

**Minutes of the 4th Meeting of the
5th Term Kowloon City District Council**

Date: 7 July 2016 (Thursday)
Time: 2:30 p.m.
Venue: Conference Room, Kowloon City District Office

Present:

Chairman: Mr PUN Kwok-wah

Vice-chairman: Mr CHO Wui-hung

Members: Dr KWONG Po-yin
Dr the Hon LEUNG Mei-fun, Priscilla, SBS, JP (Arrived at 2:58 p.m.)
(Left at 4:20 p.m.)

Miss LEUNG Yuen-ting

Mr HO Hin-ming, MH

Ir Dr CHENG Lee-ming

Mr NG Fan-kam, Tony

Mr TING Kin-wa

Mr LAM Tak-shing

Mr LAM Pok, Jimmy

Mr YUE Chee-wing, Admond

Mr YEUNG Chun-yu, Ronald

Mr HE Huahan

Mr YANG Wing-kit

Mr KWAN Ho-yeung, Roger (Arrived at 3:54 p.m.)

Mr LAI Kwong-wai

The Hon LEE Wai-king, Starry, SBS, JP (Arrived at 2:40 p.m.)
(Left at 3:35 p.m.)

Mr SIU Leong-sing

Mr LUK King-kwong

Mr SIU Tin-hung, Terence

Mr NG Po-keung

Secretary: Miss LAM Yuk-ying, Alletta Senior Executive Officer (District Council),
Kowloon City District Office

Absent:

Mr LO Chiu-kit

Ir CHEUNG Yan-hong, MH

In Attendance:

Mr Franco KWOK, JP

District Officer (Kowloon City)

Miss CHONG Tan-na, Tanna

Assistant District Officer (Kowloon City)

Ms LAU Mei-yee, Helen

Senior Liaison Officer (Special Duties & Ho
Man Tin), Kowloon City District Office

Ms IP Yuk-mei, Eunice

Senior Liaison Officer (District Liaison),
Kowloon City District Office

Mr WONG Kam-keung, Eric

Senior Liaison Officer (Building Management),
Kowloon City District Office

Ms KWOK Lai-kuen, Eva	Senior Executive Officer (District Management), Kowloon City District Office
Ms CHEUNG Ching, Jocelyn	District Commander (Kowloon City), Hong Kong Police Force
Mr Paul David EDMISTON	Divisional Commander (Ngau Tau Kok), Hong Kong Police Force
Miss TANG Man-wah, Sylvia	Chief Leisure Manager (Kowloon), Leisure and Cultural Services Department
Mr CHENG Wing-fai, Ronny	District Environmental Hygiene Superintendent (Kowloon City), Food and Environmental Hygiene Department
Mr LEE Man-ho	Chief Transport Officer/Housing Project, Transport Department
Mr YIM Ka-ho	Senior Property Service Manager/Kowloon West and Hong Kong, Housing Department
Mr MA Hon-ngai, Harry	Chief Engineer/Kowloon 3 (Kowloon), Civil Engineering and Development Department

Attendance by Invitation:

Item 1:	Mrs YEUNG HO Poi-yan, Ingrid, JP	Commissioner for Transport
	Mr TANG Wai-leung	Assistant Commissioner/Urban, Transport Department
	Mr LEE Man-ho	Chief Transport Officer/Housing Project, Transport Department
	Mr PANG Wai-shing, Wilson	Chief Traffic Engineer/Kowloon, Transport Department
Item 2:	Ms LI Mei-sheung, Michelle, JP	Director of Leisure and Cultural Services
	Mr CHIU Chung-yan, Charlson	Senior Staff Officer (Headquarters), Leisure and Cultural Services Department
	Miss TANG Man-wah, Sylvia	Chief Leisure Manager (Kowloon), Leisure and Cultural Services Department
	Ms CHIU Tap-hung	Chief Librarian (Operations and Technical Processing), Leisure and Cultural Services Department
	Mr CHIU Yat-on, Michael	Chief Executive Officer (Planning)1, Leisure and Cultural Services Department
	Ms YEUNG Yuet-ngor, Brenda	District Leisure Manager (Kowloon City), Leisure and Cultural Services Department
	Miss TSANG Yuk-chi, Fiona	Curator (Historical Buildings)1, Leisure and Cultural Services Department
	Mr MA Man-kwong, Ray	Curator (Archaeology), Leisure and Cultural Services Department
Item 4:	Mr Franco KWOK, JP	District Officer (Kowloon City)
	Mr LEE Yiu-wah, Edward	Project Manager (Works), Kowloon City District Office

