

Task Force on Harbourfront Developments on Hong Kong Island

For discussion
on 19 October 2016

TFHK/16/2016

Proposed Boardwalk underneath the Island Eastern Corridor

Progress Update

PURPOSE

This paper briefs 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 for consultation in the Stage 2 Community Engagement (CE2).

BACKGROUND

2. The 2-km long boardwalk underneath the IEC that could link up Oil Street to Hoi Yu Street is one of the harbourfront enhancement initiatives proposed by the Hong Kong Island East Harbour-front Study completed in 2012. We commissioned the "Boardwalk underneath Island Eastern Corridor - Investigation" (the Study) in March 2015 to review the feasibility of the proposed boardwalk under the IEC and to demonstrate the project's compliance with the Protection of the Harbour Ordinance (PHO).

3. We conducted the CE1 for two months from February 2016 to March 2016 and among others, consulted the Task Force on Harbourfront Developments on Hong Kong Island of the Harbourfront Commission (HC) on 29 February 2016. The opinions collated in the CE1 have assisted the Government to establish an overriding public need for the boardwalk in compliance with the requirements of the PHO. Furthermore, in response to the public opinions collected from the CE1, we have refined the proposed scheme and formulated a recommended 10-m wide boardwalk scheme for further consultation in the CE2.

FINDINGS FROM STAGE 1 COMMUNITY ENGAGEMENT

4. During the CE1, we engaged a wide spectrum of stakeholders, including the HC, the Eastern District Council, academics and professional institutes, green groups, cyclist groups, harbour concern groups as well as local residents. We also conducted a questionnaires 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

Task Force on Harbourfront Developments on Hong Kong Island

TFHK/16/2016

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. The report on the CE1 has been uploaded to the project website at: <http://www.boardwalk.gov.hk>.

5. Other major feedback from the participants is summarised below:

- 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.
- 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.
- There are views that a boardwalk of 7.5m as proposed would not be sufficient to meet the public need for a safe and interesting harbourfront connection. They demanded 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.
- 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 organization, art display and even light installations. It could enhance positive social interactions among patrons.
- Majority agrees that the boardwalk would increase pedestrians 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.
- In addition to being 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,

Task Force on Harbourfront Developments on Hong Kong Island

TFHK/16/2016

are primarily welcomed as meeting the needs of the community.

- Some participants also suggest that more landscaping and greening features could be incorporated to improve the visual quality and landscaping character of the harbourfront in the District.

THE RECOMMENDED SCHEME

6. In response to the public views collated in the CE1, a 10m-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 the CE1. The height of the boardwalk would mostly range from 5.5mPD to 12.5mPD. 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 A**.

7. As for the architectural treatment, a wavy arch form is proposed. The goal is to create an iconic structure after striking a balance between structural efficiency and aesthetic quality. The arches could be of different sizes to facilitate the possible provision of a wide variety of leisure and recreational facilities on the boardwalk, such as public art display, seating, planters and exhibition panels, etc. The artist's impression of the boardwalk is at **Annex B**.

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 at the northern Hong Kong Island 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 plan to conduct the CE2 for two months from late November 2016 to late January 2017. During the CE2, we will report to the public the above findings of the 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 the CE2, including the consultation digest, will be uploaded to the website in due course.

Task Force on Harbourfront Developments on Hong Kong Island

TFHK/16/2016

WAY FORWARD

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

ADVICE SOUGHT

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

ATTACHMENTS

Annex A - Recommended Scheme of the Boardwalk

Annex B - Artist's Impression of the Boardwalk

**Civil Engineering and Development Department
October 2016**

Recommended Scheme of the Boardwalk - Master Layout Plan

Legend:

 Boardwalk Alignment	 Viewing Platform	 Bicycle Parking	 Cycle Rental Kiosk
 Boardwalk Covered by IEC	 Fishing Platform	 Food & Beverage Kiosk	 Activities Node
 Access Point			



1. Oil Street	2. Tong Shui Road Pier	3. North Point Vehicular Ferry Pier	4. Hoi Yu Street
<ul style="list-style-type: none"> • Connection to future waterfront open space • F&B kiosk 	<ul style="list-style-type: none"> • Landing steps • Water taxi stand • Fishing platform • Bicycle parking 	<ul style="list-style-type: none"> • Public art exhibition space • Bicycle Parking • Connection to waterfront open spaces 	<ul style="list-style-type: none"> • Playground under IEC • Gathering place • F&B kiosk

