論及就研究建議建立共識，規劃署進行了以下三個階段的公眾參與活動：

The Study is divided into four stages, namely the Baseline Review, Option Generation, Plan Consolidation and Final Reporting Stages. To allow early public participation and facilitate building public consensus on the Study proposals, a 3-stage Public Engagement Programme (PEP) has been undertaken as follows:

- 第一階段公眾參與活動（2009年3月至4月進行）- 收集有關人士對優化海濱的願景、期望和建議；
- 第二階段公眾參與活動（2010年4月至7月初進行）- 收集市民對優化建議初步方案的意見，從而評估各方案的利弊，並考慮市民提出的其他優化建議；以及
- 第三階段公眾參與活動（2011年2月至4月進行）- 向市民簡介最可取方案，藉此收集他們的意見，從而進一步修訂和改善方案。
- Stage 1 PEP (March - April 2009) - to gather initial views from key stakeholders on their visions, aspirations and suggestions on harbourfront enhancement;
- Stage 2 PEP (April - early July 2010) - to solicit public views on the initial options, evaluate the pros and cons of each option and identify alternative enhancement proposals, if any; and
- Stage 3 PEP (February - April 2011) - to brief the public on the preferred option so as to solicit their comments and identify areas for refinement and improvement.



研究過程及公眾參與活動
Study Process and Public Engagement Programme

在進行公眾參與活動期間，我們舉辦了一系列活動，包括工作坊、展覽、繪畫比賽和問卷調查，並為區內居民及法定和諮詢機構如城市規劃委員會、前共建維港委員會、海濱事務委員會、東區區議會和土地及建設諮詢委員會轄下的規劃小組委員會等舉行簡介會。為了加強宣傳，我們已在規劃署規劃資料查詢處和東區民政事務處向市民發放相關的公眾參與活動的資料，並把資料以郵寄方式派發及上載至規劃署研究的網頁。

根據收集所得的意見，公眾普遍支持改善海濱的連貫性及優化通往海濱的主要行人通道的街景。公眾亦就海濱的設計、擬議的設施和用途提出了寶貴意見，並建議物色可行的地點進行短期/可優先推行的海濱優化項目。

研究顧問根據在公眾參與活動中收集所得的意見，以及城市規劃委員會的《維多利亞港的理想宣言》、前共建維港委員會的《海港規劃原則》及《海港規劃指引》、《香港規劃標準與準則》，以及其他相關研究結果，制訂了優化建議推薦方案。

During the PEP, a series of engagement activities were undertaken including workshops, exhibitions, drawing campaign and questionnaire survey. Briefings were also arranged for local residents, and statutory and advisory bodies such as Town Planning Board, the then HEC, Harbourfront Commission, Eastern District Council and Planning Sub-Committee of the Land and Development Advisory Committee. To promote wider publicity, relevant public engagement materials and information on the PEP were distributed through Planning Department's planning enquiry counters, Eastern District Office and direct mailing. Information was also uploaded onto the Study webpage.

Based on the public feedback, there is general public consensus on enhancing the harbourfront connectivity and streetscape along major pedestrian corridors leading to the waterfront. Besides, valuable comments on the design aspect and

proposed facilities and uses for the waterfront have been received. The public has also suggested that potential sites for short-term/quick-win harbourfront enhancement projects should be identified.

Taking into account the public comments received at the PEP as well as the Town Planning Board's Vision Statement for the Victoria Harbour; the then HEC's Harbour Planning Principles and Guidelines; Hong Kong Planning Standards and Guidelines and findings of other relevant studies, the recommended enhancement proposals have been formulated.



工作坊
Workshop



展覽
Exhibition



繪畫比賽
Drawing Campaign

優化機會

Enhancement Opportunities

在研究過程中，顧問定出多個可在日後優化研究地區方面發揮重要作用的機會。

During the study process, several opportunities were identified that could play an important role in the future enhancement of the Study Area.

