

# **Task Force on Harbourfront Developments on Hong Kong Island**

For discussion  
on 17 May 2021

TFHK/01/2021

## **Boardwalk underneath Island Eastern Corridor**

### **PURPOSE**

The purpose of this paper is to brief the Task Force on the latest architectural and landscaping design of the proposed Boardwalk underneath Island Eastern Corridor (IEC) (Boardwalk). The paper will also update the Task Force on the latest progress, works area requirements and proposed management arrangement of the Boardwalk.

### **BACKGROUND**

2. The proposed Boardwalk is a major harbourfront enhancement initiative on Hong Kong Island. Successful implementation of the proposed 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 proposed Boardwalk is approximately 2.2 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 proposed 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. Both the Task Force and the Eastern District Council (EDC) have been closely engaged in the planning of the Boardwalk project over the past few years. We last formally consulted the Task Force and EDC on the proposed gazetted scheme of the proposed Boardwalk in September 2020. There

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was a general agreement among both on the scheme of the proposed Boardwalk, including the proposed alignment, width, ancillary facilities and connection points.

## **PROGRESS UPDATE**

5. Subsequent to the consultations in September 2020, we published the gazettal of the proposed scheme under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) (the Ordinance), and the Ordinance as applied by section 26 of the Water Pollution Control (Sewerage) Regulation (Cap. 358AL) on 31 December 2020. The statutory objection lodging period ended on 1 March 2021. We are resolving the objections received and envisage that the statutory process could be completed by Q3 2021.

6. We also completed and published in December 2020 a report titled “Report on Cogent and Convincing Materials to Demonstrate Compliance with the Overriding Public Need Test”, which we consider that has demonstrated, in a step by step manner, that the scheme is in compliance with the Protection of the Harbour Ordinance (Cap. 531), i.e. (a) there is a compelling and present need for the Boardwalk; (b) there is a need for reclamation and there is no reasonable alternative; and (c) the extent of reclamation required to meet the overriding public need is minimum.

## **LATEST DESIGN OF THE PROPOSED BOARDWALK**

### **Design Concept of the proposed Boardwalk**

7. With the proposed Boardwalk’s unique location, it has an inherited relationship with water and wave. Taking the essence of wave movement and the energetic city, the overall concept of “Citywave” has been developed. A total of 8 “Visions” are proposed, starting from Oil Street to Hoi Yu Street, namely, Sun Wave, Play Wave, Fish Wave, Gather Wave, Pet Wave, Sky Wave, Art Wave and Wave Hub. These “Visions” will transform the

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space underneath IEC into a pleasant landmark of Hong Kong where the public can enjoy and share, taking into account the characteristics of the localities to establish linkages with the existing community. A plan showing the locations of these “Visions” is appended in **Annex 1**.

8. Flexibility is the major consideration in the overall design of the proposed Boardwalk. The proposed Boardwalk will create and serve as a public space with high flexibility enable users to carry out different activities. The same space can be used for different purposes at different time of a day and days of a week, while different activities could be carried out at different corners of the Boardwalk at the same juncture. The usage of space can also evolve with time to suit the changing public needs with a flexible management approach.

## Design Features of the proposed Boardwalk

9. The space under the IEC will be transformed to a functional public space which provides passive and active recreation to the area for both leisure zone and shared zone of the boardwalk. The leisure zone would enable visitors to stop by wherever they like to rest, enjoy the sea view and/or carry out different activities, while the shared zone would allow sufficient space for the safe and conflict-free shared use among different users strolling along the Boardwalk including pedestrians, joggers, cyclists and other user groups. Cascade seating will be provided along the proposed Boardwalk at selected locations outside the shading of IEC for public to enjoy the views of Victoria Harbour. The ramps connecting the cascade seating will be barrier free for convenient passage of different users. The Boardwalk will enhance and uplift the landscape amenity to the space under the IEC and make significant and beneficial refinements to the landscape character of the North Point harbourfront. Plan showing the locations of the design features is appended in **Annex 2**. Typical section of cascade seating is appended in **Annex 3**.

