

Task Force on Harbourfront Developments on Hong Kong Island

For discussion
on 29 February 2016

TFHK/04/2016

Proposed Boardwalk underneath the Island Eastern Corridor

PURPOSE

This paper updates members on the progress of the Investigation Study for the Boardwalk underneath the Island Eastern Corridor (IEC) and to seek members' views on the Study.

BACKGROUND

2. A 2-km long boardwalk is proposed to link up Oil Street to Hoi Yu Street underneath IEC (**Annex A**). A Topical Study for Boardwalk underneath Island Eastern Corridor (Topical Study) was completed in early 2014. We briefed members the findings of the Topical Study including a refined alignment of the boardwalk on 24 October 2013 and 18 February 2014. Members generally agreed with the refined scheme.

3. We commissioned the "Boardwalk underneath Island Eastern Corridor - Investigation" (the Study) in March 2015. The objectives of the Study are to review the feasibility of the proposed boardwalk under the IEC and to demonstrate whether the proposal can comply with the Protection of the Harbour Ordinance (PHO). The Study will also identify recommended scheme(s) for the proposed boardwalk.

THE PROTECTION OF THE HARBOUR ORDINANCE

4. The PHO seeks to protect and preserve the Victoria Harbour by establishing a presumption against reclamation in the Harbour. Reclamation is defined in the PHO as "any works carried out or intended to be carried out for the purpose of forming land from the sea-bed or foreshore". The presumption against reclamation in the Harbour must be interpreted in such a way that it can only be rebutted by establishing an overriding public need for reclamation. According to past judgments of the Court, public needs are community needs, which include social, economic and environmental needs.

5. To implement the proposed boardwalk underneath IEC, some new piled protection dolphin structures with pile caps would need to be constructed to support the boardwalk, and they are to be regarded as

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reclamation under the PHO. Furthermore, the boardwalk structure will deck over the sea and may restrict access to the water underneath IEC. To take forward reclamation works which the boardwalk would entail, the Government is required to establish an overriding public need for such works. As part of the Study, we would like to collect public views through the Community Engagement Exercise as part of the relevant work.

BENEFITS OF PROPOSED BOARDWALK

6. According to the preliminary design, the proposed boardwalk will connect the future waterfront park north of Oil Street to the existing Hoi Yu Street harbourfront in Quarry Bay to enhance the connectivity. Access points will be provided at Tong Shui Road Pier and ex-North Point Estate to the harbourfront. We anticipate that the proposed boardwalk will have the following benefits:

- (a) Social aspect – Proposed boardwalk will re-connect the broken linkage at current North Point harbourfront due to private lots, enabling the public to get closer to the Harbour along a continuous harbourfront. The boardwalk enables better connection and integration with existing isolated open spaces hence enhancing the open space network. The proposed boardwalk will be an attractive facility to encourage local residents and the general public to exercise and cycle, thus helping to promote healthy living;
- (b) Economic aspect – Proposed boardwalk will attract more visitors and tourists to visit the harbourfront, enhancing economic activities in the surrounding area; and
- (c) Environmental aspect – Proposed boardwalk will improve the landscaped amenity underneath the IEC. Columns and piers of IEC will also be renovated.

COMMUNITY ENGAGEMENT

7. We commenced a four-month, two-stage Community Engagement Exercise on 1 February 2016. Stage 1 Community Engagement seeks to collect public opinions through questionnaires. The Community Engagement Digest and the questionnaire are at **Annex B** and **Annex C** respectively. The questionnaire mainly focuses on:

- (a) Whether the interviewees agree that the proposed boardwalk

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may help the public enjoy the Harbour;

- (b) Whether the interviewees agree that there is a compelling and present need for the IEC boardwalk to satisfy different community needs;
- (c) Whether the interviewees agree that the series of facilities that may be constructed on the boardwalk (cycleway, viewing platforms, fishing platform, cycle rental kiosk/ bicycle parking and food & beverage kiosk) meet the compelling and present need; and
- (d) Other views of interviewees.

8. During Stage 1 Community Engagement Exercise, we will also consult the Eastern District Council in addition to the Harbourfront Commission, conduct questionnaire surveys, roving exhibitions, community workshops and focus group meetings. A project website (<http://www.boardwalk.gov.hk>) was prepared for the Study. Details of the Community Engagement Exercise and the consultation digest can be found at the website.

WAY FORWARD

9. Public views collected from Stage 1 Community Engagement Exercise will assist us to establish the overriding public need on the proposed boardwalk. We will conduct further technical assessments. Afterwards, we will formulate detailed boardwalk scheme and carry out Stage 2 Public Engagement in second quarter of 2016 to seek public views on recommended detailed scheme.

ADVICE SOUGHT

10. Members are invited to note the progress of the Study and comment on the proposed boardwalk.

**Civil Engineering and Development Department
February 2016**

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ATTACHMENTS

- Annex A -** Proposed Boardwalk underneath IEC
- Annex B -** Community Engagement Digest of the Boardwalk underneath Island Eastern Corridor - Investigation
- Annex C -** Questionnaire on the need for the Boardwalk underneath Island Eastern Corridor

