

**For discussion
on 30 April 2019**

Legislative Council Panel on Development

**Latest Scheme for
Proposed Boardwalk underneath the Island Eastern Corridor**

PURPOSE

The purpose of this paper is to brief Members on the Latest Scheme for the proposed Boardwalk underneath the Island Eastern Corridor (IEC) (the proposed Boardwalk) as presented under the Stage 3 community engagement exercise and on the tentative implementation timetable.

PROPOSED BOARDWALK

2. To make our harbourfront more accessible, connected and enjoyable, the 2019-20 Budget has earmarked \$6 billion for harbourfront enhancement. The proposed Boardwalk of about 2 kilometres (km) in length connecting Causeway Bay and Quarry Bay is amongst the nine projects supported by the Harbourfront Commission (HC) for implementation with the earmarked funding. Since 2015, we have been engaging key stakeholders proactively in developing and refining the alignment of the proposed Boardwalk and supporting facilities. Three rounds of community engagement including the lately launched Stage 3 have been held.

PRESENT SITUATION

3. The harbourfront from Causeway Bay to Quarry Bay are occupied by private residential and commercial developments, public facilities, operating

piers and IEC, with some parts not being publicly accessible. By building a pedestrian walkway over the water area along the harbourfront, the proposed Boardwalk provides an innovative solution to overcome the existing physical constraint and to realise the vision of a joined up and easily accessible harbourfront. Its implementation is functionally important in the overall harbourfront planning for Hong Kong Island as the 2-km Boardwalk is a key piece of the jigsaw puzzle providing a continuous waterfront promenade of some 9 km from the Central to Sai Wan Ho.

KEY FEATURES

4. The Latest Scheme as presented in Stage 3 has the following features (please see the map at **Annex**) -

- (a) **Maximising the space of the proposed Boardwalk:** the exact length of the proposed Boardwalk is about 1.7 km. Its western section would extend from Oil Street to Tong Shui Road, while its eastern section would run from Tin Chiu Street to Hoi Yu Street. These two portions would be connected by a 400 metres (m) long and 20 m wide promenade fronting the Ex-North Point Estate and already open for public use. To allow sufficient space for the safe and conflict-free shared use among different users including pedestrians, joggers, cyclists and other user groups, the proposed Boardwalk would maintain a general width of 10 m throughout, allowing smooth transition to the Quarry Bay Promenade having the same width of 10 m;
- (b) **Fully utilising the shading of the IEC:** additional piled foundations and new protection dolphin structures¹ would be required to support the proposed Boardwalk and associated facilities, as well as to offer protection to the existing IEC structures respectively. As the proposed Boardwalk falls within the Victoria Harbour, its implementation has to be in compliance with the Protection of the Harbour Ordinance (Cap. 531). To minimise the impact to the

¹ A protection dolphin is a man-made marine structure, typically consisting of a number of piles driven into the seabed and extended above the water level to offer protection to key infrastructures amongst other things.

Victoria Harbour and to utilise the shading of the IEC structure, about 1.3 km of the proposed Boardwalk would be put underneath the existing IEC structure. The remaining 400 m long Boardwalk would be built outside the footprint of the IEC due to limited headroom for that particular portion of the IEC structure;

- (c) **Enhancing connectivity with the hinterland:** to enhance the connectivity between the harbour and the hinterland, besides the four access points at both ends of the two sections of the proposed Boardwalk, the Latest Scheme has introduced three additional access points, providing a total of seven access points throughout the entire length of about 2 km. The three additional access points are located outside Provident Centre, K. Wah Centre and North Point Fire Station; and
- (d) **Meeting diversified needs:** apart from being a pedestrian walkway, a jogging trail and a cycling trail, the proposed Boardwalk is also designed with various facilities to cater for the needs of different visitors and bring vibrancy to the harbourfront area. These include activity nodes where small-scale community or social events can be held; viewing platforms where visitors can enjoy the great views of the harbour at close distance; fishing platforms for leisure fishing; seats with landscaped areas for resting; as well as food and beverage kiosks.