10. Six viewing platforms are proposed along the proposed Boardwalk for public enjoyment of the panoramic views of

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Victoria Harbour. A fishing platform will be provided near Tong Shui Road with cascade seating design having regard to the preference of the anglers. The levels of the viewing platforms and fishing platform are generally lower than the proposed Boardwalk which will bring users closer to the Harbour. The artist impression of the viewing platforms and the fishing platform is appended in **Annex 4**.

11. Upon the completion of the proposed Boardwalk, the near shore areas of the Harbour between the Boardwalk structure and the existing shoreline will be physically segregated. To allow the passage of vessels to the inner water area, three movable bridges (including two at the proposed Boardwalk, and one at an access point) are proposed. The artist impression of the movable bridges is appended in **Annex 5**. The two movable bascule bridges at the proposed Boardwalk resemble birds flying freely above the Victoria Harbour. The movable swing bridge at access point would adopt a low vertical profile to minimize the potential visual impact to the adjacent residential blocks.

12. To allow the users to enjoy the panoramic views of Victoria Harbour, we will use laminated glass balustrade along the Boardwalk except at the link bridges and movable bridges where mesh type balustrade will be used. Artist impression of the balustrade can be found from viewing platform shown in **Annex 4**.

13. Shared zone and leisure zone are introduced along the proposed Boardwalk. Based on the previous community engagement exercises, the public in general supported a 10m wide proposed Boardwalk for the provision of sufficient space for the safe use among different users without conflict. Sharing the open space between different users, e.g. pedestrians, cyclists and pet owners, etc., in a respectful manner under a flexible management mode has been advocated and put on trial at different harbourfront spaces opened in recent years (e.g. the Belcher Bay Promenade and the Water Sports and Recreation Precinct in Wan Chai), with positive compliments received by Members of the public. The shared zone provides an opportunity for users to utilize the vibrant open spaces together. On the other

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hand, the leisure zone could serve as promenade where users would relax and enjoy.

14. Shelters with suitable scale would be provided along the proposed Boardwalk at selected locations outside the shading of IEC. The artist impression of the shelter at Fish Wave near Tong Shui Road and at the upper deck of North Point Vehicular Ferry Pier is appended in **Annex 6**.

### **North Point Promenade**

15. The eastern and western sections of the proposed Boardwalk will be connected by the existing North Point Promenade (NPP). It is anticipated that the NPP in future will become a focal point between the two sections of the Boardwalk. To provide better connection between the two sections, the existing NPP will be slightly modified. Within the 20m wide NPP, the existing 4.5m wide pathway abutting the water frontage would be maintained, while a continuous 6m wide shared zone would be provided at the back.

16. The NPP has become a popular destination for both the local community and outside visitors since its opening. That being said, throughout the planning of the Boardwalk, views have been received from the Task Force, EDC members as well as the local community (e.g. through the public engagement of the “Via North Point” project) that the NPP shall be further enhanced having regard to the actual users’ experience since its opening, so that both the local community and visitors alike can better enjoy and appreciate the harbourfront. As such, opportunities would be taken at the same time to carry out modifications to the soft and hard landscaping of the NPP and optimise the spatial arrangement, so as to create additional and more comfortable space for the public to stay, relax, carry out activities and enjoy the sea view. The trees of special interest and existing fitness equipment will not be affected. Plan showing the design approach at the North Point Promenade is appended in **Annex 7**.

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### **Ancillary Facilities of the proposed Boardwalk**

17. To create a user-friendly environment and in response to the comments received during previous community engagement exercises, ancillary facilities, including vending machines, utilities provision for movable kiosks, drinking fountains, bicycle rental facilities, toilets, management office, etc. would be provided at suitable locations along the proposed Boardwalk.

