



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










Stage 2 Community Engagement for the Proposed Boardwalk underneath the Island Eastern Corridor

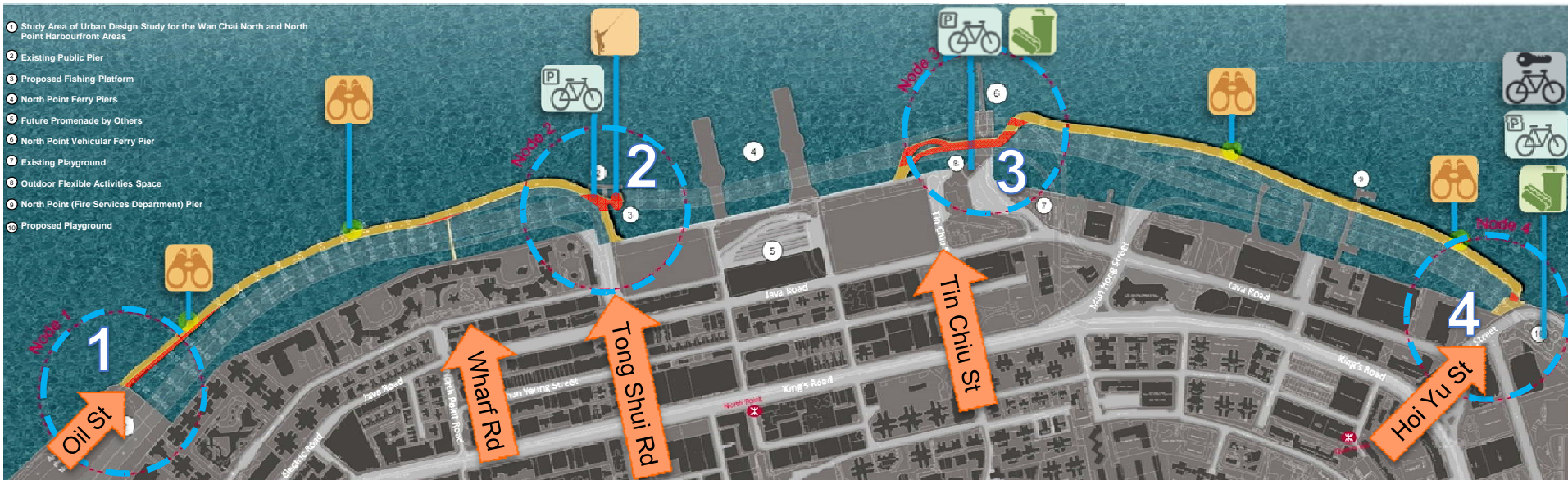
10 March 2017

Briefing to the Task Force on Harbourfront Developments on
Hong Kong Island

Stage 2 Community Engagement

Legend:

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



1. Oil Street

- Connection to future waterfront open space

2. Tong Shui Road

- Connection to future waterfront open space
- Multi-purpose activity space

3. North Point Vehicular Ferry Pier

- Multi-purpose activity space
- Connection to waterfront open spaces
- Food & beverage kiosk

4. Hoi Yu Street

- Playground under IEC
- Public artworks display
- Food & beverage kiosk

Stage 2 Community Engagement

- Period: 29 November 2016 to 28 January 2017 for 2 months

Activities Schedule	Date
Eastern District Council Consultation	29 Nov 2016
Focus Group Meeting	15 Dec 2016
1st Community Forum	17 Dec 2016
Harbourfront Commission Consultation	12 Jan 2017
2nd Community Forum	14 Jan 2017

- Public views were expressed in the consultation meetings
- Written submissions were received
- A total of 373 feedback were collected from the project website

Feedback from Stage 2 Community Engagement

- Broad support for a simplistic and natural boardwalk design along the North Point Waterfront
- Majority urged for provision of a cycle track but some cast doubt in the context of the Protection of Harbour Ordinance (PHO)
- Received good support for a 10m wide boardwalk but some expressed reservation because of PHO concern
- Request for more utilisation of the space under Island Eastern Corridor (IEC)

Feedback from Stage 2 Community Engagement

- Supported extra access point at Provident Garden
- Some suggested the allowance of pets to use the boardwalk and pet management/control and hygiene issues should be looked into
- Measures to enhance public safety, management and maintenance of the boardwalk should be further developed
- Demarcation between walkway and cycle track to enhance safety for all users. Explore the design for space sharing among different user groups

Comments from Key Stakeholders

- Society for Protection of the Harbour expressed concerns about the extent of reclamation
- HKTF members queried about the placement, alignment and width of the boardwalk in relation to IEC
- 190 forms received from the Hong Kong Cycling Alliance supported the inclusion of cycleway along the proposed boardwalk

Major Developments in the Design and Alignment of the Island Eastern Corridor (IEC) Boardwalk

Previous Deliberations in HC

HKTF Meeting

Members' comments

12 Jan 2012

Cycleway Feasibility Study (by Hong Kong Cycling Alliance)

- generally welcomed the idea of setting up a cycle track along the waterfront

30 Oct 2012

Topical Study (1st consultation)

- Boardwalk should be designed comprehensively to allow multiple uses
- Efforts to maximise the width of boardwalk was appreciated
- The design of cantilevered structure outside the footprint of IEC where there was insufficient headroom was appreciated. More sections could adopt this design if appropriate.
- Cycle track should not be incorporated given the competition with pedestrian movement and the fragmented design.