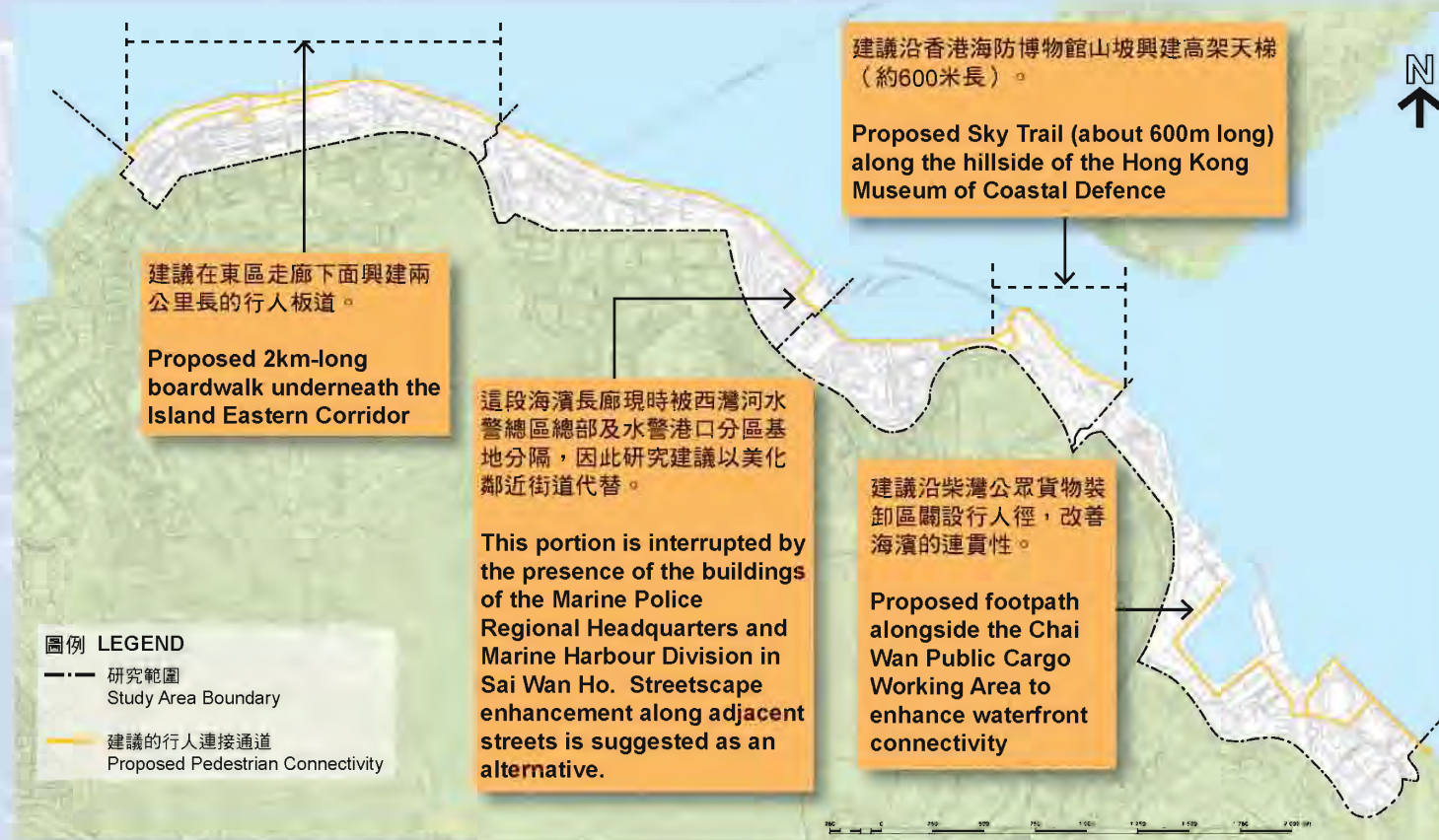


優化海濱連貫性 Harbourfront Connectivity Enhancement

4.1 海濱長廊建議 Waterfront Promenade Proposals

為了改善港島東海旁的連貫性，研究提出北角、鰂魚涌、筲箕灣和柴灣的海濱長廊建議，詳情如下：

To enhance the connectivity along the Hong Kong Island East waterfront, waterfront promenade proposals for North Point, Quarry Bay, Shau Kei Wan and Chai Wan are put forward as follows:



海濱長廊建議
Waterfront Promenade Proposals

● 北角 North Point

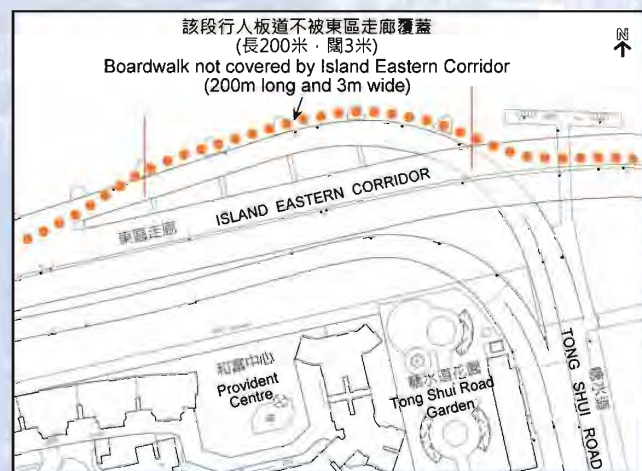
有關建議包括在和富中心邊界的圍牆開闢一個通道口，連接現有的海濱長廊（屬於和富中心部分公眾休憩用地）與毗連的糖水道花園，以及沿前北角邨用地的北邊興建一條20米闊的海濱長廊。

The proposals include linking up the existing waterfront promenade, which forms part of the public open space in Provident Centre, with the adjoining Tong Shui Road Garden by creating an opening at the boundary wall of Provident Centre; and a proposed 20m wide waterfront promenade along the northern boundary of the Ex-North Point Estate site.