### **MANAGEMENT OF THE PROPOSED BOARDWALK**

18. The Government has strong aspiration in engaging expertise in the community to bring greater attractiveness, vibrancy and diversity to public space in the harbourfront, to commensurate with conventional parks/promenades managed by the Government. In this connection, an external service provider with experience in event organising and venue management (the MOM Agent) would be engaged on the day-to-day operation and management of the proposed Boardwalk. While maintaining the proposed Boardwalk open round-the-clock for all to enjoy with flexibility for a wide range of activities, the MOM Agent would put extra emphasis on injecting creative elements from the community to the harbourfront through organisation of events and activities. The MOM Agent would also be responsible for the operation of the movable bridges which is unique to the proposed Boardwalk.

19. A Market Sounding Exercise was launched in January 2021. Venue operators, property management agents and non-government organizations having sound experience in management and providing services for existing harbourfront space and other event venues in Hong Kong were engaged. The feedbacks received indicated that some expressed interest in providing MOM services for the proposed Boardwalk. While the MOM agent will mainly be responsible for the management of the proposed Boardwalk, the Government would be responsible for the maintenance of the structures.

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### **TEMPORARY WORKS AREA AND BARGING POINT IN THE WEST OF THE PROJECT SITE**

20. To expedite the construction progress and minimise nuisance caused, prefabrication units for the spans of the proposed Boardwalk would be adopted as far as possible. Temporary works site would therefore be necessary for storage of these prefabrication units and temporary barging point would be necessary for transportation of the units. Due to the limited vacant site available on Hong Kong Island, we propose to take up an area in the immediate west of the Boardwalk (see **Annex 8**) as temporary works site and barging point, upon the site is released by the Central-Wan Chai Bypass Project tentatively in end 2021. The arrangement would not affect the opening of the Quick-win Promenade in the East Coast Park Precinct (ECP) in the latter half of 2021.

21. We are mindful that the use of the areas concerned should not affect the commencement of works for the ECP nor delay public enjoyment of the site as an open space. In this regard, we undertake to use the areas for the Boardwalk project only before commencement of the ECP project. According to the latest programme, ECP would only start works in end 2023. We shall work closely with the ECP Team to ensure timely transfer of site. In addition, the Government is working towards opening the harbourfront section of the ECP, as well as the walkway to the Oil Street Sitting-out Area, by the time the western section of the Boardwalk is completed, thereby providing connections to both Watson Road and Oil Street.

### **WAY FORWARD**

22. Upon completion of the statutory procedures, we plan to invite tender for the construction works contract in Q3 2021. In parallel, we plan to seek funding approval from the Legislative Council for the proposed works in 2021. Our current target is to commence the construction works in 2021 for phased completion starting from end 2024.