Proposed Boardwalk underneath Island Eastern Corridor

Annex A

To future open space north of Oil Street in North Point

Existing North Point Ferry Pier

To existing Quarry Bay Promenade



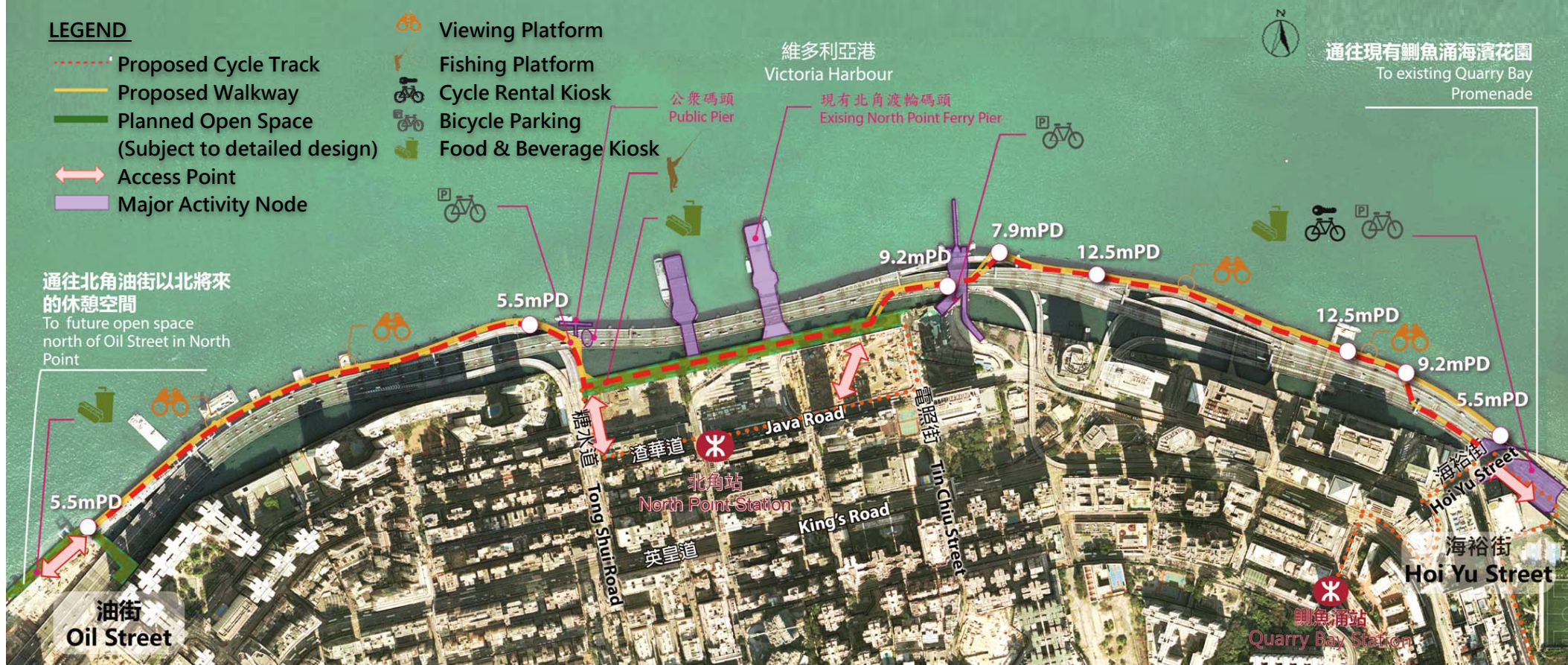
Note: mPD stands for metre above Principal Datum.

Longitudinal Profile

LEGEND

- Proposed Cycle Track
- Proposed Walkway
- Planned Open Space (Subject to detailed design)
- Access Point
- Major Activity Node

- Viewing Platform
- Fishing Platform
- Cycle Rental Kiosk
- Bicycle Parking
- Food & Beverage Kiosk



Artist's Impression near Provident Centre

Artist's Impression near Tong Shui Road Pier

Artist's Impression at Tong Shui Road

Artist's Impression at Hoi Yu Street Access Point



東區走廊下之行人板道研究

BOARDWALK UNDERNEATH ISLAND EASTERN CORRIDOR - INVESTIGATION

第1階段社區參與摘要

Stage 1 Community Engagement Digest



連繫東西，共享維港

Bridging the **MISSING LINK**

Let's embrace the Harbour



暢達
Accessible

朝氣蓬勃
Vibrant

以人為本
People
Oriented



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簡介 INTRODUCTION



研究背景 Study Background

規劃署於2012年完成的《港島東海旁研究》，建議由北角油街至鰂魚涌海裕街之間的東區走廊下興建一條約2公里長的行人板道，改善北角海旁一帶的連貫性，增加公眾享用維多利亞港海濱的機會。建議獲得市民普遍支持。

由於建議的行人板道位處維多利亞港範圍內，落實建議須符合《保護海港條例》的規定。

Planning Department completed the Hong Kong Island East Harbour-front Study (HKIEHS) in 2012 and proposed a 2km long boardwalk underneath the Island Eastern Corridor (IEC), from Oil Street in North Point to Hoi Yu Street in Quarry Bay, to enhance the connectivity along the North Point waterfront for the enjoyment of the harbourfront area of Victoria Harbour by the public. The proposal was well received by the public.

As the proposed boardwalk lies within the Victoria Harbour area, the proposal has to comply with the requirements of the "Protection of the Harbour Ordinance" (PHO).

研究目標

土木工程拓展署於2015年3月展開《東區走廊下之行人板道研究》（下稱「本研究」）。本研究主要目的如下：



檢視擬建行人板道的可行性，並證明項目符合《保護海港條例》的規定



收集公眾與持份者的意見，並制定擬建行人板道的建議方案



評估擬建行人板道對環境的影響

Study Objectives

In March 2015, the Civil Engineering and Development Department commissioned the “Boardwalk underneath Island Eastern Corridor - Investigation” (the Study). The main objectives of the Study include:



To review the feasibility of the proposed boardwalk under the IEC and to demonstrate the project's compliance with the PHO



To collate opinions from the public and stakeholders to formulate a recommended scheme for the proposed boardwalk



To assess the environmental implications of the proposed boardwalk

研究範圍 Study Area

擬建行人板道將會連接北角油街以北將來的休憩用地和鰂魚涌海裕街，並另設出入口接駁糖水道和前北角邨重建後所提供的海濱長廊，以便市民享用行人板道。研究範圍包括行人板道兩旁的水域及海濱地區。海濱地區的西面及中央部分以中至高密度的住宅和商業發展為主，而東面則主要是政府機構/辦公室樓宇。

The boardwalk is proposed to link up the future open space to the north of Oil Street in North Point and Hoi Yu Street in Quarry Bay. It would connect the at-grade access points at Tong Shui Road and the new waterfront promenade under the redevelopment of the ex-North Point Estate site. The Study Area covers the waterbody and waterfront area on both sides on the boardwalk. The western and central portions of the waterfront area comprise mainly a mixture of medium to high-rise residential and commercial developments, with government institutions/office buildings clustering in the east.