Previous Deliberations in HC

HKTF Meeting

Members' comments

24 Oct 2013

Topical Study (2nd consultation)

- The refined alignment which has incorporated Members' views was supported.
- Cycling for recreational purpose should be catered for in other areas.
- Boardwalk of varying width, as narrow as 2 metres in some parts, should be acceptable.

29 Feb 2016

Stage 1 Community Engagement

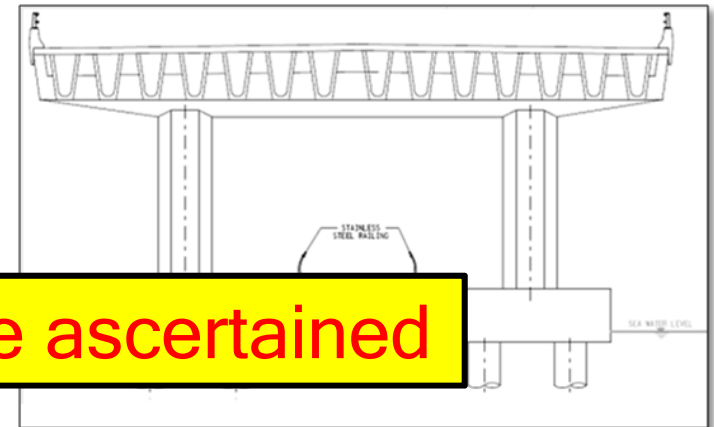
- A 3.5 metre wide walkway would be too narrow and it would be unsatisfactory to adopt this width for the entire boardwalk.
- A wider walkway cum cycle track would maximise the benefits of the boardwalk.

Hong Kong Island East Harbour-front Study (Mar 2012)

- Conceptual design
- Without consideration of site constraints such as headroom limitations
- 5m wide, no cycle track



Possible Alignment of IEC Boardwalk



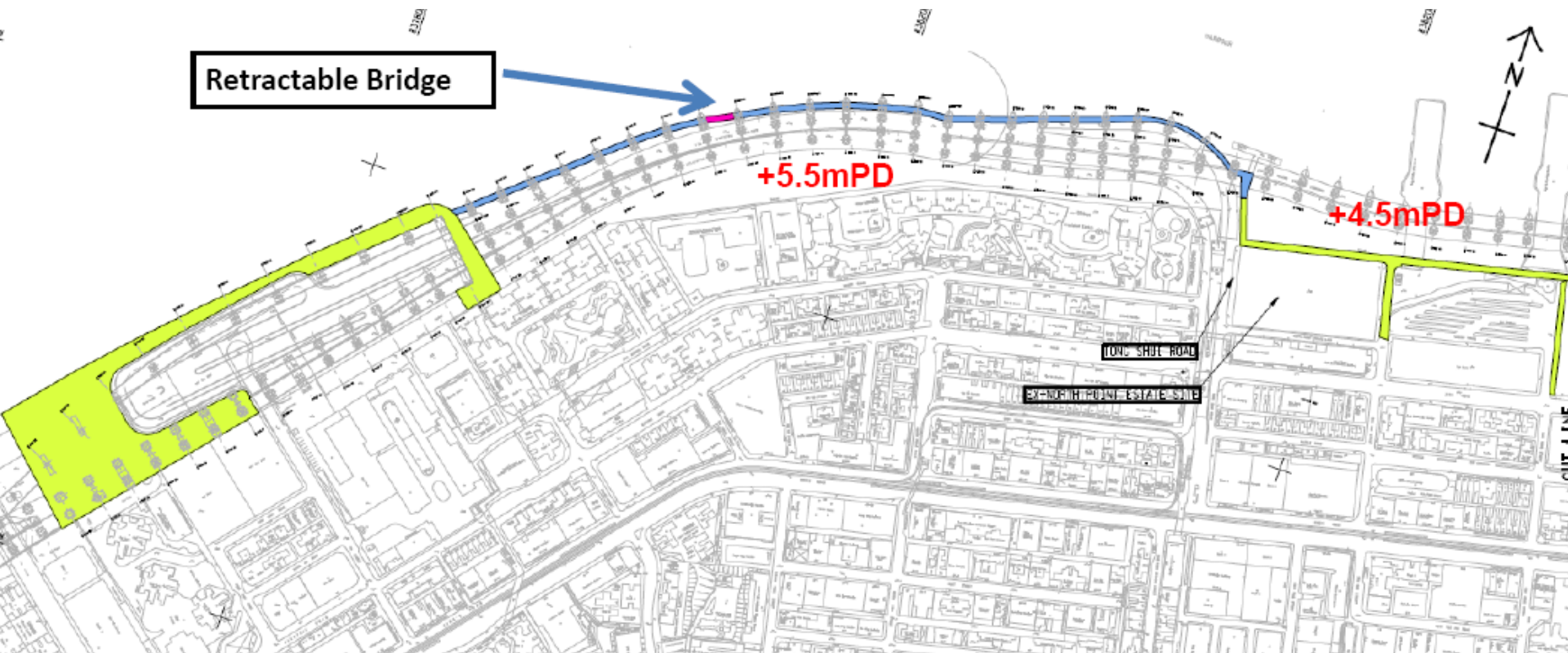
Technical feasibility yet to be ascertained