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## **ADVICE SOUGHT**

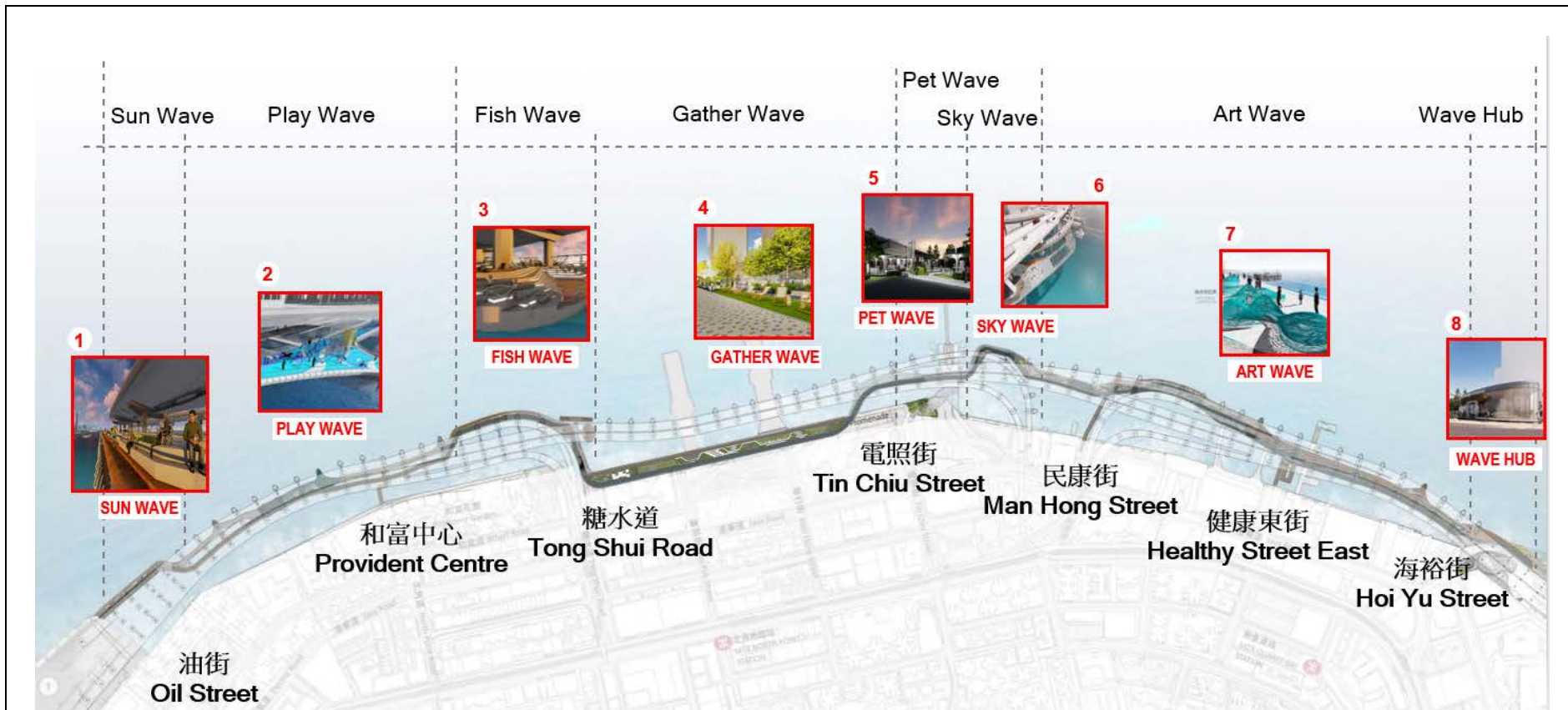
23. Members are invited to take note of the latest progress and design of the proposed Boardwalk.

## **ATTACHMENT**

- Annex 1** - Design Concept – The 8 Visions of the Citywave
- Annex 2** - Location Plan of Design Features
- Annex 3** - Typical Section of Cascade Seating
- Annex 4** - Artist Impression of Viewing Platforms and Fishing Platform
- Annex 5** - Artist Impression of the Movable Bridges
- Annex 6** - Artist Impression of Shelters
- Annex 7** - Design Approach at the North Point Promenade
- Annex 8** - Temporary Works Area Plan