研究歷程 Study Process

本研究 This Study



檢視過往研究的建議和結果

Review the recommendations and findings in the previous study

檢視行人板道的可行性並提出建議方案

Review the feasibility of the proposed boardwalk and develop a recommended scheme

論證工程能否符合《保護海港條例》

Demonstrate the proposed boardwalk can comply with the PHO

評估擬建行人板道的環境影響

Assess the environmental implications of the proposed boardwalk

We Are Here!



第一階段社區參與 Stage 1 Community Engagement

通過設立項目網站，舉辦巡迴展覽，社區工作坊和問卷調查展示行人板道項目背景和建議，並收集公眾意見。

Through setting up project website, organizing roving exhibitions, community workshops and questionnaire survey to present the background and proposal of the boardwalk, and to collect public views regarding the boardwalk.



第二階段社區參與 Stage 2 Community Engagement

展示第一階段的結果，並根據公眾意見制定行人板道建議方案，確立項目符合《保護海港條例》。

Present the findings obtained in Stage 1. Based on the public views to formulate the recommended boardwalk scheme and to establish its compliance with the PHO.



擬備具有力和令人信服的資料 Prepare Cogent and Convincing Materials (CCM)

- 1 關於有凌駕性公眾需要興建行人板道的文件
 - 2 行人板道建議方案的展示
 - 3 社區參與活動及回應公眾意見的相關文件記錄
 - 4 行人板道方案需要填海部份和最少填海範圍的評估的展示
- 1 Documentation of the overriding public need for the boardwalk
 - 2 Presentation of the recommended boardwalk scheme
 - 3 Documentation of the community engagement activities and feedback on public views
 - 4 Presentation of the reclamation requirements of the boardwalk scheme and an appraisal of minimum reclamation



擬建行人板道的效益

BENEFITS OF PROPOSED BOARDWALK

1 加強連接性 Connectivity Enhancement

貫通銅鑼灣與鰂魚涌海濱，並提供暢達的通道連接毗鄰地區

Providing the Missing Link between Causeway Bay and Quarry Bay with Easy Access from the Hinterland

行人板道將會貫通未來北角油街以北將來的休憩空間及現時鰂魚涌海裕街的海濱長廊，並會在糖水道碼頭及前北角邨提供出入口，讓毗鄰地區的市民方便地使用行人板道，享用維港海濱。

The boardwalk will connect the future open space north of Oil Street in North Point to the waterfront promenade at Hoi Yu Street in Quarry Bay. Access points will be provided at Tong Shui Road Pier and ex-North Point Estate for easy and convenient access from the hinterland to allow people to enjoy the harbourfront.

連接及整合零散的沿海濱休憩用地

Enabling Better Connection and Integration with the Isolated Open Spaces along Waterfront

行人板道附近的休憩用地較為零散。行人板道將提供更好的道路連接，整合這些休憩用地，完善休憩用地網絡。

The open spaces in the vicinity of the boardwalk are relatively isolated. The boardwalk enables better connection and integration of these open spaces to form a comprehensive open space network.





2 社區需要 Social Needs

提供設施鼓勵地區居民及全港市民實踐健康生活

Encouraging "Healthy Living" for Local Residents and Wider Hong Kong

擬建的行人板道將成為便利的運動設施，鼓勵地區居民及市民大眾多運動，實踐健康生活模式。

The proposed boardwalk will serve as an accessible exercise facility that encourages local residents and general public to exercise and practise "healthy lifestyle".



鳴謝西九文化區管理局
Courtesy of West Kowloon Cultural District Authority



鳴謝Daniel Chung
Courtesy of Daniel Chung



3 經濟需要 Economic Needs

促進區內經濟/商業

Revitalizing the Local Economy/ Businesses

行人板道將會是地標設施，能夠吸引更多遊人遊覽海濱。隨著預期行人及遊客流量的增加，行人板道將為區內商業，零售，餐飲等行業帶來正面影響，促進行人板道一帶和東區尤其是北角舊區的經濟活動。

The boardwalk as an iconic facility will attract more visits to the harbourfront. With the anticipated increase in pedestrian flows and visitors, the boardwalk will bring about positive effect to local business / shops and eateries thus revitalizing the surrounding area of the Eastern District particularly the older areas of North Point.





海裕街連接點構思圖

Photomontage of access point at Hoi Yu Street



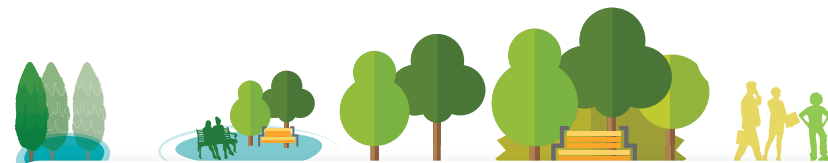
4 環境需要 Environmental Needs

提升景觀及視覺質素

Uplifting Landscape and Visual Qualities

行人板道的美觀設計將提升北角海濱住宅區，北角海濱市區邊緣景觀特色，以及東區走廊下的空間景觀，東區走廊的支柱及橋墩也將會被翻新。

The boardwalk's aesthetically pleasing design will uplift the landscape amenity along the North Point waterfront residential area, North Point waterfront urban fringe landscape character areas and the space under the IEC. Columns and piers of IEC will also be renovated.





整體環境及考慮 OVERALL CONTEXT AND CONSIDERATIONS

整體環境 Overall Context

雖然行人板道主要佔用東區走廊下的空間，但我們亦會對北角海濱一帶的土地用途作整體考慮，尤其會考慮行人道路連貫性，與現有和已規劃土地用途進行整合和銜接。

現時，行人板道附近一帶混合了商業、住宅、酒店、辦公室、政府機構、休憩用地等用途。商業及住宅發展集中於英皇道、渣華道、春秧街及馬寶道。電照街以東則主要是政府機構及其他辦公室樓宇。

While the boardwalk will mainly occupy the space underneath the existing IEC, the Study will take into consideration surrounding land uses along the North Point waterfront in a holistic manner, particularly in terms of pedestrian connectivity and integration or interface with the existing and planned land uses.

