

Boardwalk underneath Island Eastern Corridor Study

Stage 2 Community Engagement

Purpose

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

Background

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

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

Findings from CE1

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

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

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

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

The Recommended Boardwalk Scheme

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

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

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

Stage 2 Community Engagement

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

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

Way Forward

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

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

Annex

Annex 1 – Recommended Scheme of the Boardwalk

Annex 2 – Artist’s Impression of the Boardwalk




Civil Engineering and Development Department

November 2016

行人板道建議方案—整體規劃藍圖

Recommended Scheme of the Boardwalk - Master Layout Plan

圖例 Legend:

-  行人板道走線
Boardwalk Alignment
-  活動點
Activity Node
-  連接點
Access Point

-  觀景台
Viewing Platform
-  釣魚平台
Fishing Platform

-  單車停泊處
Bicycle Parking
-  餐飲亭
Food & Beverage Kiosk

-  單車租借亭
Cycle Rental Kiosk
-  被東區走廊覆蓋的行人板道
Boardwalk Covered by IEC



1. 油街
Oil Street

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

2. 糖水道
Tong Shui Road

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

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

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

4. 海裕街
Hoi Yu Street

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

總體外觀
General View



橋面視圖
Bridge Deck View



和富道 – 連接橋
Wharf Road – Link Bridge