Topical Study on the Proposed Boardwalk underneath the IEC (24 Oct 2013)

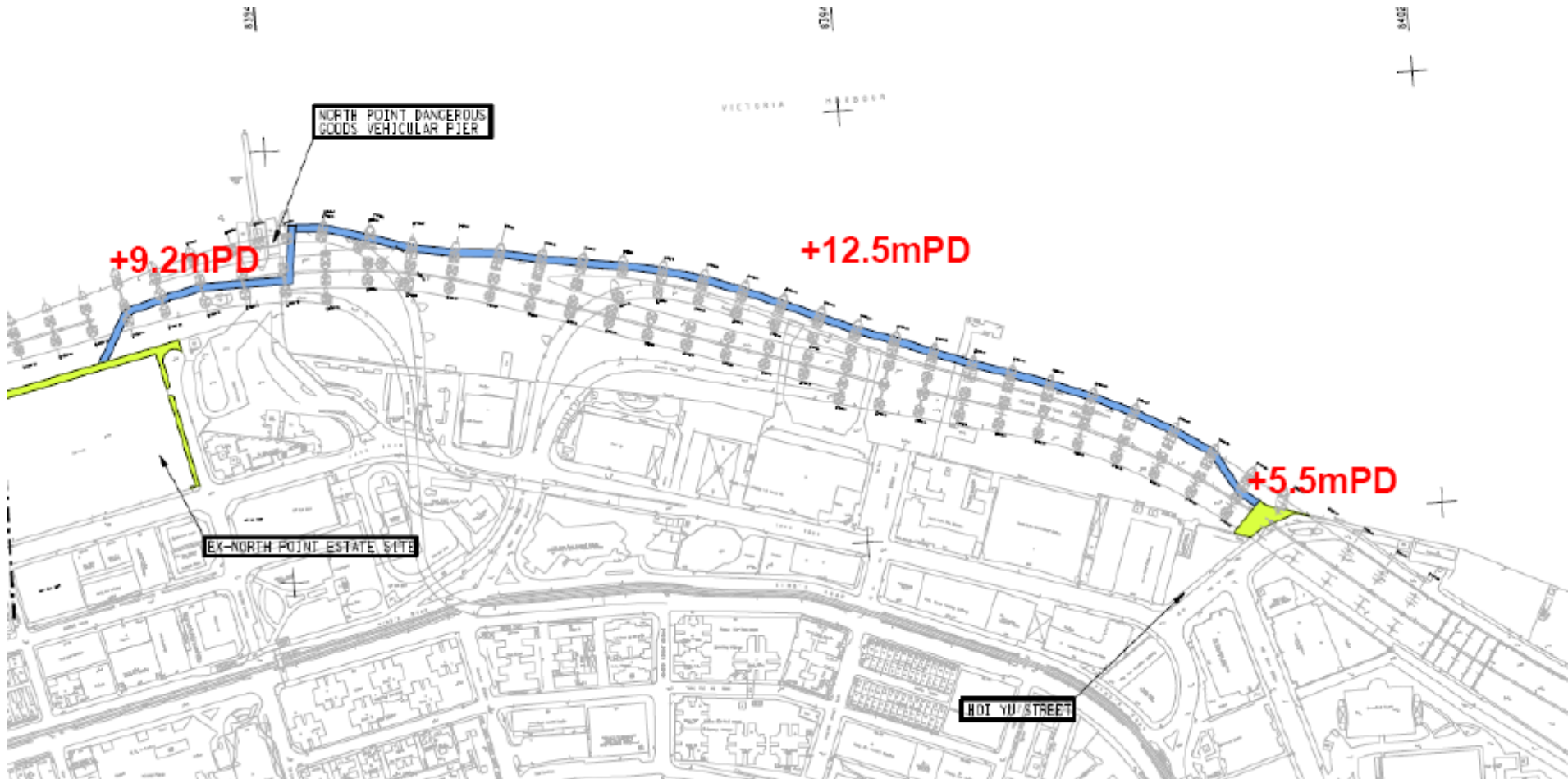
Major Development

- Two schemes:
 - Scheme A: Walkway only
(5m wide except 3.5m wide for 200m at slip road C of IEC)
 - Scheme B: Walkway and discontinuous cycle track
(4m + 3.5m wide)
- As there is inadequate headroom at some western end sections and to maintain marine access at the eastern sections, a refined scheme (~5.5mPD for western and up to 12.5 mPD for eastern) was presented