5. The Latest Scheme has incorporated the views received in the first two rounds of the community engagement. It has also been supported by the HC and the Eastern District Council (EDC). So far, there has been general agreement for the proposed alignment and width as well as supporting facilities and we have received clear support for early implementation of the project. Other major views received include mitigation against possible impact on marine ecology; detailed design to consider resilience against adverse weather and lowering of gradient of the eastern section; future management; and possible procurement methods in order to advance the completion date. There were also suggestions on the shared use of space between pedestrians and cyclists; provision of water dispensers, toilets and a pet garden; and design and materials to be used for the proposed Boardwalk (e.g. suggesting the use of light-weight materials).

THE WAY FORWARD

6. As mentioned in paragraph 2 above, we will finalise the scheme based on views received during Stage 3, after which we will commission a consultant to start developing the detailed design in 2019 Q4 taking into account views collected in previous community engagement exercises. Once the detailed design including alignment, access points, vertical profiles and foundation details are ready, we will target to gazette the necessary works under the Foreshore and Seabed (Reclamations) Ordinance (Cap. 127) in 2020.

7. During the detailed design consultancy, we will critically examine the implementation programme with a view to compressing the above work plan and completing the proposed Boardwalk as soon as possible. We will explore the possibility of completing and opening the proposed Boardwalk in phases for early public enjoyment. We will also consider the possibility of engaging outside parties including non-governmental organisations as event manager for managing the proposed Boardwalk in a more flexible manner and for organising community or social events drawing people to the harbourfront through the proposed Boardwalk.

8. We aim to seek LegCo's funding approval for the capital works around the second half of 2021, following completion of the statutory processes under Cap. 127. Our target is to commence construction within 2021 for completion in 2025 tentatively.

BACKGROUND INFORMATION

9. With the technical feasibility of the proposed Boardwalk established in 2014, the Civil Engineering and Development Department (CEDD) commissioned in 2015 the "Boardwalk underneath IEC – Investigation" study (the Study) to formulate the alignment of the proposed Boardwalk. To gauge public views on the proposed Boardwalk, the CEDD conducted a two-stage community engagement exercise in 2016 and 2017 involving a wide spectrum of stakeholders, including the Task Force on Harbourfront Developments on Hong Kong Island of the Harbourfront Commission (HKTF), the EDC, academics and professional institutes, green groups, cyclist groups, harbour

concern groups as well as local residents. Details of the study overview, consultation materials, consultation activities and summary reports on the public views and suggestions collected in the first two rounds of community engagement can be found from the Study website (<http://www.boardwalk.gov.hk/en/index.html>).

10. To solicit public views on the Latest Scheme, CEDD launched the 2-month Stage 3 community engagement exercise in February 2019 immediately after obtaining the support of EDC and HKTF.