**Civil Engineering and Development Department  
May 2021**





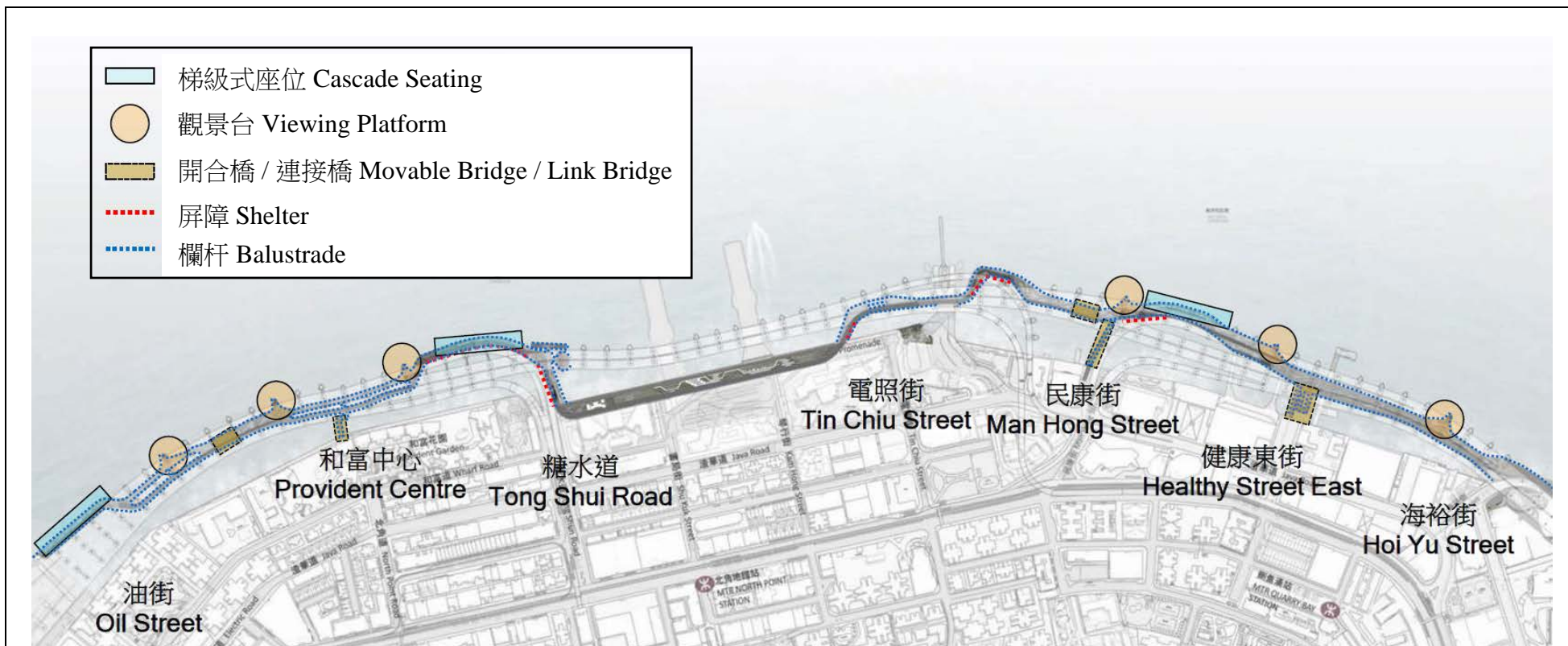
備註：以上插圖為構想圖  
Remarks: The above illustrations are artist impressions.

圖則名稱 Drawing Title

東區走廊下之行人板道 – 設計理念  
Boardwalk underneath Island Eastern Corridor – Design Concept