At present, the inland area is characterized by a mixture of commercial and residential uses, hotels, offices, government offices/facilities as well as playground facilities/resting areas. Commercial/residential developments are clustered along King's Road, Java Road, Chun Yeung Street and Marble Road. Areas to the east of Tin Chiu Street are predominantly government offices/facilities and other office buildings.

與周邊環境的道路連通

Connectivity to the Surrounding Environment

在與周邊環境的道路連貫性方面，研究需要探討如何融合行人板道由西至東，由將來在北角油街以北的休憩用地至東面現有的鰂魚涌海濱花園，以實現一個暢達的海濱。

我們也會考慮海港規劃原則及指引、城市規劃委員會對維港的願景及目標、其他已完成和進行中的研究/項目和區內優化工程及計劃。

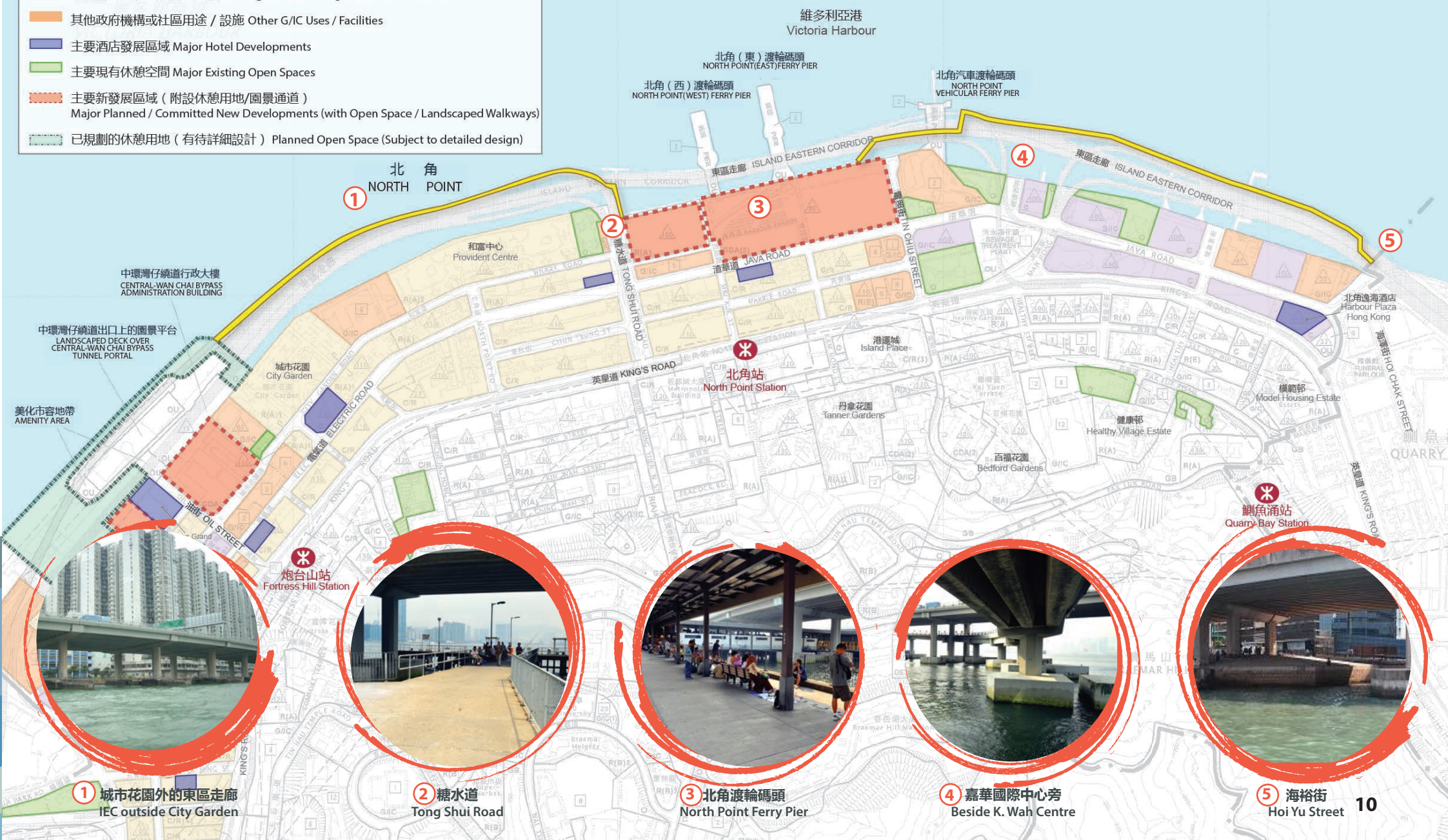
In terms of connectivity with surrounding areas, the issue of how to better integrate the proposed boardwalk with both the future open space north of Oil Street in North Point at the west and the existing Quarry Bay Promenade at the east should be explored for a more accessible waterfront.

The Harbour Planning Principles and Guidelines, the Town Planning Board's Vision and Goals for Victoria Harbour, any other relevant past or on-going studies/projects and local enhancement works and proposals should also be taken into consideration.