Topical Study on the Proposed Boardwalk underneath the IEC (24 Oct 2013) - Refined Scheme



Topical Study on the Proposed Boardwalk underneath the IEC (24 Oct 2013) - Refined Scheme



Stage 1 Community Engagement

Major Development

- Two schemes
 - Scheme A: Walkway only (5m wide)
 - Scheme B: Walkway and continuous cycle track (3.5m + 4m wide)
 - Alignment basically follows that of the Topical Study taking into account of the detailed design of Central-Wan Chai Bypass and a minimum of 1m clearance from the IEC structure

Stage 1 Community Engagement

To future open space north of Oil Street in North Point

Existing North Point Ferry Pier

To existing Quarry Bay Promenade



Longitudinal Profile

Note: mPD stands for metre above Principal Datum.

LEGEND

- - - Proposed Cycle Track
- Proposed Walkway
- Future Open Space
- ↔ Access Point
- ▭ Major Activity Node

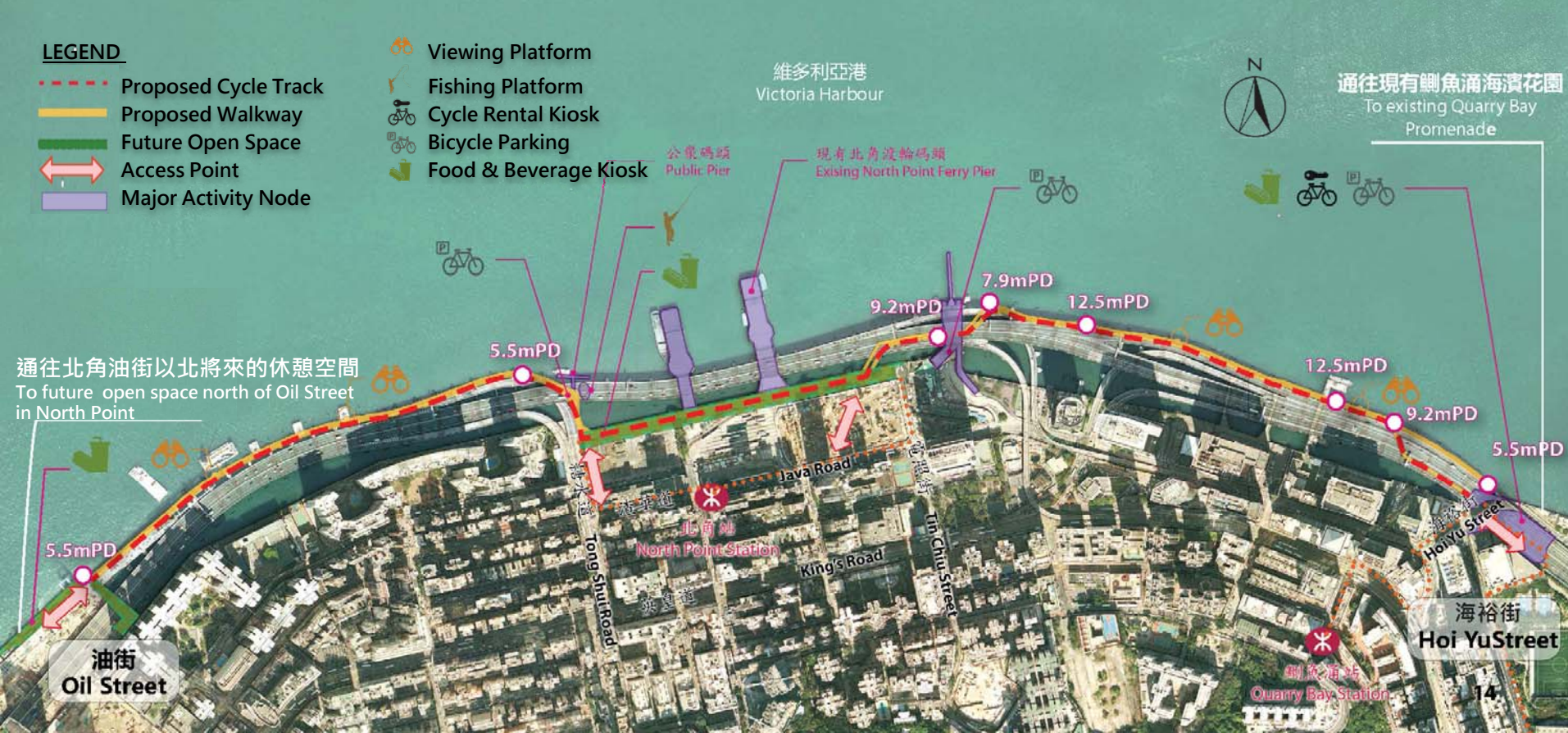
- Viewing Platform
- Fishing Platform
- Cycle Rental Kiosk
- Bicycle Parking
- Food & Beverage Kiosk