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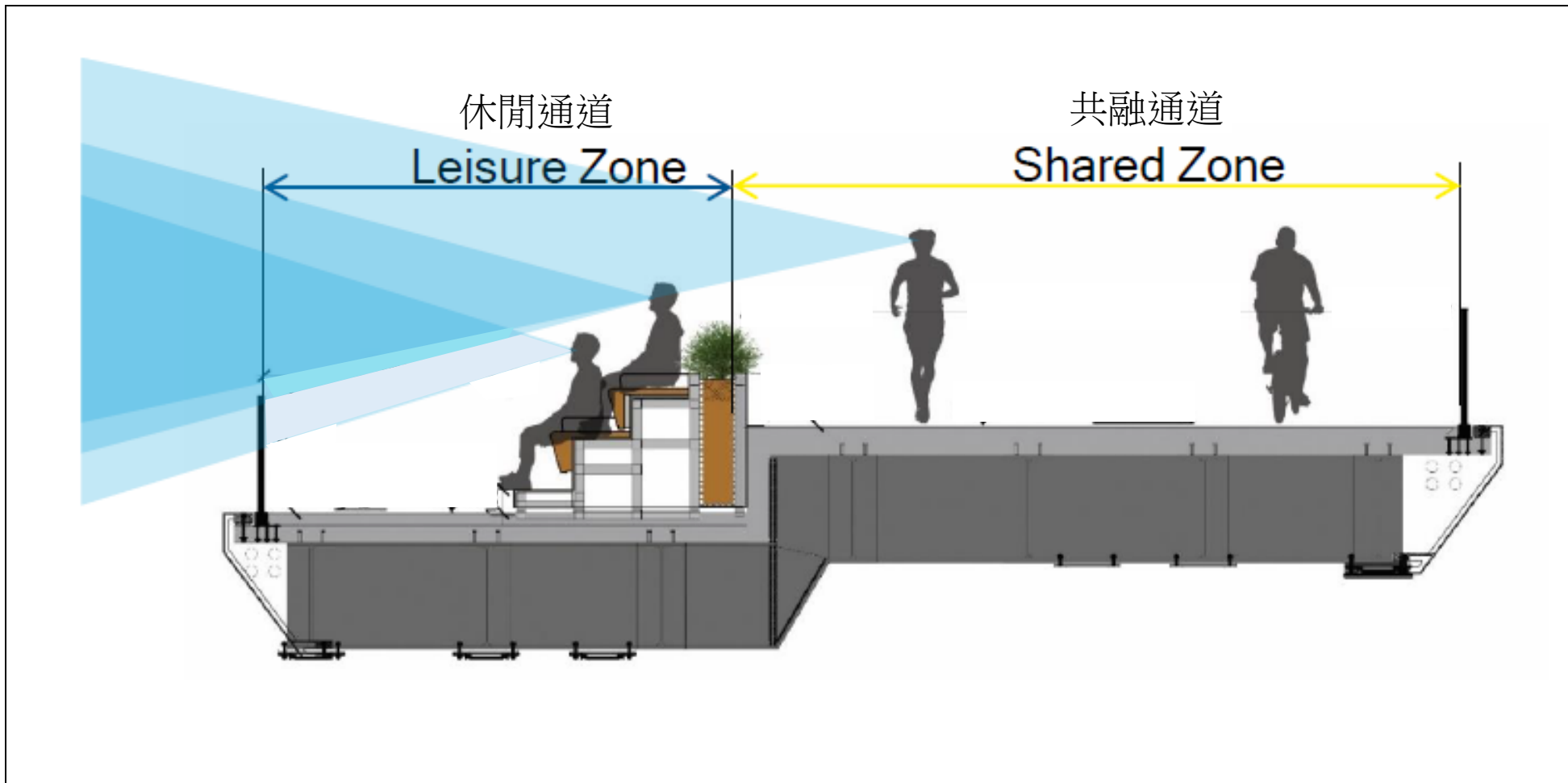


圖則名稱 Drawing Title

東區走廊下之行人板道 – 設計特色位置圖  
Boardwalk underneath Island Eastern Corridor –  
Location Plan of Design Features

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圖則名稱 Drawing Title

東區走廊下之行人板道 – 梯級式座位切面圖  
**Boardwalk underneath Island Eastern Corridor –  
Typical Section of Cascade Seating**

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備註：以上插圖為構想圖

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圖則名稱 Drawing Title

東區走廊下之行人板道 – 觀景台及釣魚平台的構想圖  
**Boardwalk underneath Island Eastern Corridor –  
Artist Impression of Viewing Platform and Fishing Platform**

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則名稱 Drawing Title

東區走廊下之行人板道 – 開合橋構想圖  
**Boardwalk underneath Island Eastern Corridor –  
Artist Impression of the Movable Bridge**

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東區走廊下之行人板道 – 屏障構想圖  
**Boardwalk underneath Island Eastern Corridor –  
Artist Impression of Shelter at Fish Wave**