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The Chairman welcomed Members, representatives of government departments and observers to the meeting of the Kowloon City District Council (KCDC). As regards the standing departmental representatives, Mr Franco KWOK had replaced Mr TSUI Yiu-leung, William as District Officer (Kowloon City). The Chairman also congratulated the Hon Starry LEE on behalf of the KCDC for having been awarded the Silver Bauhinia Star. In addition, Ir CHEUNG Yan-hong had notified the Secretariat in writing before the meeting that he was unable to attend the meeting due to sickness.

2. Before going into the agenda items, **the Chairman** reminded Members to declare interests in accordance with the KCDC Standing Orders. He also said that when the number of Members present at the meeting was less than 12, he would adjourn the meeting according to Order 12(1) of the Standing Orders. Lastly, he reminded attendees to turn off the ringers on their mobile phones or to switch them to vibration mode, and to remain silent during the meeting to avoid disturbances.

Meeting with the Commissioner for Transport

3. **The Chairman** welcomed Mrs Ingrid YEUNG, JP, Commissioner for Transport, Mr TANG Wai-leung, Assistant Commissioner/Urban, Mr LEE Man-ho, Chief Transport Officer/Housing Project and Mr Wilson PANG, Chief Traffic Engineer/Kowloon of the Transport Department (TD) to the meeting to brief Members on the work of the TD.

4. **Mrs Ingrid YEUNG, Commissioner for Transport** said that the TD would proactively listen to Members' views and answer their questions. She then invited Mr TANG Wai-leung, Assistant Commissioner/Urban to briefly introduce the work of the TD.

5. **Mr TANG Wai-leung, Assistant Commissioner/Urban of the TD** gave a PowerPoint presentation on the scope of services of the TD and its work in Kowloon City District as follows:

(I) Five Key Service Areas

- Managing road traffic
- Regulating public transport services
- Licensing drivers and vehicles
- Improving road networks and transport infrastructure
- Conducting comprehensive transport studies and road planning regularly for the formulation of a transport strategy for the future

(II) Transport Strategy for the Future of Hong Kong

- Better integration of transport and land use planning
- Better use of railways
- Better public transport services and facilities

- Better use of advanced technologies
- Better environmental protection

(III) Public Transport Policy Development Strategy of Hong Kong

- 5.3.1 The prevailing strategy was to promote better use of railways, which would be supplemented by feeder services using other public transport modes. Public transport services would also be co-ordinated effectively to balance the needs of different sectors and optimise the use of resources, with a view to creating a stable operating environment that encouraged service operators to continue their investments.

(IV) Transport Development in Kowloon City District

(i) Kwun Tong Line Extension (KTE) and Shatin to Central Link (SCL)

- 5.4.1 The KTE was expected to be commissioned by the end of this year. The Tai Wai to Hung Hom Section of the SCL was scheduled for completion in 2019, while the Hung Hom to Admiralty Section was expected to be completed in 2021. The department would monitor the temporary traffic management measures implemented by the MTR Corporation Limited (MTRCL) during the construction works.

(ii) Route 6

- 5.4.2 Comprising the Central Kowloon Route (CKR), Trunk Road T2 and Tseung Kwan O - Lam Tin Tunnel, Route 6 was designed to relieve the traffic congestion along the existing east-west corridors in Kowloon. The Chief Executive-in-Council had authorised the works of the CKR project in January 2016, and it was anticipated that the construction works would take about seven years to complete.

(V) Improvement of Transport and Pedestrian Facilities in Kowloon City District

- 5.5.1 A 4-metre wide footpath had been provided in the amenity plot under the Leisure and Cultural Services Department (LCSD) adjacent to Lucky House, so as to link up San Ma Tau Street and the bus terminus in To Kwa Wan. The works had been completed in June 2015.
- 5.5.2 A ramp for barrier-free access had been provided on Dyer Avenue in November 2015.
- 5.5.3 The operating hours of the bus-only lane on To Kwa Wan Road (from Chi Kiang Street to San Ma Tau Street) and the time period of the no-stopping restriction zone on Chatham Road North (southbound) near the bus stop on Fat Kwong Street had been extended from 7 p.m. to 8 p.m. effective from the end of 2015.
- 5.5.4 The works to provide a cautionary crossing on Tai Wan Road East near the entrance of Hutchison Park had commenced in May 2016 and was expected to be completed by the third quarter of this year.