維多利亞港
Victoria Harbour



通往現有鰻魚涌海濱花園
To existing Quarry Bay Promenade

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



Stage 2 Community Engagement

Major Development









- One scheme
 - Wider walkway and continuous cycle track (10m wide for shared use)
 - Alignment of the boardwalk is retained, but with an increased width
 - CE1 is in the process of establishing the compelling and present need for a boardwalk with cycle track and other ancillary facilities that can only be satisfied by a minimum 10-m boardwalk



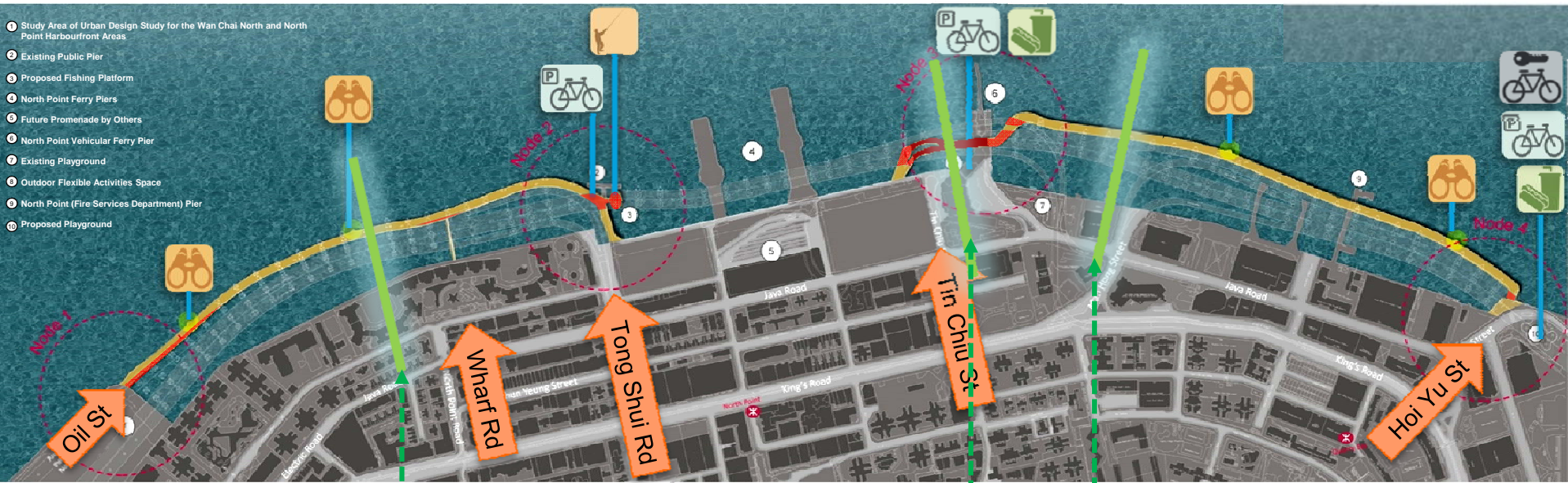
Artist's Impression at Tong Shul Road

Cross Sections along the IEC Boardwalk

Legend:

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

- ① Study Area of Urban Design Study for the Wan Chai North and North Point Harbourfront Areas
- ② Existing Public Pier
- ③ Proposed Fishing Platform
- ④ North Point Ferry Piers
- ⑤ Future Promenade by Others
- ⑥ North Point Vehicular Ferry Pier
- ⑦ Existing Playground
- ⑧ Outdoor Flexible Activities Space
- ⑨ North Point (Fire Services Department) Pier
- ⑩ Proposed Playground