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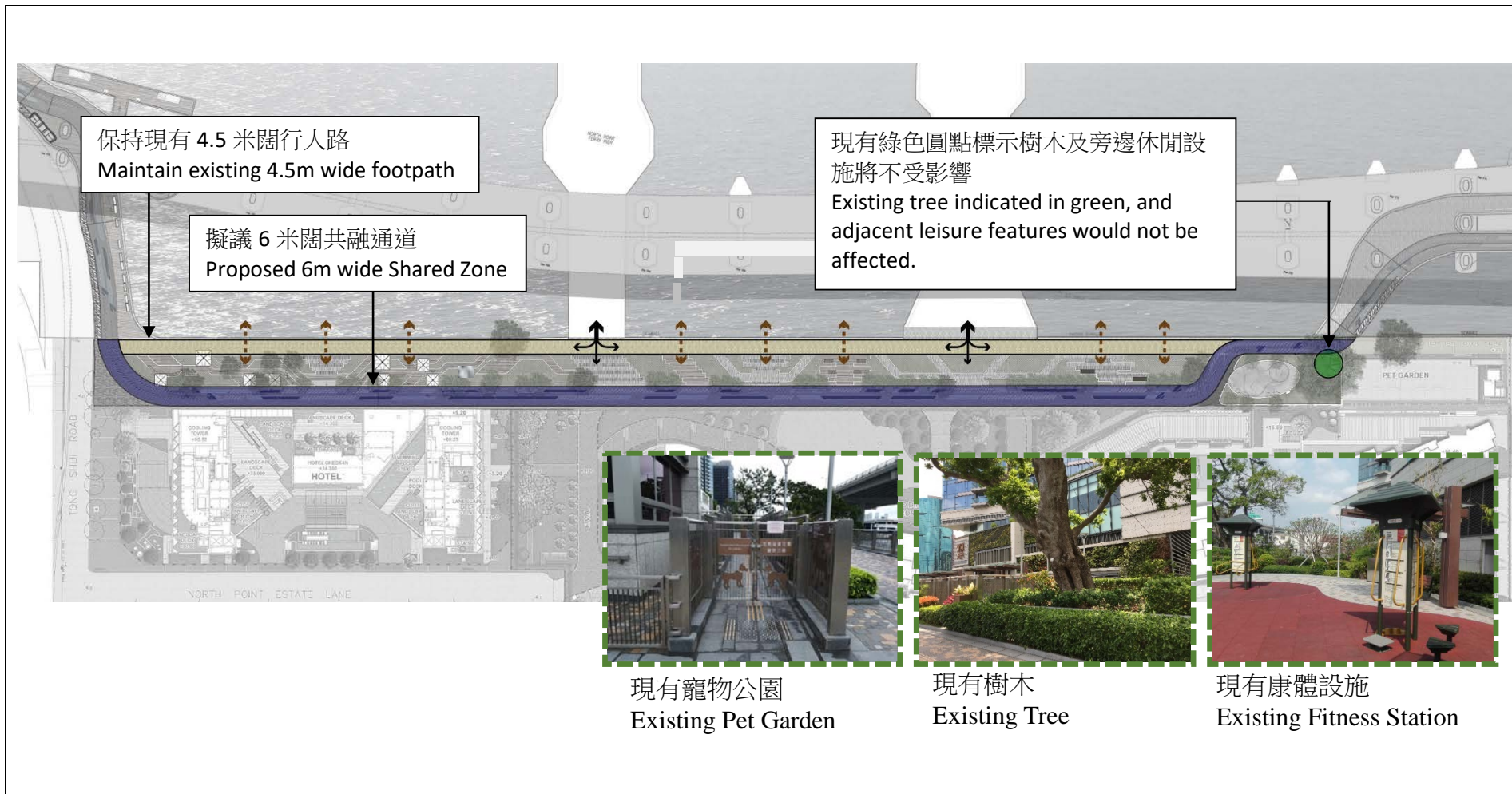
東區走廊下之行人板道 – 於北角汽車渡輪碼頭屏障構想圖