- 5.5.5 The works to convert the cautionary crossings to the north and east of the junction of Mok Cheong Street with Pak Tai Street to signal-controlled crossings were expected to commence in September 2016.
- 5.5.6 The funding application for the proposed lift and pedestrian walkway system at Waterloo Hill had been approved by the Finance Committee (FC) of the Legislative Council (LegCo) in May 2016. The construction works were expected to commence in the fourth quarter of this year for completion by mid-2019.

(VI) Transport Services

(i) Enhancement of public transport services in the district

- 5.6.1 To cope with the passenger growth from Kai Ching Estate and Tak Long Estate, the department had further strengthened bus services in the past few months by extending Cross-Harbour Route No. 108 and Kowloon Motor Bus (KMB) No. 28B to the Kai Tak Development Area (KTDA) with increased frequency and extended service hours. Other measures included the addition of a double-decker bus to the fleet of KMB No. 24 as well as the introduction of a \$3.8 interchange discount for KMB No. 5M and 27 other bus routes in New Territories East and New Territories West. The \$2 Fare Concession Scheme had also been extended to all green minibuses (GMBs) terminating in or calling at en-route stops in Kowloon City, in order to encourage the elderly and persons with disabilities to participate more in community activities to build a caring and inclusive society.
- 5.6.2 A new kaito ferry service between Kwun Tong and the Kai Tak Cruise Terminal (KTCT) had commenced operation on 9 April 2016.

(ii) Public Transport Reorganisation Plan (PT Plan) to tie in with the commissioning of the KTE

- 5.6.3 To tie in with the commissioning of the KTE by the end of 2016, the department intended to co-ordinate different public transport services with a view to enhancing the efficiency of the transport network, avoiding duplication of resources, mitigating traffic congestion and improving roadside air quality. During the reorganisation, some routes with their service areas overlapped with that of railway service or those with low patronage would be eliminated inevitably.
- 5.6.4 Four GMB routes were proposed to provide feeder service to and from the new MTR stations, including GMB Nos. 8M and 28MS connecting Sheung Wo Street and Wyler Gardens to Ho Man Tin Station respectively, and GMB Nos. 26M and 2M connecting Chi Kiang Street and Fuk Lo Tsun Road to Whampoa Station respectively. Furthermore, it was proposed that KMB No. 212 and GMB No. 7 would be cancelled; the routing of KMB No. 7B would be truncated to operate only between Lok Fu and Ho Man Tin; and the service frequency of 46 bus/GMB routes would be reduced.
- 5.6.5 The department had commenced consultation with the relevant DCs since the first quarter of this year, and the Traffic and Transport Committee of the KCDC had been consulted on 7 April. Relevant data to be collected after the commissioning of the

KTE would be reported to the DCs concerned. The PT Plan was expected to be implemented in phases within about six months upon commissioning of the railway line. If the actual passenger flow differed greatly from the initial estimate, the department would review the PT Plan and discuss further with the relevant DCs.

(iii) Proposed enhancement of public transport services

- 5.6.6 The service hours of Cross-Harbour Route No. 108 would be extended with effect from 16 July 2016. The first departure from Kai Yip would be advanced to 5:30 a.m. and the last departure would be extended to 10:30 p.m. On the other hand, the first departure from Braemar Hill would be advanced to 6:40 a.m. and the last departure would be extended to 11:30 p.m.
- 5.6.7 A double-decker bus would be added to the fleet of KMB No. 5D to provide additional trips so that the frequency during peak hours would be increased to 15 to 20 minutes. The service hours would also be extended from the present peak hours on Mondays to Saturdays only to 6:15 a.m. to 9 p.m. on Mondays to Sundays.
- 5.6.8 Bus waiting facilities would be improved. For example, shelters and seats would be provided at the bus stops on Nga Tsin Wai Road near College Road and Ma Tau Wai Road northbound near Fat Kwong Street. Seats would also be installed at the bus stops on Argyle Street near Kadoorie Avenue, at 163 Argyle Street opposite Evangel Hospital and on Sheung Lok Street outside the SAHK LOHAS Garden. The above works were expected to be completed in the fourth quarter of this year.