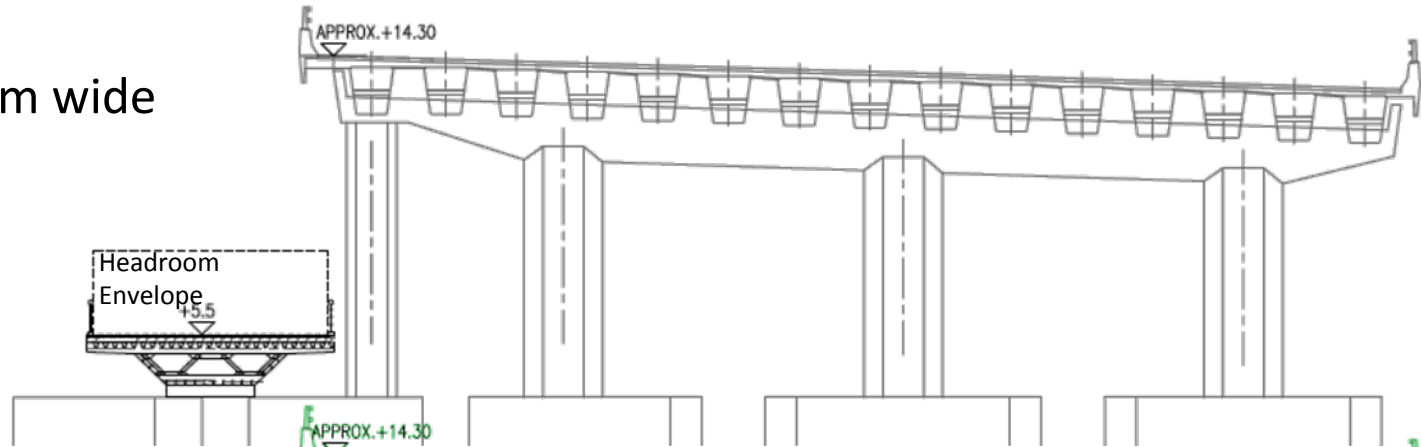
Pier F13 (Outside Provident Centre)

Pier 76 (West to North Point Vehicular Ferry Pier)

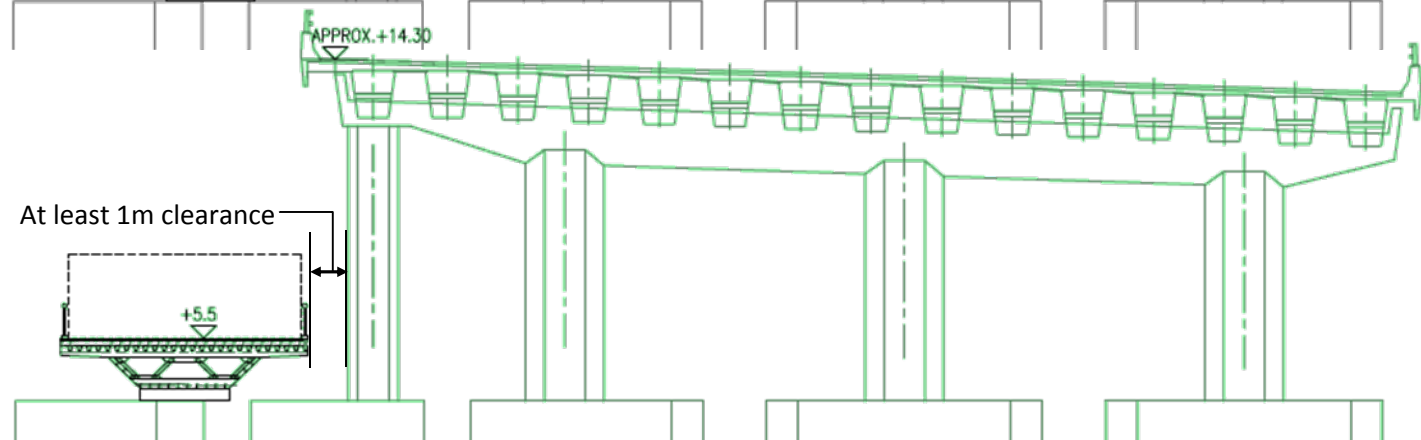
Pier A6 (Outside K. Wah Centre)

Cross Section at Pier F13 (Outside Provident Centre)