Legend:

- 擬建東區走廊下之行人板道 Proposed Boardwalk underneath Island Eastern Corridor
- 現有港鐵站 Existing MTR Stations
- 現有住宅 / 商業混合用途 Existing Residential / Commercial Mixed-uses
- 現有辦公室 / 政府辦公大樓 Existing Office Buildings / Government Offices
- 其他政府機構或社區用途 / 設施 Other G/IC Uses / Facilities
- 主要酒店發展區域 Major Hotel Developments
- 主要現有休憩空間 Major Existing Open Spaces
- 主要新發展區域 (附設休憩用地/園景通道) Major Planned / Committed New Developments (with Open Space / Landscaped Walkways)
- 已規劃的休憩用地 (有待詳細設計) Planned Open Space (Subject to detailed design)

土地用途分布圖 Land Use Plan





《保護海港條例》的考慮 IMPLICATIONS OF PHO

《保護海港條例》旨在藉設定不准在海港內進行填海工程的推定，以達致保護和保存海港的目的。根據《保護海港條例》，填海指「任何為將海床或前濱形成為土地而進行或擬進行的工程」。要推翻條例中不准許海港進行填海工程的推定，須證明有關工程具備凌駕性公眾需要。根據以往法庭的判詞，公眾需要包括社區於社會、經濟及環境方面的需要。

擬建的行人板道，將不需要在海中填土形成土地（即普遍「填海工程」認知的概念）。然而，一些新建的保護樁柱（包括樁承台）在《保護海港條例》的定義下則會被視為填海。

行人板道會覆蓋海面，雖然這些結構不會影響海床或海港水面，但可能會限制使用東區走廊下的水域。由於建議行人板道將會影響海港面積，故此可能涉及《保護海港條例》。

The PHO was enacted to protect and preserve the Harbour by establishing a presumption against reclamation in the Harbour. Reclamation is defined in the Ordinance as “any works carried out or intended to be carried out for the purpose of forming land from the sea-bed or foreshore”. The presumption against reclamation in the Harbour must be interpreted in such a way that it can only be rebutted by establishing an overriding public need for reclamation. Public needs are community needs. They include the social, economic, and environmental needs of the community.

- 影響水域面積(合共約為43,000平方米)
Affected Water Area(about 43,000m² in total)
- 行人板道覆蓋海面面積
Decked Area above the Sea
- 新建保護樁柱填海面積
Reclamation Area for New Dolphins

通往北角油街以北將來
的休憩空間

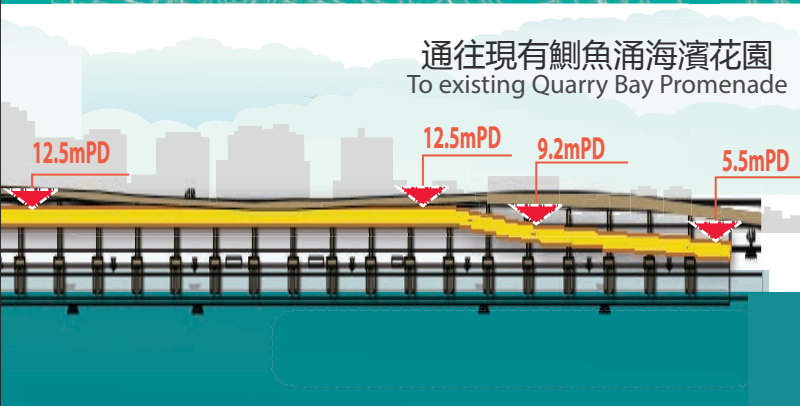
To future open space north of Oil
Street in North Point

連接前北角邨附近的休憩空間

Connect to Open Space of
Ex-North Point Estate Development

The boardwalk underneath the IEC will not require any land to be formed by filling in the sea with soil (the more commonly perceived notion of 'reclamation'). However, there will be some new piled dolphin structures with pile caps which are regarded as reclamation in the context of the PHO.

There will be deck structures that cross over the sea. While these would not physically affect the seabed or the water area of the Harbour, they may restrict access to the water beneath them and to the water area between the deck structures and the existing shoreline. This affected area of the Harbour will also have implications under the PHO.



通往現有鰂魚涌海濱花園
To existing Quarry Bay Promenade



設計議題 DESIGN ISSUES

行人板道的設計需考慮以下議題

The following design issues will be considered:

- i. 行人板道及配套設施只能以最少及必要的填海方式興建。
 - ii. 行人板道的高度不應該影響船隻在現有碼頭的運作。
 - iii. 避免東區走廊受船隻撞擊。
 - iv. 行人板道可在油街以北將來的休憩空間、糖水道碼頭、前北角邨及海裕街設連接點。
 - v. 行人板道應以耐用的建築材料興建，以應對惡劣環境。
 - vi. 採納適當的安全措施讓行人路與單車徑(如建議)共用。
- i. Only essential and minimum reclamation will be provided for the boardwalk and ancillary facilities.
 - ii. The boardwalk level should not affect operations of vessels at existing piers.
 - iii. The IEC should be protected from ship impact.
 - iv. The boardwalk would be accessible from the future open space north of Oil Street, Tong Shui Road Pier, ex-North Point Estate and Hoi Yu Street.
 - v. The boardwalk should be built with durable material for severe environment.
 - vi. Proper safety measures should be put in place for the shared use of pedestrian walkway and cycle track, if proposed.



行人板道建議 BOARDWALK PROPOSAL




如需填海，您會支持興建行人板道嗎？

您是否贊成加入其他設施（包括單車徑、觀景平台、釣魚平台，及單車停泊處）儘管這會增加覆蓋海面面積？

Do you support the proposed boardwalk in the light of the need of reclamation?

Do you agree to include other facilities (such as cycle track, viewing platform, fishing platform and bicycle parking) though this will increase the extent of decked area above the sea?

