

Task Force on Harbourfront Developments on Hong Kong Island

For discussion
on 9 September 2020

TFHK/01/2020

Boardwalk underneath Island Eastern Corridor

Gazette Scheme

PURPOSE

The purpose of this paper is to brief Task Force on Harbourfront Developments on Hong Kong Island (HKTF) on the proposed gazette scheme as well as associated progress of the proposed Boardwalk underneath Island Eastern Corridor (IEC) (Boardwalk), including the enhancement of the Boardwalk scheme and gazette procedure. Relevant architectural and landscape design details are being developed and will be put to the HKTF for comments in due course.

BACKGROUND

2. The Boardwalk is a major harbourfront enhancement initiative on Hong Kong Island. Successful implementation of the Boardwalk could set a role model for the forth-coming promenade projects, especially those coastal areas which cannot be developed into a promenade due to various reasons.

3. The Boardwalk is approximately 2 kilometres (km) long and maintains a width of at least 10 metres (m) wide throughout and comprises a western and eastern section. The western section will run from Oil Street to Tong Shui Road (approximately 0.7 km long), while the eastern section will run from Tin Chiu Street to Hoi Yu Street (approximately 1.1 km long). These two sections will be connected by the North Point Promenade (approximately 0.4 km long). Upon completion, the Boardwalk will connect the existing or planned promenade at Shek Tong Tsui in Western District and Aldrich Bay in Shau Kei Wan, providing a continuous promenade of some 12 km long for public enjoyment.

4. Since the briefing to HKTF in February 2019, we launched the Stage 3 Community Engagement (CE3) from February to

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April 2019 to solicit public views on the latest scheme of the Boardwalk. Apart from HKTF, we consulted the Eastern District Council, academics, professional institutes, green groups, cyclist groups as well as local residents. There is general agreement on the proposed Boardwalk alignment, width and ancillary facilities, as well as clear support for early implementation of the project. We also briefed the Panel on Development of the Legislative Council in April 2019 on the project, and members generally supported the project.

5. Other major views received during CE3 included strengthening connectivity with the existing or planned harbourfront promenades, lowering the Boardwalk vertical profile, exploring the feasibility of shared use of North Point Fire Services Department (FSD) Pier, reducing the gradient of the eastern section, providing more viewing platforms, addressing future management issues, implementing mitigation measures against possible impact on marine ecology, considering resilience against adverse weather in the detailed design, and completing the tendering procedure at the earliest opportunity. There were also suggestions on the shared use of space between pedestrians and cyclists, provision of drinking fountains, toilets, pet garden and relevant design and materials to be used for the Boardwalk (e.g. the use of light-weight materials).

PROGRESS UPDATE

Enhanced Boardwalk Scheme

6. In December 2019, we commissioned consultants to proceed with the detailed design of the Boardwalk. The Boardwalk scheme was enhanced based on the public views collected. The alignment is similar to that of the original scheme. On top of the four access points at both ends of the two Boardwalk sections, we propose to provide five additional access points near Provident Garden, Tin Chiu Street, North Point Ferry Concourse Promenade, Man Hong Street and Healthy Street East to enhance connectivity between the harbour and the hinterland. Furthermore, having considered the relatively narrow footpath of only 2m wide at Hoi Yu Street, we propose to extend the

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Boardwalk from Hoi Yu Street to the east by about 80m to provide an approximately 10m wide access to link up the Quarry Bay Promenade, with a view to enhancing accessibility of the Boardwalk.

7. Regarding the proposal of the shared use of North Point FSD Pier mentioned in paragraph 5 above, apart from affecting the daily operation (including rescue operation) of FSD, it would cause inconvenience to the Boardwalk users since the shared use section of the Boardwalk may have to be closed at irregular hours for access to the Pier by the FSD personnel for emergency rescue operations and routine trainings. Moreover, additional reclamation for expansion of the North Point FSD Pier, and additional movable bridges at both ends of the Boardwalk section near the Pier would be required. These movable bridges may have to be operated frequently at irregular hours in order to allow vessels to access the coastal areas bounded by the Boardwalk.

8. On the other hand, the consultants have explored with FSD on a “non-shared use” proposal. The proposal, which is considered acceptable by FSD, is to reduce the headroom between the Boardwalk and the North Point FSD Pier by 1m from 3.5m to 2.5m, so as to lower the gradient of the Boardwalk accordingly and lower its vertical profile closer to the sea level at the eastern section (see paragraph 9 below). After considering merits and demerits of the “shared use” and “non-shared use” proposals, we propose to adopt the latter.