北角渡輪碼頭
NORTH POINT
FERRY PIER

糖水道碼頭
TONG SHUI ROAD PIER

5.5mPD

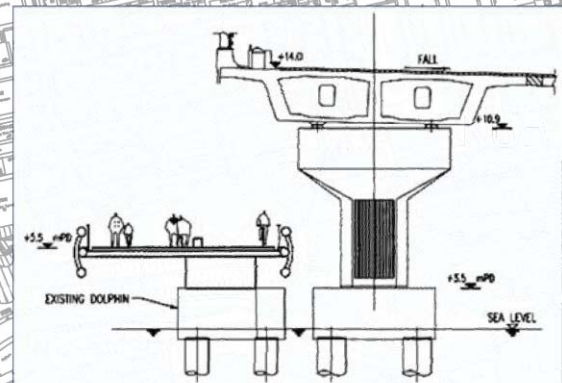
5.5mPD

維多利亞港
VICTORIA HARBOUR

書局街
SHU KUK STREET

糖水道
TONG SHUI ROAD

油街
OIL STREET



Typical Section of Western Portion



圖例 LEGEND :

- 擬建於東區走廊下之行人板道
PROPOSED BOARDWALK UNDERNEATH
ISLAND EASTERN CORRIDOR
- 已規劃的休憩用地
PLANNED OPEN SPACE
(BY OTHERS)
- 東區走廊
ISLAND EASTERN
CORRIDOR