擬議行人板道的核心部份 Proposed Core Component of the Boardwalk	《保護海港條例》的考慮 Implications of PHO
 約2公里長、約5米闊的行人通道 Pedestrian walkway of length approximately 2km and width of 5m	新建的十個保護樁柱涉及共約300平方米填海面積，東區走廊下的行人通道會覆蓋海面約8250平方米 Reclamation in the form of ten new protection 'dolphin' structures that involves total reclamation area of approximately 300m ² Decked area for the walkway above the sea of approximately 8250m ²

興建其他各項設施，最少要覆蓋的海面面積如下：

The minimum decked areas required for the provision of other individual facilities are specified as follows:

建議的行人板道附加設施 Proposed Additional Boardwalk Facilities	所需覆蓋海面面積 Area of Decking above the Sea
 約2公里長的單車徑，使行人板道大部份路段的總闊度擴闊至7.5米以容納單車徑 Cycle track of length approx. 2km with the boardwalk widened to 7.5m over most of its length to accommodate the cycle track	需額外增加覆蓋海面面積約4550平方米 Require additional decked area above the sea of approximately 4550m ²
 4個觀景平台（每個約20平方米） Total of 4 nos of viewing platforms (each of area approximately 20m ²)	需額外增加覆蓋海面面積約80平方米 Require additional decked area above the sea of approximately 80m ²
 釣魚平台（位於北角渡輪碼頭西面，平台約400平方米） Fishing platform (west of North Point ferry pier of area approximately 400m ²)	部分釣魚平台將位於東區走廊的地基上，需額外增加覆蓋海面面積（超出東區走廊的地基範圍以外）約300平方米。 Part of the fishing platform will be on the IEC foundations, require additional decked area that extends above the sea (beyond the IEC foundations) of approximately 300m ²
 單車租借亭（位於海裕街現有土地） Cycle rental kiosk (on existing land at Hoi Yu Street)	無需填海或額外增加覆蓋海面面積 No reclamation or decking over the sea is required
 單車停泊處（位於北角渡輪碼頭西面的平台） Bicycle parking (on platform deck to west of North Point Ferry Pier)	需額外增加覆蓋海面面積約70平方米 Require additional decked area above the sea of approximately 70m ²
 餐飲亭 Food & beverage kiosks	無需填海或額外增加覆蓋海面面積 No reclamation or decking over the sea is required

圖例 Legend

	建議的單車徑	Proposed Cycle Track		觀景平台	Viewing Platform
	建議的行人通道	Proposed Walkway		釣魚平台	Fishing Platform
	已規劃的休憩用地 (有待詳細設計)	Planned Open Space (Subject to detailed design)		單車租借亭	Cycle Rental Kiosk
	連接點	Access Point		單車停泊處	Bicycle Parking
	主要活動點	Major Activity Node		餐飲亭	Food & Beverage Kiosk

註: mPD為主水平基準以上高度 (米)
Note: mPD stands for metre above Principal Datum

整體規劃藍圖 Master Layout Plan





社區參與活動

COMMUNITY ENGAGEMENT ACTIVITIES

我們誠意邀請您參與社區工作坊，分享您對行人板道的意見。
(請聯絡我們或於本研究網站下載表格登記留座)

We invite you to participate in our community workshop to share your views on the proposed boardwalk. (Please contact us or download the registration form from the study website for registration)

我們將於以下地點舉辦巡迴展覽，歡迎參觀和填寫問卷：

You are welcome to visit and complete a questionnaire at the following roving exhibition locations:

 社區工作坊 1 Community Workshop No. 1	社區工作坊 2 Community Workshop No. 2
日期/時間 Date/Time  21/2/2016 (星期日 /Sunday) 13:00 - 17:00 (13:00 - 14:00 實地視察Site Visit)	日期/時間 Date/Time  5/3/2016 (星期六/Saturday) 13:00 - 17:00 (13:00 - 14:00 實地視察Site Visit)
地點 Location  香港銅鑼灣福蔭道7號 銅鑼灣社區中心3樓禮堂 Community Hall, 3/F, Causeway Bay Community Centre, 7 Fook Yum Road, Causeway Bay, Hong Kong	地點 Location  香港中環愛丁堡廣場3號 展城館3樓多用途廳 Multi-purpose Hall, 3/F, City Gallery, 3 Edinburgh Place, Central, Hong Kong
	

巡迴展覽地點 Locations of Roving Exhibitions 	日期 Date 
北角渡輪碼頭外 Outside North Point Ferry Pier	1 - 5/2/2016 15 - 27/2/2016
北角政府合署地下大堂 G/F Lobby, North Point Government Offices	1 - 5/2/2016 22/2 - 10/3/2016
電氣道/福蔭道交匯處行人路 Footpath of Junction of Electric Road and Fook Yum Road	1 - 5/2/2016 15/2 - 1/3/2016
港鐵太古站 MTR Tai Koo Station	13-19/2/2016
港鐵天后站A1出口外 Area outside MTR Tin Hau Station Exit A1	1-5/3/2016 8-12/3/2016 15-19/3/2016 22-24/3/2016
港鐵炮台山站A出口外 Area outside MTR Fortress Hill Station Exit A	8-12/3/2016 15-19/3/2016 22-24/3/2016

亦歡迎到我們的網站填寫問卷。

You are welcome to visit our website and complete the questionnaire.



未來路向 WAY FORWARD



我們會就第一階段社區參與所收集的意見進行整理，並就建議方案進行第二階段社區參與，建立共識。

We will collate the opinions obtained in Stage 1 Community Engagement and carry out Stage 2 Community Engagement to build consensus on the proposed boardwalk scheme.



您的意見 YOUR VIEWS



請在2016年3月31日前表達您的意見。您寶貴的支持有助我們按《保護海港條例》的規定，落實計劃，讓市民得以享用充滿活力的海濱。

Please send us your views on or before 31 March 2016. Your invaluable support will facilitate the implementation of the project in compliance with the PHO for the public use of a vibrant harbourfront.

聯絡我們 CONTACT US

土木工程拓展署-港島及離島拓展處

Hong Kong Island & Islands Development Office, Civil Engineering and Development Department



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環保印刷 Printed on environmentally friendly paper

聲明：凡在《東區走廊下之行人板道研究》過程中向土木工程拓展署提供意見和建議的個人或團體，將被視作同意土木工程拓展署可將全部或部分提供的內容（包括個人姓名及團體名稱）公佈。如你不同意這個安排，請於提供意見和建議時作出聲明。