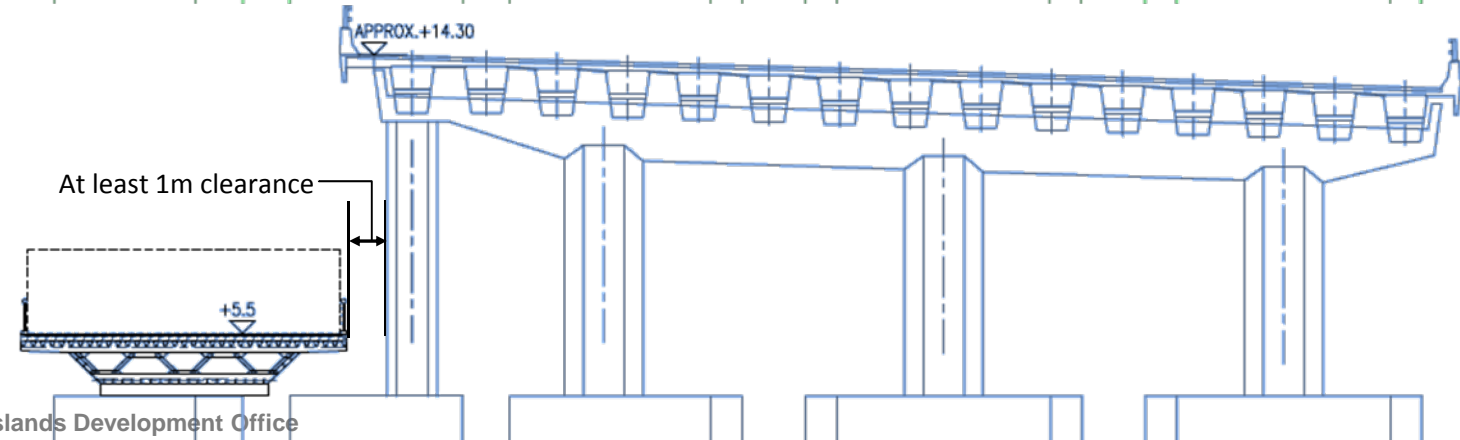
Topical study, 7.5m wide



CE 1, 7.5m wide

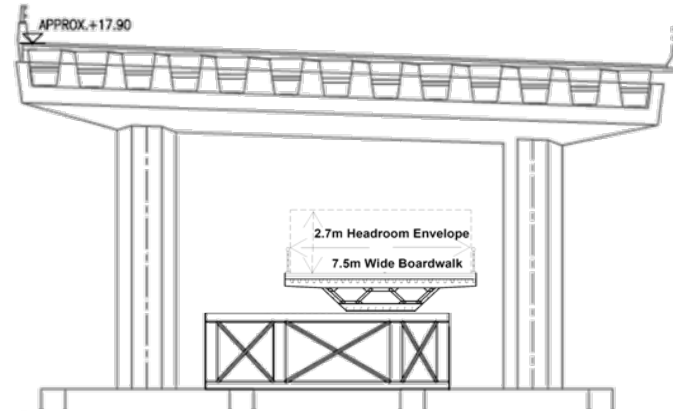


CE 2, 10m wide

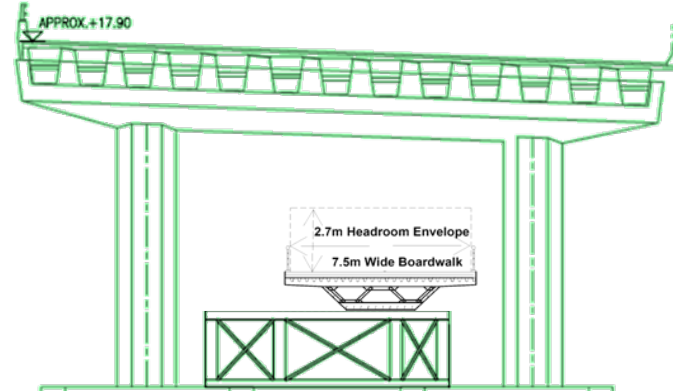


Cross Section at Pier 76 (West to NP Vehicular Ferry Pier)²⁰

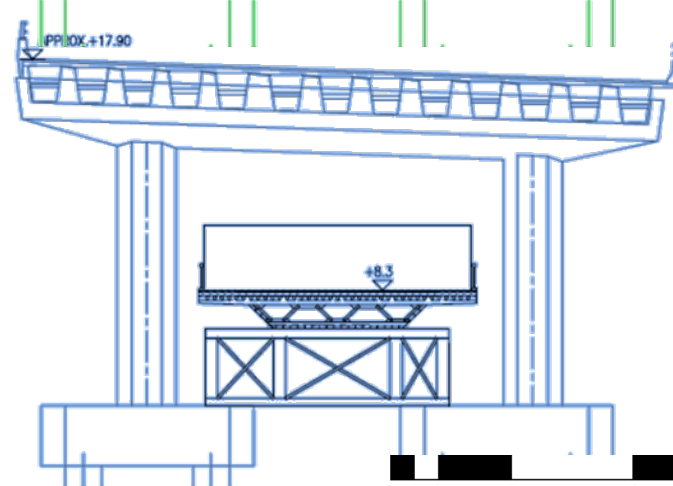
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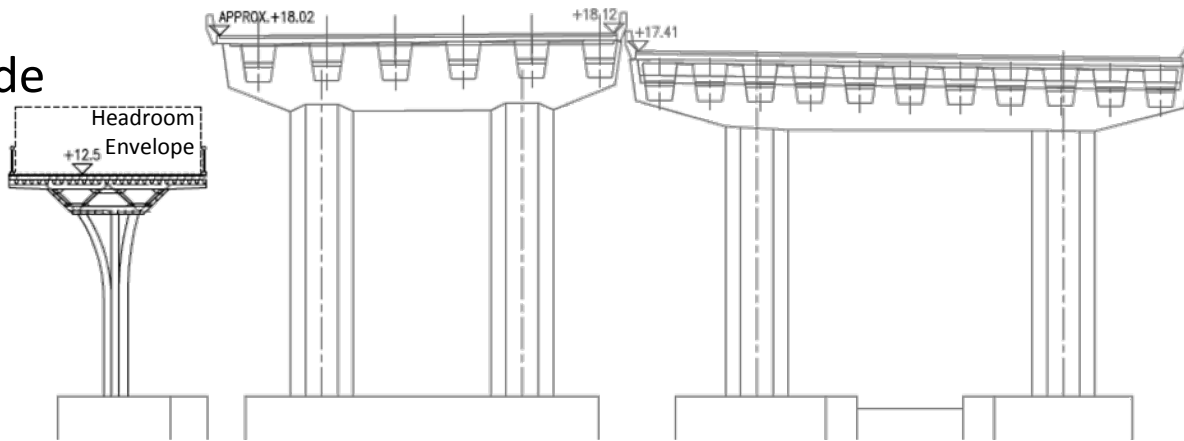