**Boardwalk underneath Island Eastern Corridor –  
Artist Impression of Shelter at North Point Vehicular Ferry Pier**

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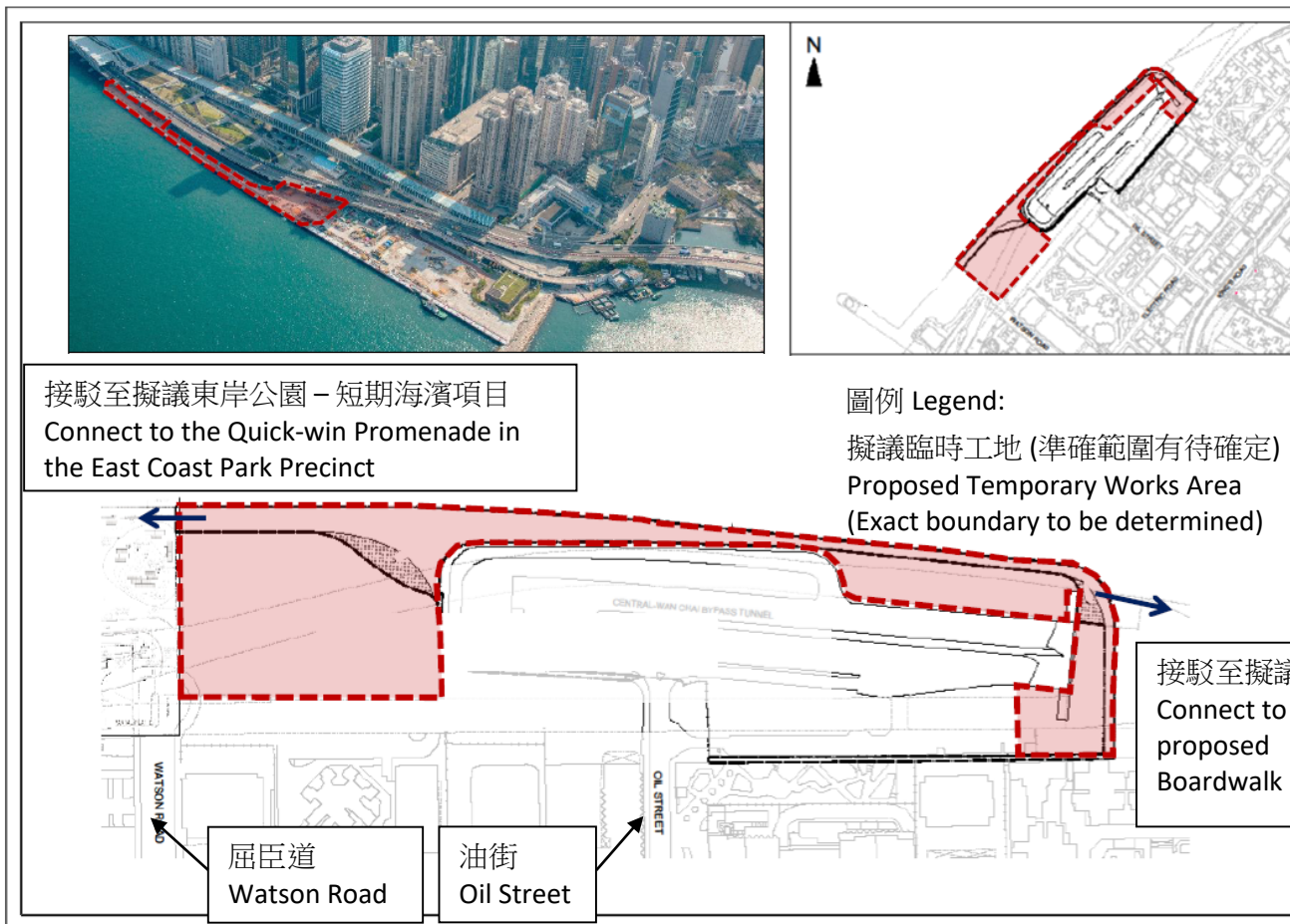


圖則名稱 Drawing Title

東區走廊下之行人板道 – 北角海濱花園設計意向  
Boardwalk underneath Island Eastern Corridor –  
Design Approach at the North Point Promenade

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圖則名稱 Drawing Title

東區走廊下之行人板道 – 臨時工地位置圖  
Boardwalk underneath Island Eastern Corridor –  
Temporary Works Area Plan

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