9. In order to provide a more comfortable walking environment, we will lower the level of the Boardwalk section between North Point Vehicular Ferry Pier and North Point FSD Pier to about 5.5mPD, such that its level will be equivalent to that of the Boardwalk western section. This Boardwalk level has taken into consideration the required resilience against adverse weather and the reduction of distance between the Boardwalk and the sea level as much as possible. We will also further reduce the gradient of the Boardwalk and associated access links to less than 3% and 5% respectively. In parallel with the lowering of the vertical profile of the Boardwalk, we will construct a total of three movable bridges (including two at the Boardwalk, and one at an access point) to allow access by vessels to the near

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shore areas cordoned off by the Boardwalk for emergency rescue operations and regular repair and maintenance works. Water mains, sewers and public utilities will be laid along the Boardwalk to facilitate provision of ancillary facilities.

10. We will utilize the space above the existing IEC protection dolphin structures to construct viewing platforms. With two additional viewing platforms, a total of six viewing platforms are proposed along the Boardwalk for public enjoyment of the panoramic views of Victoria Harbour. We will also widen the link between the viewing platforms and the Boardwalk deck moderately for better accessibility. At the same time, we will utilize the space above the IEC piled foundation to construct a fishing platform. The fishing platform and its link to the Boardwalk deck will also be moderately widened. The above enhancements have utilized the shelter of the IEC as far as possible in order to minimise the impact to the Victoria Harbour.

GAZETTAL OF THE PROPOSED BOARDWALK

11. We target to gazette the proposed works in the fourth quarter of 2020 under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) and Water Pollution Control (Sewage) Regulation (Cap. 358AL)).

ENVIRONMENTAL IMPLICATIONS

12. The proposed works is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). We completed an environmental review for the proposed works during construction and operation stages, which concluded that the proposed works would not cause any long-term adverse environmental impact. We would closely monitor the contractor to put in place necessary mitigation measures during construction, such as the use of low noise machineries and temporary noise barriers to reduce noise, frequent cleaning and regular watering of the construction site and the covering of construction materials to reduce the emission of dust, etc.

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TREE IMPLICATIONS

13. The proposed works would affect a few existing trees within the project site. After investigation, no important tree is found affected. For those affected trees in unhealthy condition, poor form, or with relatively low survival rate upon transplanting, we would propose tree removal with plantation of new trees for compensation.

TRAFFIC IMPLICATIONS

14. To mitigate the traffic impact of the proposed works during construction, we would work with relevant government departments to formulate and implement appropriate temporary traffic arrangements. We would closely monitor the contractor to properly implement relevant temporary traffic arrangements during construction, so as to ensure road safety and minimise the traffic impact caused by the proposed works.

HERITAGE IMPLICATIONS

15. The proposed works will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded heritage sites or historical buildings, sites of archaeological interest and Government heritage sites identified by the Antiquities and Monuments Office.

LAND ACQUISITION

16. We have reviewed the proposed works to minimise the extent of land acquisition. The proposed land resumption would affect a private lot (portion) and no household would be affected.

WAY FORWARD

17. We plan to proceed with the above-mentioned gazette scheduled for the fourth quarter of 2020. At the same time, with

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reference to overseas experience¹, we would continue carrying out the detailed design of the Boardwalk, including connections with the planned and existing promenades or public open spaces, architecture, landscape and relevant ancillary facilities. We would consult the relevant stakeholders including HKTF on the detailed design when it is available.

18. Upon completion of the above-mentioned gazette and detailed design, we plan to seek funding approval from the Legislative Council for the proposed works in the second half of 2021. Our current target is to commence the construction works in 2021 for phased completion from end 2024.

ADVICE SOUGHT

19. Members are invited to take note of and support the gazette proposal as well as the latest progress of the Boardwalk for early commencement of the construction works.

- Annex 1** - The Boardwalk underneath the Island Eastern Corridor (IEC) – General Layout Plan and Vertical
- Annex 2** - The Boardwalk underneath the Island Eastern Corridor (IEC) – Proposed Works (4 Pages in Total)

**Civil Engineering and Development Department
September 2020**

¹ In January 2020, an overseas visit to Brisbane and Sydney of Australia by representatives of HKTF, Development Bureau and Civil Engineering and Development Department was conducted. Visit report is available at : www.boardwalk.gov.hk/doc/overseas_visit_report.pdf.