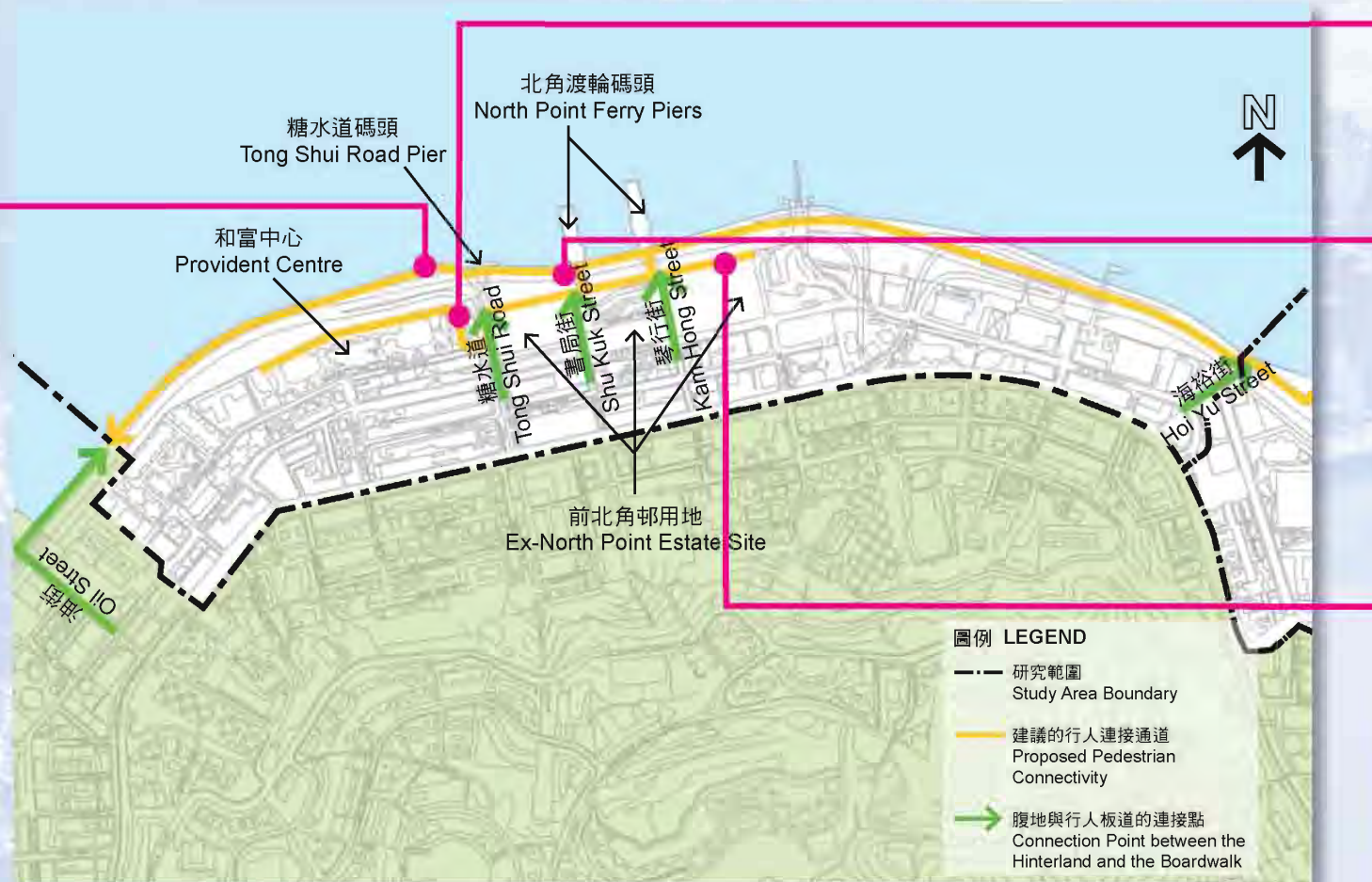


效果圖
Perspective View

一小段近糖水道的行人板道（約200米）須伸延至海面
 A small portion (about 200m) of the boardwalk near Tong Shui Road would need to be extended above the sea surface.



該段行人板道不被東區走廊覆蓋
 (長200米，闊3米)
 Boardwalk not covered by Island Eastern Corridor
 (200m long and 3m wide)



圖例 LEGEND

- 研究範圍
Study Area Boundary
- 建議的行人連接通道
Proposed Pedestrian Connectivity
- 腹地與行人板道的連接點
Connection Point between the Hinterland and the Boardwalk

海濱連接建議：北角
 Waterfront Connectivity Proposal: North Point



糖水道花園
Tong Shui Road Garden



效果圖
Perspective View

東區走廊下面擬建的行人板道
Proposed Boardwalk underneath the Island Eastern Corridor



在前北角邨用地關設20米闊的海濱長廊
Provision of 20m Wide Waterfront Promenade at
the Ex-North Point Estate Site

由於海旁一帶現有的發展阻礙興建連貫的海濱長廊，研究顧問建議在東區走廊下面興建一條長約兩公里的行人板道，以改善海旁一帶的連貫性。行人板道（一般闊度為5米）由灣仔發展計劃第二期建議興建的海濱公園向東伸延，直至鰂魚涌海裕街止。行人可利用油街、糖水道碼頭、北角渡輪碼頭和海裕街的主要出入口進出板道。板道會以輕巧耐用的物料建造，並依靠東區走廊的地基作為其結構支撐點，無須在海床進行填海。擬議行人板道大部分會直接建於東區走廊下面，但由於東區走廊支路的通行高度不足，一小段近糖水道的行人板道（約200米）須伸延至海面。因此，這項建議可能會受《保護海港條例》影響，這方面的問題有待解決。



和富中心的海濱長廊
Waterfront Promenade at Provident Centre

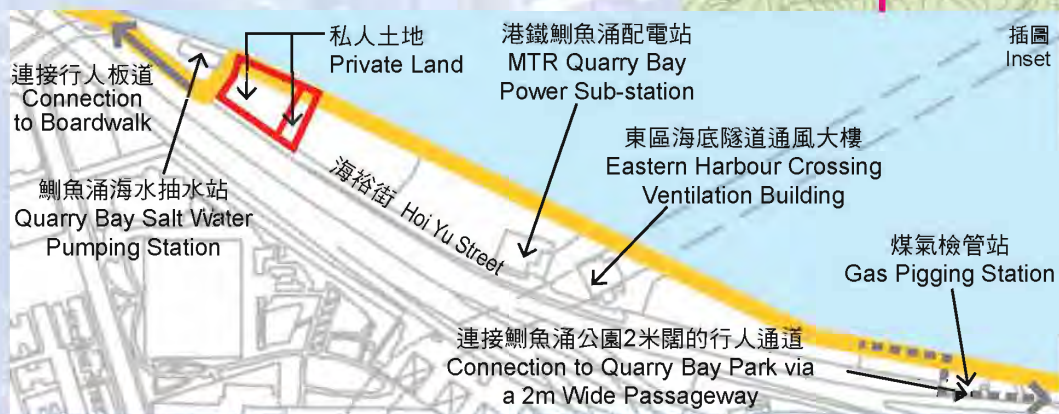
Since the existing developments along the waterfront pose obstacle to the provision of a continuous waterfront promenade, a boardwalk of about 2km underneath the IEC is proposed to enhance connectivity along the waterfront. The boardwalk, with a general width of 5m, will extend from the proposed waterfront park in Wan Chai Development Phase II eastward to Hoi Yu Street in Quarry Bay. Principal access points of the boardwalk would be at Oil Street, Tong Shui Road Pier, North Point Ferry Piers and Hoi Yu Street. The boardwalk will be of lightweight but durable construction. It will rely on the foundation of the IEC as its structural support and it needs no physical reclamation on the sea-bed. While most of the section of the proposed boardwalk will be directly underneath the IEC, a small portion (about 200m) near Tong Shui Road would need to be extended beyond the IEC structure and above the sea surface due to insufficient headroom under the slip road of the IEC. Hence, the implications of the Protection of the Harbour Ordinance (PHO) on the proposal would need to be addressed.

● 鰂魚涌 Quarry Bay

鰂魚涌區這段海濱長廊會由擬議沿海裕街興建的海濱長廊、現有的鰂魚涌公園和西灣河海濱公園組成。擬議的海裕街海濱長廊西面將連接東區走廊下面的行人板道。現時海裕街海旁有兩個私人地段和一些公用設施裝置。要在該處建造一條連貫的海濱長廊，須解決與私人發展項目為鄰所產生的問題。此外，煤氣公司亦須開放現有煤氣檢管站的臨海土地，否則遊人便須使用煤氣檢管站以南擬議兩米闊的通道通往東面的鰂魚涌公園。

This section of the waterfront in the Quarry Bay area comprises a proposed waterfront promenade along Hoi Yu Street, the existing Quarry Bay Park and Sai Wan Ho Harbour Park. The proposed Hoi Yu Street waterfront promenade will connect to the boardwalk underneath the IEC on its western side. At present, there are two private lots and some utility installations along the Hoi Yu Street waterfront. To realize a continuous waterfront promenade along Hoi Yu Street, the interface issue with possible private development should be addressed. It is also subject to the release of the waterfront land strip of gas pigging station site owned by the Towngas Company. Otherwise, connectivity with Quarry Bay Park to the east will only be achieved via a proposed 2m wide passageway to the south of gas pigging station.