6. **The Hon Starry LEE** expressed the following views: (a) despite the anticipated commissioning of the KTE at the end of this year, the feeder service to/from the new MTR stations was still far from satisfactory. Moreover, the discovery of archaeological features at an MTR works site had further delayed the commissioning of the SCL. As the demand for public transport services was still very keen in the district, she requested the TD to fully communicate with the KCDC and listen to public views before implementing the PT Plan to tie in with the commissioning of the KTE, especially the proposed cancellation of KMB No. 212 and GMB No. 7; (b) some residents of the Yau Tsim Mong District were planning to apply for judicial review of the Government's refusal to install noise barriers along the CKR. Therefore, she hoped the department come up with a solution to expedite the commencement of the relevant works; (c) having repeatedly reflected the lack of bus services between To Kwa Wan and Tsuen Wan, she urged the department to adjust the routeing of KMB No. 30X by moving its bus terminus to Kowloon City Ferry Pier; and (d) areas in the vicinity of To Kwa Wan Road were not served by any airport route.

7. **Mr SIU Leong-sing** expressed the following views: (a) he called for the submission of the PT Plan and actual supporting data to the KCDC after the commissioning of the new railway line for Members' discussion; (b) the policy of "according priority to railways" should be reviewed to cater for the needs of residents not living along railway lines; and (c) it was proposed that a public transport interchange (PTI) would be provided at the former site of the Water Supplies Department and the Food and Environmental Hygiene Department (FEHD) in Mong Kok as part of its redevelopment. However, the traffic around Sai Yee Street and Argyle Street was already very congested. He suggested the TD assess the impact of the proposed PTI on traffic flow first in order to avoid the same problems faced by Langham Place Public Light Bus Terminus.

8. **Mr NG Po-keung** expressed the following views: (a) the shortage of car parks in the Kowloon City old district had led to serious illegal on-street parking. He requested the TD to study the feasibility of redeveloping Lee Kee Memorial Dispensary into a multi-storey building with an underground car park as soon as possible, or to study the feasibility of constructing underground car parks in local soccer pitches, so as to solve this problem; (b) he urged for the early implementation of measures to relieve the frequent traffic congestion at the roundabout at Olympic Garden, especially during or before public holidays; (c) many parking spaces in the district had been reserved for goods vehicles/minibuses, yet the demand for such parking spaces had declined significantly. Shop operators generally hoped that some of those parking spaces could be designated for use by private cars; (d) as the only cross-harbour route serving Kowloon City District could not satisfy the demand of residents, he called for the introduction of another cross-harbour route; and (e) since the cancellation of KMB No. 40, there was no direct bus route to Tsuen Wan or Kwai Chung anymore. Hence, he hoped that a bus route plying between Kowloon City District and the said districts could be introduced.

9. **Mr LUK King-kwong** expressed the following views: (a) as the private housing developments providing up to 4 000 units on Sheung Shing Street and Sheung Foo Street would soon be ready for occupation, the number of private cars using the roads would increase and traffic congestion in the area was bound to worsen further. Thus, he urged the TD once again to consider relocating its Tin Kwong Road Driving Test Centre (DTC); (b) the discontinuation of Hung Hom ferry services had deprived Kowloon City residents of their choices of cross-harbour transport modes; (c) the department had failed to closely monitor the lost trip situation of bus and minibus services. Moreover, it often seemed that the department was acting more in the interests of bus companies in the discussion of bus route rationalisation; (d) he requested the TD to work out ways to solve the serious problem of illegal placement of skips at roadside, which might cause traffic accidents, with the relevant departments; and (e) since the relevant departments had not demonstrated efforts in co-ordinating the development of electric vehicles and encouraging the installation of more charging facilities, he suggested the TD take the lead in promoting the development.

10. **Mr HE Huahan** expressed disappointment over the traffic situation in the KTDA in the past three years and expressed the following views: (a) the TD had repeatedly denied the suggestions of switching KMB No. 5D to full-day service and re-routeing KMB Nos. 224X and 606 to travel via the KTDA on the grounds of inadequate frequency and limited resources; (b) in the absence of MTR service coverage in the district, the six existing bus routes were not enough to meet the transport needs of 30 000 residents; (c) given that De Novo and One Kai Tak providing up to 2 000 units would be ready for occupation shortly, he suggested that MTR Interchange Discount be provided to passengers of KMB No. 5M to relieve the pressure of cross-harbour bus services; (d) only a total of less than 400 parking spaces were provided in Kai Ching Estate and Tak Long Estate at present. He suggested the department actively consider increasing parking spaces there to address the problem of illegal parking along Shing Kai Road, Muk Chui Street and Muk Hung Street; and (e) there was a serious lack of ancillary transport facilities at the KTCT with only one GMB route and one kaito ferry route. The KCDC had previously proposed the introduction of a ferry route running from Kwun Tong via the KTCT to North Point, or a route running between Hung Hom and Wan Chai via the KTCT.