圖則名稱 drawing title

東區走廊下之行人板道

BOARDWALK UNDERNEATH THE ISLAND EASTERN CORRIDOR

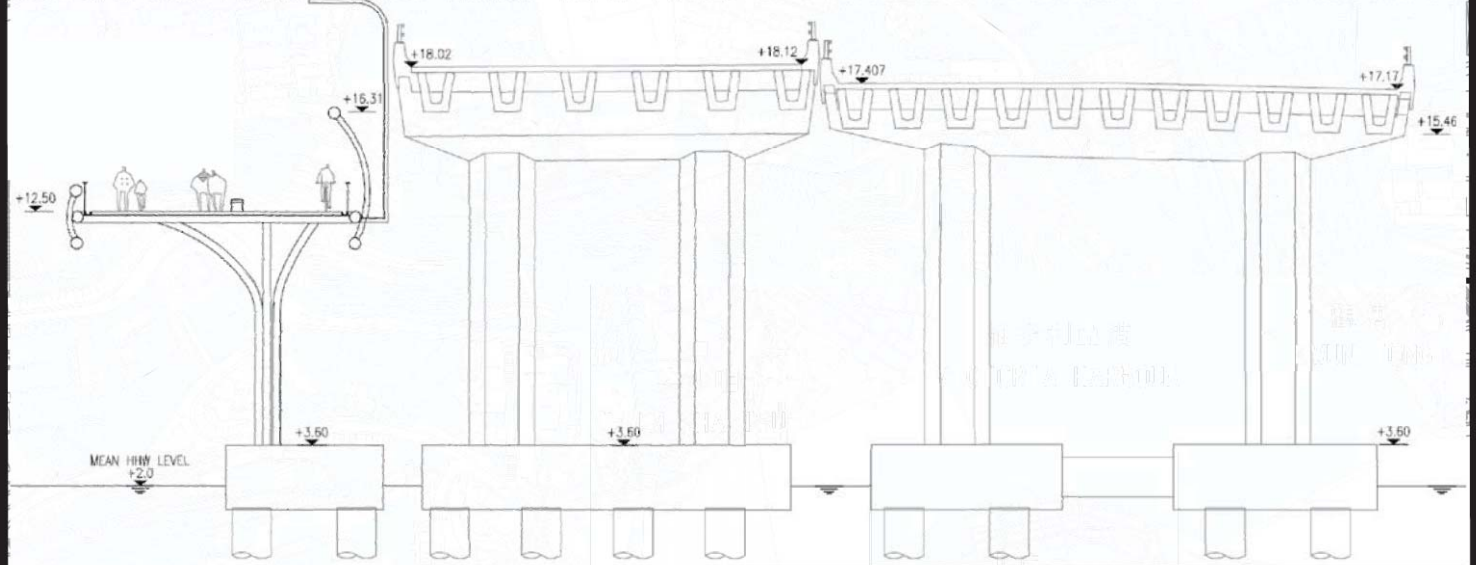
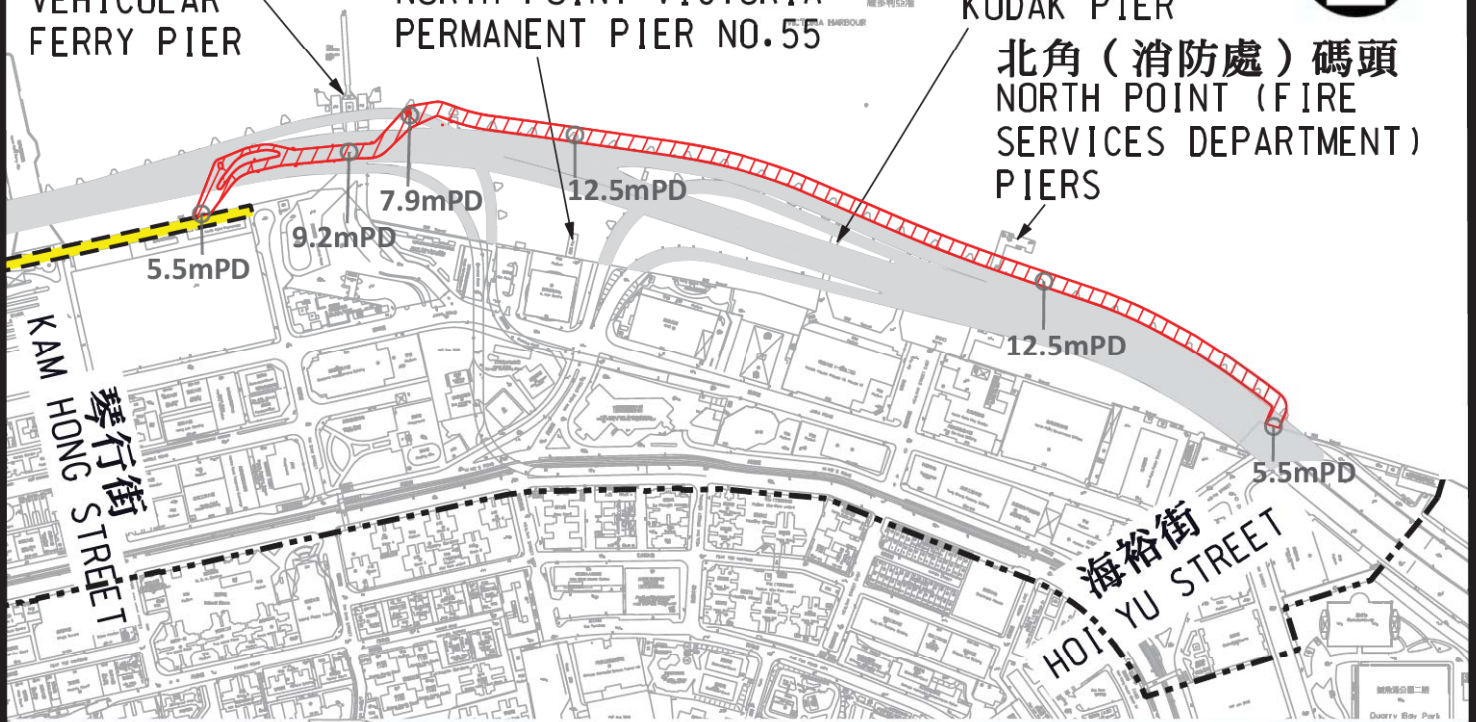
北角汽車渡輪碼頭
NORTH POINT
VEHICULAR
FERRY PIER

北角維多利亞55號永久碼頭
NORTH POINT VICTORIA
PERMANENT PIER NO.55

北角柯達碼頭
NORTH POINT
KODAK PIER



北角（消防處）碼頭
NORTH POINT (FIRE
SERVICES DEPARTMENT)
PIERS



Typical Section of Eastern Portion

圖例 LEGEND :

- | | | | | | |
|--|---|---|--------------------------------|---|-------------------------|
|  | 擬建於東區走廊下之行人板道 |  | 已規劃的休憩用地 |  | 東區走廊 |
|  | PROPOSED BOARDWALK UNDERNEATH ISLAND EASTERN CORRIDOR |  | PLANNED OPEN SPACE (BY OTHERS) |  | ISLAND EASTERN CORRIDOR |

圖則名稱 drawing title

東區走廊下之行人板道

BOARDWALK UNDERNEATH THE ISLAND EASTERN CORRIDOR

Annex B – Artist’s Impression of the Boardwalk

North Point Ferry Piers

Provident Centre

Island Eastern Corridor