海濱連接建議：鰂魚涌
Waterfront Connectivity Proposal: Quarry Bay



鰂魚涌公園
Quarry Bay Park



優化太康街可以提供更舒適的步行環境
Streetscape enhancement at Tai Hong Street can foster a better pedestrian environment

然而，由於水警總區總部及水警港口分區基地佔用了兩個碼頭和西灣河海濱公園以東海旁毗連的一段狹長土地，因此，現階段未能夠興建一條連貫的海濱長廊。當局正研究搬遷水警總部，在水警總部搬遷前，毗鄰的太安街和太康街會進行街景優化工程，使從該處通往愛秩序灣海濱花園的步行環境更加舒適。

However, a continuous promenade may not be achievable along the entire section of the waterfront due to the presence of the buildings at the Marine Police Regional Headquarters and Marine Harbour Division site, which currently occupy two pier structures and the adjoining strip of land along the waterfront to the east of the Sai Wan Ho Harbour Park. Pending the relocation of the Marine Police premises now being investigated, the streetscape of the adjacent Tai On Street and Tai Hong Street would be enhanced to provide a more pleasant pedestrian connection to Aldrich Bay Promenade.



西灣河水警總區總部及水警港口分區基地
Marine Police Regional Headquarters and Marine Harbour Division in Sai Wan Ho

● 筲箕灣 Shau Kei Wan

建議把愛秩序灣海濱花園向東伸延至毗鄰的空地，並會在譚公廟道植樹、進行行人路面改善工程及把其西面路段劃作悠閒式街道，以優化步行環境。此外，建議在譚公廟旁邊現為臨時露天收費停車場的用地興建臨時的歷史文化公園，與愛秩序灣伸延出來的海濱長廊融合。該歷史文化公園會以捕魚為主題，並於公園內闢設廣場作宗教/節慶活動。該露天收費停車場用地已預留作日後擴建筲箕灣基本污水處理廠之用。其他擬議的優化措施包括粉飾船隻修理工場和毗鄰筲箕灣基本污水處理廠的外牆。

It is proposed to extend the Aldrich Bay Promenade eastward to the adjacent vacant land. The pedestrian environment of Tam Kung Temple Road will be enhanced by street planting, paving improvement and introducing traffic calming measure for its western section. To integrate with the extended waterfront promenade from Aldrich Bay, a temporary heritage park with a fishing theme is proposed at the existing temporary open-air fee-paying car parking site adjacent to Tam Kung Temple, which is reserved for the future extension of the Shau Kei Wan Preliminary Treatment Works. A plaza is proposed in the heritage park for religious/festive events. Other proposed enhancement measures include façade treatment of the shipyards and the adjoining Shau Kei Wan Preliminary Treatment Works.



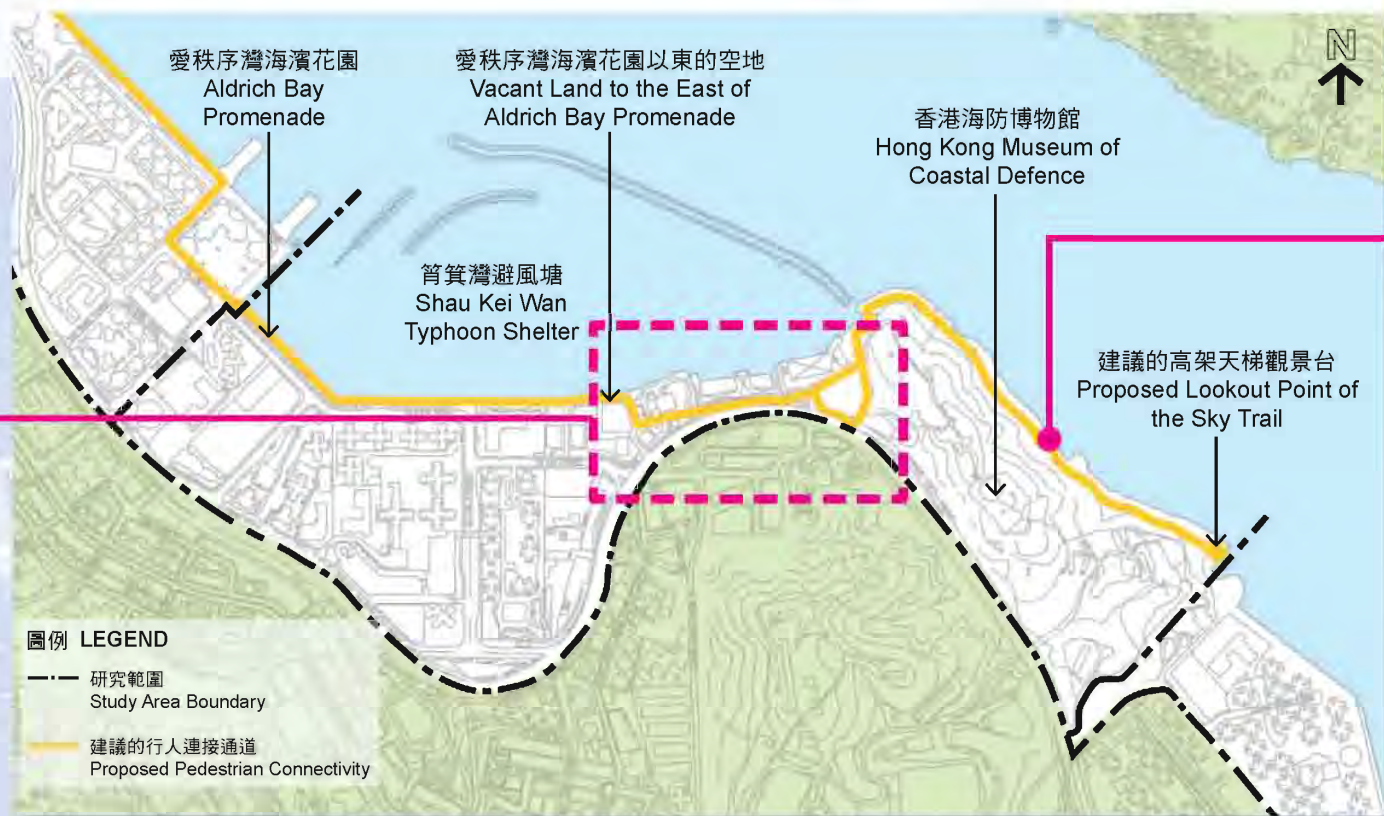
建議於譚公廟道興建臨時的歷史文化公園
 Proposed Temporary Heritage Park at Tam Kung Temple Road