11. **Miss LEUNG Yuen-ting** expressed the following views: (a) as a result of the shortage of ancillary transport facilities such as taxi stands and pick-up/drop-off points in the KTDA, goods vehicles, nanny vans and school buses often stopped on-street to pick up/drop

off passengers, thereby jeopardising road safety. She therefore suggested converting part of the Kai Tak Avenue Park (KTAP) site for which construction had yet to commence for the provision of taxi stands or pick-up/drop-off points; (b) the lack of parking spaces in the area had led to serious illegal parking on Muk Hung Street and Muk Chui Street; (c) the existing bus services were insufficient for more than 30 000 local residents and additional population from developments such as De Novo in the future. She requested the TD to re-route KMB Bus Nos. 224X and 5A to operate via the KTDA and provide shelters for the existing bus stops; (d) Kwun Tong Bypass and Prince Edward Road East had caused serious noise nuisance to residents of Kai Ching Estate and Tak Long Estate; (e) neither shelter nor seat was provided at the boarding and alighting points of the kaito ferry service between Kwun Tong and the KTCT at present. She hoped that the design of the piers could be improved and facilities increased. She also urged the department to study the introduction of a sightseeing route travelling to and from Central, Tsim Sha Tsui, Hung Hom and the KTCT in order to attract visitors; and (f) she enquired about the progress of the proposed monorail system in the KTDA.

12. **Mr YANG Wing-kit** conveyed on behalf of Ir CHEUNG Yan-hong to the TD the request for the resumption of the ferry services from Hung Hom to Central and Wan Chai, so as to tie in with the completion of new hotel, office and residential buildings along the Hung Hom waterfront. Furthermore, he expressed the following views: (a) learner drivers had caused serious traffic congestion around Tin Kwong Road and Sheung Shing Street. As the vehicular flow was expected to multiply after the occupation of new developments in the area, he requested the department to seriously examine the proposed relocation of Tin Kwong Road DTC; (b) the department had to listen to residents' demands carefully before finalising the bus service rationalisation plan for To Kwa Wan; (c) he commended the department for following up actively on the provision of crossing facilities on Kau Pui Lung Road; and (d) he urged the department to consider introducing a cross-harbour route from Ho Man Tin to Hong Kong Island East via Prince Edward Road West and the Eastern Harbour Crossing in its annual Bus Route Development Programme in response to local residents' demands.

13. **Dr KWONG Po-yin** expressed the following views: (a) KMB No. 212 was the most convenient option to travel between Whampoa Garden and Queen Elizabeth Hospital (QEH), and its en-route stops could not be completely covered by railway service. Residents taking the MTR had to interchange with other modes of transport or walk to the hospital from Jordan Station, causing inconvenience to both the elderly and patients. Apart from the KCDC, the Sham Shui Po DC and the Yau Tsim Mong DC also hoped that the bus route could be maintained. Moreover, the MTR services were already at saturation point in terms of capacity during the morning peak hours. Residents should have the right to opt for a more comfortable mode of transport; and (b) since residents of Whampoa Garden travelling on the MTR to Wan Chai District had to make four train interchanges, and the frequency of Cross-Harbour Route No. 115 during peak hours remained inadequate, she called for the resumption of the ferry services from Hung Hom to Central and Wan Chai. She pointed out that the soon-to-be-completed Stars by the Harbour as well as shopping mall and hotel along the Hung Hom waterfront were expected to provide sufficient patronage for the ferry services.

