

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**