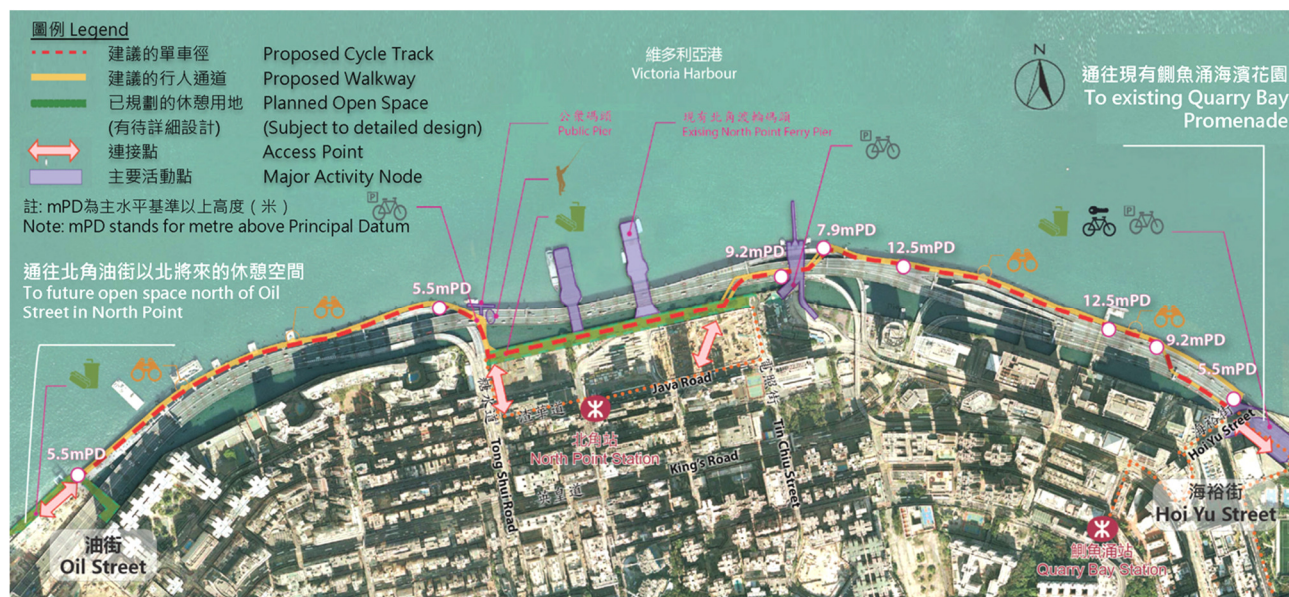
Disclaimer: A person or an organization providing comments and suggestions to the "Boardwalk underneath Island Eastern Corridor – Investigation" shall be deemed to have given consent to the Civil Engineering and Development Department to wholly or partially publish the comments and suggestions (including the names of the individual and organization). If you do not agree to this agreement, please state so when providing comments and suggestions.

Questionnaire on the need for the Boardwalk underneath Island Eastern Corridor

東區走廊下之行人板道 Boardwalk Underneath Island Eastern Corridor

連繫東西, 共享維港

**Bridging the MISSING LINK -
Let's embrace the Harbour**



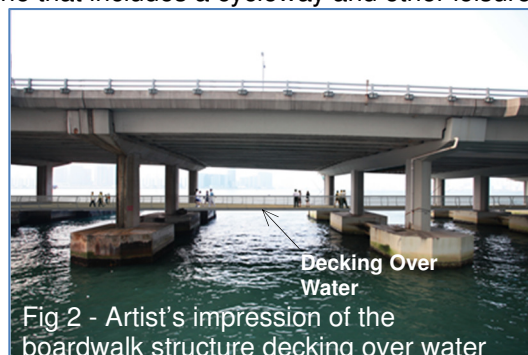
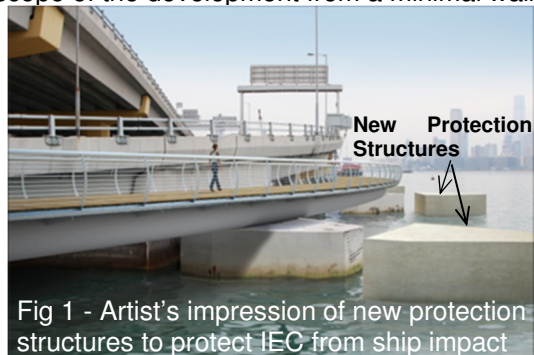
Background

The proposed Boardwalk underneath Island Eastern Corridor (IEC) will be a pedestrian walkway with the option of a cycleway. It aims to provide a continuous pedestrian connection along the Island East harbourfront, which is currently not accessible due to the presence of private lots immediately abutting the harbour. The proposed boardwalk will be about 2km long. It will be a bridge structure mainly constructed on top of the existing foundations of the IEC. The boardwalk will be connected to the future open space north of Oil Street at the western end and to the promenade at Hoi Yu Street in Quarry Bay at the eastern end. The proposed alignment of the boardwalk is shown on the map above; more details can be found in the accompanying Boardwalk underneath Island Eastern Corridor - Investigation: Stage 1 Community Engagement Digest (for website viewers, click [here](#) to view the Digest).

As the boardwalk will require reclamation in the form of some new IEC protection structures in the sea (see Fig 1 below), as well as deck structures that cross over the sea (see Fig 2 below), the Protection of the Harbour Ordinance (PHO) (Cap. 531) provisions need to be considered. The Hong Kong courts¹ have ruled that the presumption against reclamation in Victoria Harbour can only be rebutted by establishing an overriding public need for reclamation, i.e. **“the overriding public need test”**. A need should only be regarded as overriding if it is a **compelling and present need**², and there should be no reasonable alternative to reclamation.

To realise the vision of building the boardwalk, Government has to establish an overriding public need for the boardwalk. We are currently at the first stage in this process. This survey is only one part of the assessment to demonstrate whether there is an overriding public need. Further technical assessments will be completed following this stage of community engagement.

This feedback form is designed to assess the level of acceptance by the public as to whether there is a compelling and present need for the boardwalk. It is intended to assess the needs across several aspects, including public health, environment, accessibility, economic and social development. It also examines community response to the scope of the development from a minimal walkway to one that includes a cycleway and other leisure options.



¹ The Court of Final Appeal's Judgment in respect of the judicial review on the Draft Wan Chai North Outline Zoning Plan.