CE 2, 10m wide

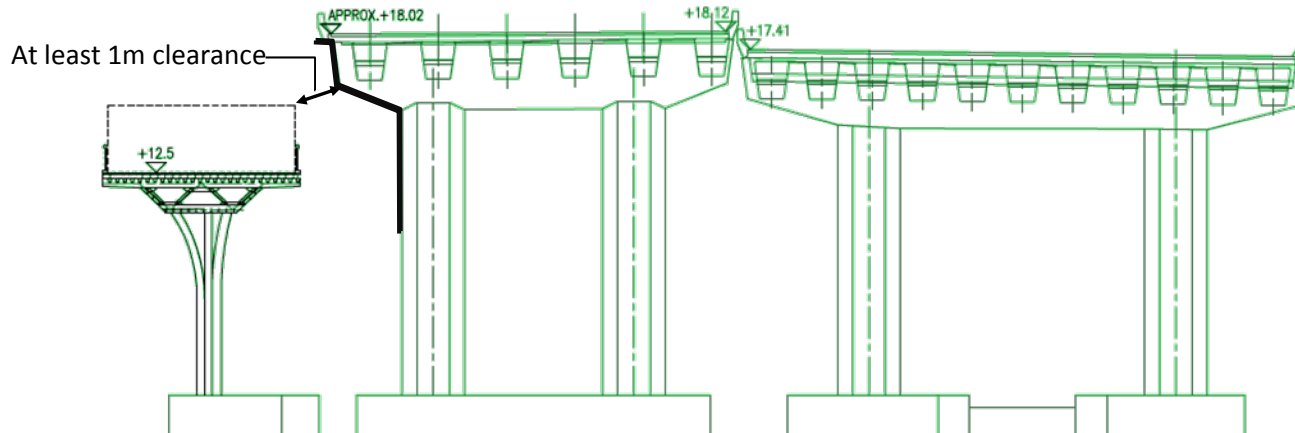


Cross Section at Pier A6 (Outside K. Wah Centre)

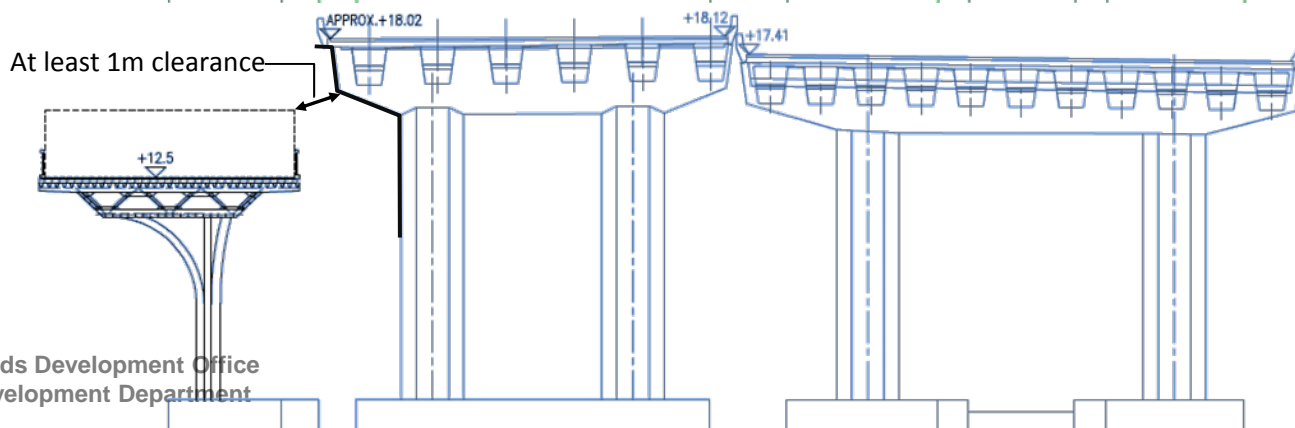
Topical study, 7.5m wide



CE 1, 7.5m wide



CE 2, 10m wide





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Thank you