建議興建的歷史亭
 Proposed Historical Pavillion



建議粉飾筲箕灣船隻修理工場外牆
 Proposed Façade Treatment at Shau Kei Wan Shipyards



海濱連接建議：筲箕灣
Waterfront Connectivity Proposal: Shau Kei Wan

這部分的海濱長廊會以高架天梯的形式（高度約為主水平基準以上15至20米），沿着香港海防博物館北面的山坡伸延。擬建的高架天梯長約600米，會連接通過筲箕灣魚類批發市場的架空行人通道或海防博物館內現有的行人徑。擬建的高架天梯的終點會設有觀景台，讓遊人可俯覽鯉魚門水道獨特景色。在詳細設計階段，我們會進一步探討高架天梯與海防博物館的連接問題。

This portion of the promenade will be extended along the hillside north of the Hong Kong Museum of Coastal Defence in the form of a Sky Trail (about 15-20mPD high). The proposed Sky Trail of about 600m long will be accessed via an elevated walkway through the Shau Kei Wan Wholesale Fish Market or an existing footpath within the Museum. The proposed Sky Trail will be terminated at a lookout point. Users will enjoy unique and spectacular high level views to the Lei Yue Mun channel. The possibility of integrating the proposed Sky Trail with the Museum will be further explored at the detailed design stage.



建議沿香港海防博物館山坡興建的高架天梯（長約600米）
Proposed Sky Trail (about 600m long) along the Hillside of the Hong Kong Museum of Coastal Defence

● 柴灣 Chai Wan

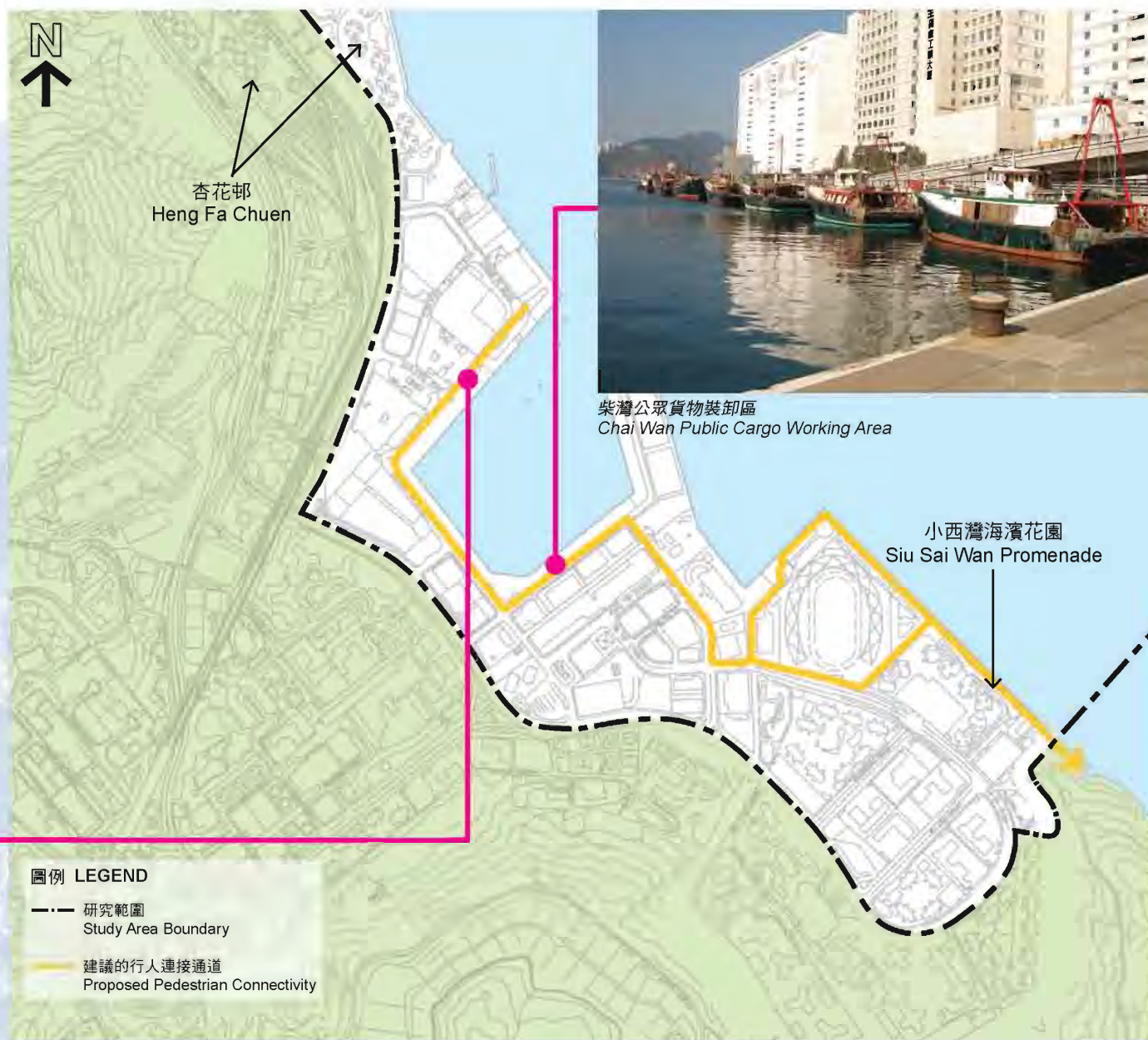
現時在杏花邨與小西灣的海濱長廊之間有一些政府和工業用途，包括柴灣公眾貨物裝卸區，這些用途限制市民前往海濱。由於柴灣公眾貨物裝卸區因運作上的需要而會繼續設於該處，因此建議沿着該貨物裝卸區關設一條行人徑，以加強海濱的連貫性，並改善步行環境。

Some existing Government and industrial uses including the Chai Wan Public Cargo Working Area (PCWA) located in between Heng Fa Chuen and Siu Sai Wan Promenade generally restrict public access to the waterfront. Since the Chai Wan PCWA would continue to exist for operational needs, a footpath is proposed alongside the PCWA to enhance connectivity along the waterfront and to improve the pedestrian environment.