ADVICE SOUGHT

11. Members are invited to comment on the Latest Scheme of the proposed Boardwalk and the way forward.

ATTACHMENT

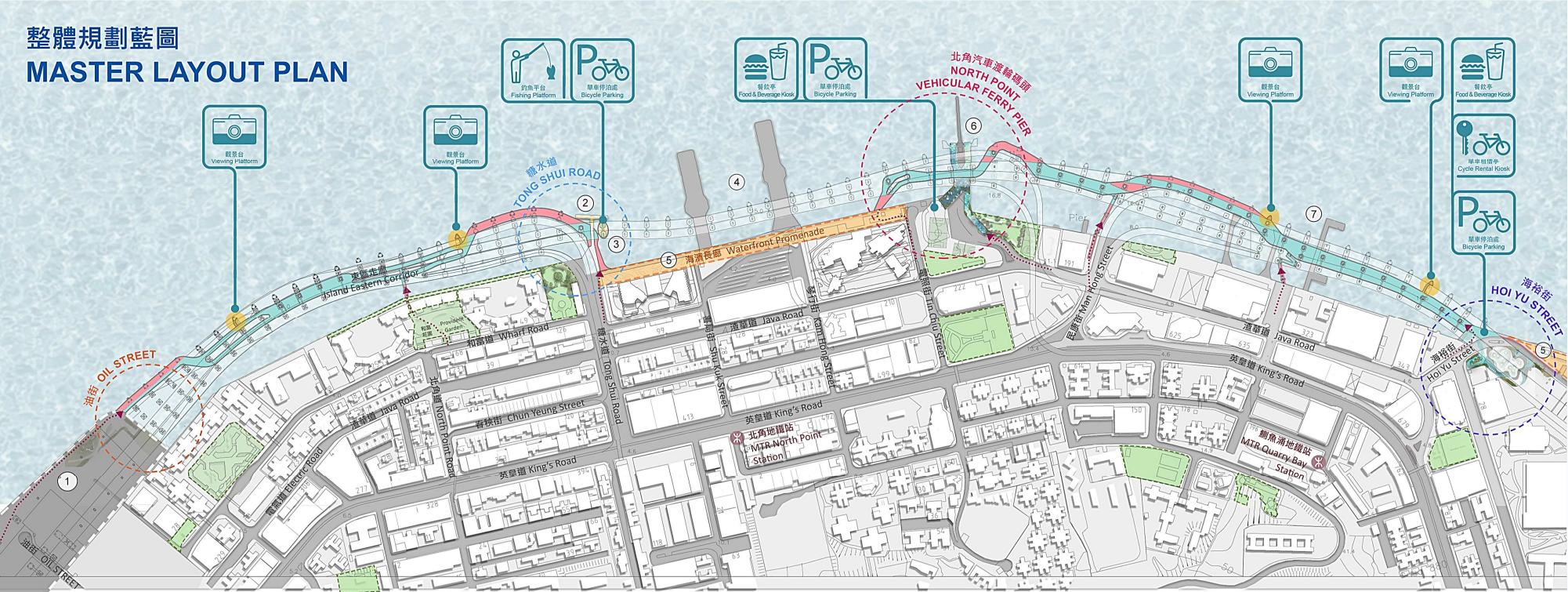
Annex Layout Plan of the proposed Boardwalk

Development Bureau

Civil Engineering and Development Department

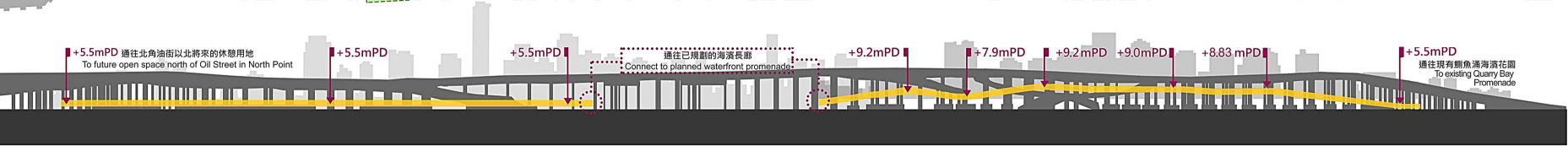
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整體規劃藍圖
MASTER LAYOUT PLAN



- 圖例 LEGEND
- 東區走廊結構下之行人板道
Boardwalk underneath IEC Footprint
 - 東區走廊結構以外之行人板道
Boardwalk outside IEC Footprint
 - 行人板道入口
Proposed Boardwalk Access
 - 觀景台 Viewing Platform
 - 活動點 Activity Node
 - 現有主要休憩用地
Major Existing Open Space

- 《灣仔北及北角海濱城市設計研究》
中將來的海濱休憩用地
Future Waterfront Open Space
under the Urban Design Study for
the Wan Chai Harbourfront and
North Point Harbourfront Areas
- 現有公眾碼頭
Existing Public Pier
- 擬議釣魚平台
Proposed Fishing Platform
- 北角渡輪碼頭
North Point Ferry Pier
- 已規劃的海濱長廊
Planned Waterfront Promenade
- 現有北角汽車渡輪碼頭
Existing North Point
Vehicular Ferry Pier
- 北角(消防處)碼頭
North Point (Fire Services
Department) Pier



行人板道立面圖
BOARDWALK
ELEVATION
(levels subject to change)