² A compelling and present need goes far beyond something which is “nice to have”, desirable, preferable or beneficial. But on the other hand, it would be going much too far to describe it as something in the nature of the last resort, or something which the public cannot do without. A compelling need must have the requisite force to prevail over the strong public need for protection and preservation of the harbour. A present need takes into account the timescale of planning exercises, and that the need would arise within a definite and reasonable time frame. Public needs are community needs and include the social, economic and environmental needs of the community.

Questionnaire on the need for the Boardwalk underneath Island Eastern Corridor

Question 1

There is currently minimal public access to the harbour* along the Island East harbourfront from Causeway Bay to Quarry Bay. The PHO's primary objective is that the harbour is to be protected and preserved as a special public asset and a natural heritage of Hong Kong people. Government is committed to enhancing the harbourfront for public enjoyment. It can be argued that access to the harbour is crucial to achieve the full value of this recognised special public asset.

Do you agree that providing continuous, non-interrupted public access along the harbourfront from Causeway Bay to Quarry Bay is essential for the public to enjoy the full benefit of the harbour as a public asset?

☐ Yes

☐ No

☐ Don't know

Reason/Comment:

* mainly at the North Point Ferry Piers

Question 2

Do you accept that there is a compelling and present need for the boardwalk in respect of the following community aspects?

(Please choose the option "Insufficient information" if you do not think there is sufficient information yet to decide whether you accept there is a specific need.)

				Comment
(A) Promote public access to the harbourfront from Causeway Bay to Quarry Bay through a safe and secure access which is otherwise currently dissected and hindered by private lots, roads, utilities, jetties, as well as the IEC which is both a physical and visual barrier to the harbour along the Island East harbourfront	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Insufficient information	
(B) Provide a better walking environment than the current pedestrian options in Eastern District	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Insufficient information	
(C) Attract people to walk more along the harbourfront and encourage residents to spend more time in physical activities such as jogging, and thereby help adopt a healthier lifestyle	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Insufficient information	
(D) Enable new leisure activities in Eastern District through better access to the harbourfront	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Insufficient information	
(E) Enhance positive social interaction between Hong Kong residents	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Insufficient information	
(F) The boardwalk will increase people flow, thus help sustain and promote the prosperity of the local economy (e.g. food and beverage facilities and water-land interface activities) in the Eastern District and Hong Kong at large.	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Insufficient information	
(G) The boardwalk will attract people using it as an event venue.	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Insufficient information	

Questionnaire on the need for the Boardwalk underneath Island Eastern Corridor

(H) The boardwalk as an iconic structure would enhance the image of Hong Kong as a premier tourist destination.	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Insufficient information	
(I) The boardwalk will provide an alternative route for pedestrians currently using the footpath along King's Road / Electric Road / Java Road which would relieve pedestrians from poor air quality and noise pollution en route.	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Insufficient information	
(J) The boardwalk as an iconic structure will improve the visual quality and landscape character of the harbourfront in the District.	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Insufficient information	

Question 3

We now seek your views on what scope of the proposed boardwalk meets the compelling and present needs of the community.

Please note that:

- The proposed boardwalk would involve the construction of new IEC protection structures in the sea, which would be regarded as reclamation, and decking above the sea. It would restrict the access by boats to the water area between the deck structures and the existing shoreline - the affected water area would be up to about 43,000m², along an approx. 920m length of harbourfront. All of the above would have implications under the PHO.
- In return, the boardwalk would enable public access to the harbourfront of about 2km in length.
- Individual components of the boardwalk would involve different areas of reclamation or decking above the sea, as well as restriction of boat access to the shoreline, at various locations as set out below.

As well as the walkway which is a core component of the boardwalk, please indicate below which components you accept address the needs mentioned earlier in Question 1.

More details and illustrations of these boardwalk components can be found in the accompanying Stage 1 Community Engagement Digest (for website viewers, click <here> to view the Digest).

Boardwalk Component	Reclamation (IEC Protection Structures) or Decking above the Sea or Restriction of Marine Access to Shoreline	Accept or Not?			Reason/ Comment
Pedestrian walkway • length approx 2km • boardwalk width 5m	Reclamation in the form of ten new protection structures, with total area of reclamation approx 300m ² Area of decking above the sea approx 8,250m ² Restriction of boat access to approx 730m length of existing shoreline	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Don't Know	
Cycleway • length approx 2km • boardwalk widened to 7.5m over most of its length to accommodate the cycle track	Additional area of decking above the sea approx 4,550m ²	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Don't Know	
Viewing platforms • total four platforms • area of each platform approx 20m ²	Additional area of decking above the sea for all four viewing platforms approx 80m ²	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Don't Know	

Questionnaire on the need for the Boardwalk underneath Island Eastern Corridor

Fishing platform <ul style="list-style-type: none"> on platform deck to west of North Point Ferry Pier total area of platform approx 400m² 	Part of the fishing platform will be on the IEC foundations, additional area of platform decking that extends above the sea (beyond the IEC foundations) approx 300m ²	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Don't Know	
Cycle rental kiosk <ul style="list-style-type: none"> located on existing land at Hoi Yu Street 	No reclamation or decking above the sea required	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Don't Know	
Bicycle parking <ul style="list-style-type: none"> on platform deck to west of North Point Ferry Pier 	Additional area of decking above the sea approx 70m ²	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Don't Know	
Food & beverage kiosks <ul style="list-style-type: none"> located on existing land 	No reclamation or decking above the sea required	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Don't Know	

Supplementary Questions

- (A) If you do not accept that Question 2(A) to (J) present a compelling and present need, why do you not accept this?
- (B) If you think that there is insufficient information to respond to Question 2(A) to (J), what additional information would be helpful to assess acceptance?
- (C) Do you have any suggestions for other compelling and present needs that the boardwalk might address?
- (D) If you believe that there are reasonable alternatives to the proposed boardwalk that have less impact on the harbour, what are they?
- (E) If you believe that there are other facilities or components of the boardwalk that should be considered to meet a compelling and present need, what are they?

Any other comments?

Thank you
- End -