效果圖
Perspective View

沿柴灣公眾貨物裝卸區關設一條行人徑，以改善海濱連貫性
A footpath is proposed alongside the Chai Wan Public Cargo Working Area to enhance connectivity along the waterfront



海濱連接建議：柴灣
Waterfront Connectivity Proposal: Chai Wan



柴灣公眾貨物裝卸區
Chai Wan Public Cargo Working Area

小西灣海濱花園
Siu Sai Wan Promenade

4.2 其他海濱優化建議 Other Waterfront Enhancement Proposals

• 街道優化建議 Streetscape Enhancement Proposals

除了上述建議外，研究亦選定了九條主要行人通道，包括書局街、糖水道、健康東街、海裕街、海澤街、海灣街、太安街、愛德街和新業街，優先進行街景優化工程，以改善南北海濱/腹地的連接性。

這些主要行人通道的擬議優化街景措施包括：

- 在街道多種樹木，以有結構層次的植樹來塑造寬敞的街道環境；
- 增設街道設施，包括座椅、垃圾箱、容易辨認的指示牌等；
- 使用多樣化的路面鋪設物料，以塑造各分區的特色，以及加強各分區之間的整體連貫性和增加空間感；
- 以鋪砌地面、闢設街道設施及豎立地標的方式引入藝術元素，為公共空間增添生氣及提供聚焦點；以及
- 採用有層次感的照明組合，優化行人通道的環境氣氛。

Apart from the above, nine major pedestrian corridors including Shu Kuk Street, Tong Shui Road, Healthy Street East, Hoi Yu Street, Hoi Chak Street, Hoi Wan Street, Tai On Street, Oi Tak Street and Sun Yip Street have been identified as quick-wins for streetscape enhancement to improve the north-south waterfront/hinterland connectivity.

The proposed streetscape enhancement measures for these major pedestrian corridors include the following:

- Intensified street trees and structural planting to create generous landscape spaces;
- Provision of additional street furniture including seating, litter bins and strong identifiable signage;
- Inclusion of a diversity of paving materials that will create a sense of place and a coherent spatial definition amongst and within sub-areas;
- The introduction of public art in the form of paving, street furniture and iconic elements to animate the public realm and provide a focus within public spaces; and

- The development of a structured combination of lighting types to contribute aesthetically to enhance the ambiance of the pedestrian corridors.



建議的景觀元素
Proposed Landscape Palette



方向性標誌輔助行人尋找方向
Directional Signage to Assist Wayfinding



在行人路路面鋪砌圖案，以優化街景
Pavement Pattern to Enhance Streetscape

九條主要行人通道的街景優化建議 Streetscape Enhancement Proposals for Nine Major Pedestrian Corridors



1 糖水道
Tong Shui Road
效果圖
Perspective View



4 海裕街
Hoi Yu Street
效果圖
Perspective View



5 海澤街
Hoi Chak Street
效果圖
Perspective View



2 書局街
Shu Kuk Street
效果圖
Perspective View



3 健康東街
Healthy Street East
效果圖
Perspective View



九條主要行人通道的位置
Locations of the Nine Major Pedestrian Corridors



● 開辦水上的士服務 Provision of Water Taxi Service

研究建議開辦中環至香港海防博物館的水上觀光的水上觀光的士服務，使用現有的碼頭和登岸梯級為上落客點，以連繫區內的主要旅遊景點，方便遊人從水路前往海濱，並使海港更富朝氣活力。這項建議是一項長遠建議，有賴私營機構作主導提供服務。

As a long term vision and subject to private initiatives, the Study proposes the provision of water taxi service between Central and the Hong Kong Museum of Coastal Defence for tourism purpose, utilizing the existing piers and landing steps along the waterfront as pick-up and drop-off points and serving to link up major tourist attractions, with a view to enhancing the accessibility from the seaward side to the harbourfront and making the harbour more vibrant.



擬議水上的士服務方便遊人從水路前往海濱
Proposed water taxi service can enhance the accessibility from the seaward side to harbourfront

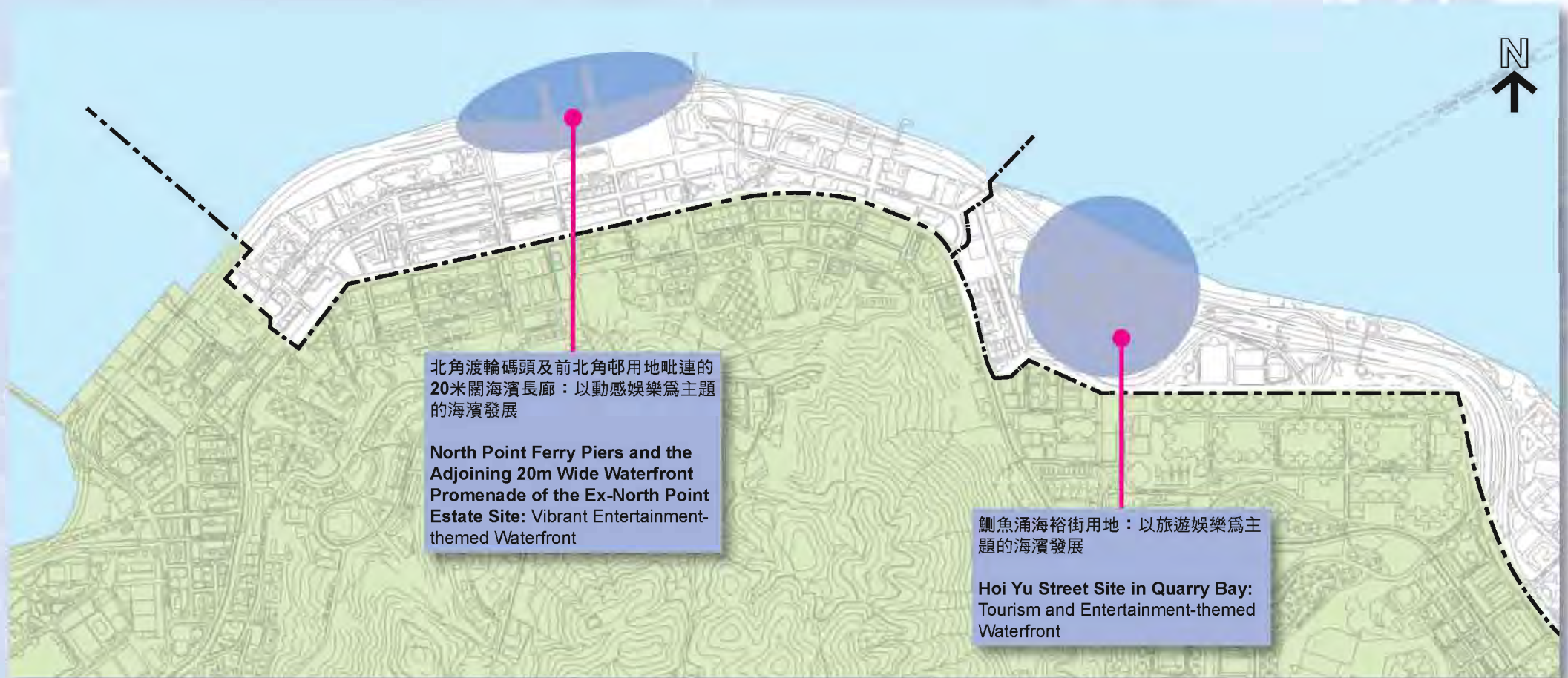


建議開辦的水上的士航線
Proposed Water Taxi Route

重點改善地點的城市設計方案 Urban Design Proposals for Key Sites

除了海濱連接和街道優化建議外，北角渡輪碼頭和鰂魚涌海裕街用地已選定為重點改善地點，通過實行優化措施，成為優質的海濱。

Other than the waterfront connectivity and streetscape enhancement proposals, the North Point Ferry Piers and Hoi Yu Street site in Quarry Bay have been identified as key sites which, with the application of enhancement measures, would create quality waterfronts.



重點改善地點
Key Sites

5.1 北角渡輪碼頭及前北角邨用地毗連的20米闊海濱長廊：以動感娛樂為主題的海濱發展 North Point Ferry Piers and the Adjoining 20m Wide Waterfront Promenade of the Ex-North Point Estate Site: Vibrant Entertainment-themed Waterfront

北角渡輪碼頭位於書局街及琴行街北端，提供前往紅磡、九龍城和觀塘的渡輪服務。

Located at the northern end of Shu Kuk Street and Kam Hong Street, the North Point Ferry Piers provide ferry services to Hung Hom, Kowloon City and Kwun Tong.



研究提出以下優化措施：

- 北角渡輪碼頭及毗連東區走廊下面的行人板道將成為主要的公眾活動區，設有零售商舖、咖啡店、座椅、花園及藝術品展示區，並可與西面碼頭的現有海鮮排檔結合發展；
- 現有的渡輪服務仍會維持，東面碼頭的西面泊位可供休閒船隻停泊；
- 碼頭翻新後會結合餐廳、商業和娛樂用途；
- 兩個碼頭的天台會設有咖啡店，並會進行園景美化工程，開放給公眾使用；以及
- 在沿前北角邨用地北邊興建的20米闊海濱長廊闢設種有花木的休憩用地、行人道、文娛

廣場和康樂用途（例如健身站、長者康樂設施和休閒單車徑），以供進行康樂及休閒活動之用。

The Study proposes the following enhancement measures:

- The Ferry Piers and the adjoining IEC Boardwalk as the main activity area with provision of retail shops, cafés, seating benches, planting and art display as well as presenting an opportunity of integrating the existing fish market stalls at the western pier;
- Existing ferry services to be maintained with the western berth of the eastern pier for leisure boat use;

- Renovation and refurbishment of the ferry piers with integration of restaurants, commercial and entertainment uses;
- Provision of cafés on the rooftop of both piers which will also be landscaped for public access; and
- Provision of soft landscaped open space, walkway, civic plazas and recreational uses such as fitness stations, elderly recreational facilities and a cycle track for recreational and leisure purposes in the 20m wide promenade along the northern edge of the Ex-North Point Estate site.



建議在東區走廊下面興建的行人板道，預計會成為北角海旁的主要公眾活動區
The proposed IEC Boardwalk is envisaged to become North Point's major activity area at the waterfront

5.2 鯽魚涌海裕街用地：以旅遊娛樂為主題的海濱發展

Hoi Yu Street Site in Quarry Bay: Tourism and Entertainment-themed Waterfront

海裕街用地包括東區海底隧道出口上蓋的空地和海裕街的臨海用地，這兩塊用地被東區走廊分隔。東區海底隧道出口上蓋的空地位於擬議的鯽魚涌公園第二期（第2和第3階段）的範圍，現時設有食物環境衛生署的運輸車廠、水務署的維修場和警方車輛扣留中心。海裕街的臨海用地設有公用設施裝置，包括海水抽水站、配電站、煤氣檢管站和東區海底隧道的通風大樓。該臨海用地有兩個地段劃為「其他指定用途」地帶，規劃作發展文化、商業、消閒和旅遊用途。

The Hoi Yu Street site comprises the open space area at the EHC Tunnel Portal and the waterfront area at Hoi Yu Street separated by the IEC. The EHC Tunnel Portal site falls within the boundary of the proposed Quarry Bay Park Phase II (Stages 2 and 3) and is currently occupied by the Food and Environmental Hygiene Department Transport Depot, Water Supplies Department Maintenance Yard and Hong Kong Police Vehicle Pound. At the waterfront area of Hoi Yu Street, there are utility installations including a salt water pumping station, an electricity substation, a gas pigging station and the EHC ventilation building. Two portions of the waterfront area are zoned "Other Specified Uses" ("OU") which are planned for the development of cultural, commercial, leisure and tourism uses.



鯽魚涌海裕街用地：以旅遊娛樂為主題的海濱發展
Hoi Yu Street Site in Quarry Bay: Tourism and Entertainment-themed Waterfront



剖面圖
Section



效果圖
Perspective View

鰂魚涌海裕街用地
Hoi Yu Street Site in Quarry Bay



效果圖
Perspective View

海裕街海濱
Hoi Yu Street Waterfront

研究建議海裕街這個重點改善地點的優化措施如下：

- 在東區海底隧道出口上蓋的空地發展室內娛樂設施（例如多用途表演中心或動感影院），成為區內的景點，吸引居民和旅客前往海濱。我們會小心設計該設施，以盡量減低對區內居民和周邊地區的影響；
- 建議在海裕街海旁西面的「其他指定用途」用地興建五至六層高的建築物，在東面的另一塊「其他指定用途」用地則興建三至四層高的建築物，以發展文化、旅遊和娛樂設施，並開設商店和主題餐廳；
- 建議沿海裕街的海濱長廊闢設康樂用途，例如康體/健身設備區、長者運動區，太極場地和休閒單車徑，配合區內居民的需要；
- 建議興建一條設計新穎、富藝術色彩並配合該發展主題的架空行人通道，方便公眾從鰂魚涌區前往海濱。

爲了讓公眾於落實上述優化建議前得以享受維港的環境，政府現正開展沿海裕街海旁的海濱長廊前期工程，以連接現有的鰂魚涌公園，預計工程於2012年年底完成。

The Study proposes the following enhancement measures for the Hoi Yu Street key site:

- Inclusion of a major indoor entertainment facility (e.g. a multi-purpose performance centre or an IMAX theatre) at the EHC Tunnel Portal site to create an attractive destination spot that will attract residents

and visitors towards the waterfront. The facility will be sensitively designed to minimize adverse impacts on the local residents and surrounding areas;

- Proposed cultural, tourism and entertainment facilities with shops and themed restaurants with a height of 5-6 storeys for the "OU" site in the west and 3-4 storeys for the other "OU" site in the east of the waterfront area of Hoi Yu Street;
- Proposed recreational uses such as fitness/exercise equipment zones, elderly exercise areas, tai-chi courts and a cycle track for recreational and leisure purposes in the waterfront promenade along Hoi Yu Street to cater for the need of local residents; and
- An elevated walkway with an innovative and artistic style in design to tie in with the development theme is proposed to improve access from the Quarry Bay area to the waterfront.

To facilitate early public enjoyment of the harbour prior to the realization of the above proposals, an advance promenade along the Hoi Yu Street waterfront to link up with the existing Quarry Bay Park is currently under construction and is anticipated for completion by the end of 2012.

技術評估 Technical Assessments

為確定優化建議在技術及環境方面是否可行，研究顧問進行了交通、環境、視覺和景觀、結構、可持續發展及其他相關範疇的初步技術評估。評估結果顯示優化建議在技術方面大致可行，不會對研究地區及其周圍環境造成負面的影響。不過，對於較複雜的項目如東區走廊下面的行人板道和高架天梯，則必須作進一步的詳細設計和工程可行性研究。在落實研究提出的建議前，亦可能需要進行更詳細的技術評估，例如交通和環境評估。

To ascertain the prima facie technical and environmental feasibility of the enhancement proposals, preliminary assessments on various aspects including traffic, environment, visual and landscape, structural, sustainability and other relevant aspects have been conducted. The results indicate that the proposals are technically feasible in broad terms and will not cause adverse impacts on the Study Area and its surrounding environment.

However, further detailed design and engineering feasibility studies should be carried out for complicated projects including the IEC Boardwalk and the Sky Trail. More detailed technical assessments such as traffic and environmental assessments may also be required prior to implementation of the proposals as recommended under the Study.

實施建議 Implementation

這項研究提出的大部分優化建議，包括興建行人板道和高架天梯，均可通過政府現有的機制落實，但須視乎申請撥款和資源的情況。

沿前北角邨用地北邊擬議的20米闊海濱長廊將由發展商負責興建，建成後會交由政府管理及保養。在研究完成後，政府會進一步探討可否以公私營合作形式，落實北角渡輪碼頭及海裕街用地這兩個重點改善地點的優化建議。

至於落實建議的優先次序，研究建議先進行主要行人通道的街景優化工程，以改善腹地與海濱的連接性和步行環境。政府可在探討公私營合作模式的可行性後，落實兩個重點改善地點的建議。其他較為複雜的建議，包括興建行人板道和高架天梯，須進行進一步的詳細設計、技術評估和工程可行性研究，尤其是要研究和解決相關的技術問題，例如行

人板道的建議是否符合《保護海港條例》，以及優化建議對私人業權和海上通行權的影響。

The implementation of most of the enhancement proposals including the boardwalk and the Sky Trail could be taken forward by the Government under existing mechanism. Their implementation would be subject to funding and resource availability.

The proposed 20m wide promenade along the northern edge of the Ex-North Point Estate site will be implemented by the developer and handed over to the Government for management and maintenance. Involvement of private sector in the implementation of the two key sites at the North Point Ferry Piers and Hoi Yu Street would be further examined after the conclusion of the Study.

In terms of priority of implementation, streetscape enhancement proposals for major pedestrian corridors can be identified as quick-wins for improving the connectivity between the hinterland and the waterfront and enhancing the pedestrian environment. The proposals of the two key sites could be realized after exploring the feasibility of public-private partnership. Other more complicated proposals, including the boardwalk and the Sky Trail, require further detailed design, technical assessments and engineering feasibility studies. In particular, further investigation and resolution of relevant technical issues, such as compliance with the PHO in relation to the boardwalk proposal, impact on private property and marine access rights are required.

總結及未來路向 Conclusion and Way Forward

我們考慮在三個階段的公眾參與活動中收集所得的意見後，為港島東海旁制訂了最終的優化建議，作為概念性的規劃大綱。有關建議會為公眾帶來以下好處：

- 所建造的連貫海濱長廊，可結合周邊的市區公園及海濱發展項目；
- 使海濱更加連貫和暢達；
- 在港島東提供公共設施，供在該處遊覽、居住和工作的人使用；
- 新的商業用途、海濱景點和設施，可為港島東增添姿彩，令該社區更多元化、更有朝氣；
- 通過園景美化工程、粉飾建築物的外牆、優化街景、種植樹木和改善行人通道連接，可加強該區的特色；以及
- 有關建議直接回應了公眾的期望，能促進將來公私營合作，共同優化海濱。

我們深信通過落實上述各項的優化建議，定能把港島東海旁締造一個充滿活力、暢達和優質的海濱，供市民享用。

Taking into account the public comments received at the 3-stage PEP, the enhancement proposals of the Hong Kong Island East harbourfront have been finalized which will provide a conceptual planning framework with the following public benefits:

- The creation of a continuous waterfront promenade integrated with the surrounding urban parks and waterfront developments;
- Improvement to connectivity and accessibility to the waterfront;
- The provision of public facilities that can be enjoyed by visitors and the population living and working in the Hong Kong Island East;
- The introduction of new commercial uses, waterfront attractions and facilities that can reinforce a multi-faceted, diversified and vibrant neighbourhood;
- An enhancement of the character of the district through landscape and façade treatment, streetscape enhancement, planting, and improvement of pedestrian linkages; and
- Proposals directly responding to public aspirations will foster future collaboration between public and private sectors.

Upon the realization of the above recommended proposals, it is believed that a vibrant, accessible and quality waterfront for the Hong Kong Island East will be created for public enjoyment.





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港島東

WATER FRONT

Victoria Harbour

QUARTER WAY