14. **Mr HO Hin-ming** expressed the following views: (a) the traffic improvement measures presented by the TD focused too much on Hung Hom, neglecting other sub-districts; (b) he opined that the department should install traffic lights at the junction of Beacon Hill Road and Cornwall Street where traffic accidents often occurred based on the actual need, instead of adhering strictly to the requirement against the installation of the

second set of traffic lights within 100 metres; (c) as a fatal car accident killing a female student of Hong Kong Baptist University had occurred on Waterloo Road, he suggested the MTR entrance near Waterloo Road be extended across the road to reduce the risks for students when crossing the road; (d) traffic in Kowloon Tong, a popular area for learner drivers, was seriously congested during the kindergarten dismissal time between 3 and 4 p.m. every day. Therefore, driving lessons should be prohibited during that period; (e) he suggested providing extra parking spaces along La Salle Road, Baptist University Road, Ede Road and Beacon Hill Road; (f) the department should provide more detailed information when consulting the KCDC on its bus route rationalisation plan; and (g) the proposed addition of 600 premium urban taxis could not guarantee the availability of taxi services to passengers, but would impose additional traffic burden on the existing roads.

15. **Ir Dr CHENG Lee-ming** thanked the TD on behalf of residents for installing a lift in Ho Man Tin. In addition, he expressed the following views: (a) the ancillary transport facilities in Ho Man Tin were inadequate, with insufficient minibus and bus services around Sheung Shing Street, far from adequate bus routes, unsatisfactory service and lost trips of GMB No. 5M, and low frequency of GMB No. 74S; (b) the department needed to improve the ancillary transport facilities to cater for the two- to three-fold increase in local population upon completion of the new housing developments around Sheung Shing Street; (c) he requested for the relocation of the TD's Tin Kwong Road DTC to tackle the problem of illegal driving lessons in the area; and (d) the grave problem of illegal parking in the area, especially around schools, posed danger to other road users. Thus, he urged the department to keep a closer watch on the situation.

16. **Dr the Hon Priscilla LEUNG** said that over 20 000 signatures against cancellation of the two ferry routes operating from Hung Hom to Wan Chai and Central had been collected in 2011. With the completion of new developments along the Hung Hom waterfront and the commissioning of Hung Hom Station in the future, the pedestrian flow in the area would definitely increase. The TD should consider conducting a tender exercise for the two ferry routes again, revitalising the pier and developing the waterborne transport system to tie in with the kaito ferry service between Kwun Tong and the KTCT, so that visitors could be brought to the areas of Hung Hom and Tsim Sha Tsui.

17. **Mr LAM Tak-shing** expressed the following views: (a) the Hung Hom old district was in serious short of car parks. Illegal parking was particularly serious along Cooke Street, Baker Street and Lo Lung Hang Street near the three funeral parlours. Some coffin vans even parked in front of other buildings. Hence, he demanded the early provision of corresponding ancillary facilities. He also requested the TD to cope with the illegal parking of motorcycles on pavements by providing more motorcycle parking spaces as far as possible; (b) traffic congestion was especially severe between 9 and 11 a.m. every day along Winslow Street and Lo Lung Hang Street where traffic accidents often occurred. Vehicles heading for Kwun Tong normally took up to 45 minutes to pass through such road sections; (c) he suggested the department install a red light camera at Wuhu Street at junction with Gillies Avenue South, a red light jumping black spot, to ensure the safety of pedestrians and elders; (d) the problems of lost trips and skipping stops of Cross-Harbour Route Nos. 106 and 115 as well as KMB No. 2E were so serious that passengers had to wait for 45 minutes to one hour to get on board. As such, it was necessary to increase their frequency; (e) he called for the resumption of the ferry services from Hung Hom to Central and Wan Chai to tie in with the kaito ferry service at the KTCT, with the aim of attracting more visitors to Hung Hom; (f) he suggested the TD arrange Airport Bus Route No. A21 to operate via Wuhu Street in Hung

Hom; (g) he objected to the truncation or cancellation of KMB No. 7B, the only bus route taking residents/students to and from Lok Fu. Besides, residents also objected to the cancellation of KMB No. 212; (h) the frequent lost trips of GMB No. 13 had caused much inconvenience to residents visiting Hong Kong Eye Hospital; and (i) he requested the bus stops along Bulkeley Street, Wuhu Street and Gillies Avenue South be renovated with the installation of bus arrival information display panels and seats and the provision of shelters.

18. **Mr Jimmy LAM** expressed the following views: (a) upon the cancellation of KMB No. 40 due to insufficient patronage, residents had to use alternative modes of transport such as red minibus (RMB) or MTR. However, in view of the exorbitant fare and inadequate frequency of the RMB route and the inconvenience for elder people to go up and down inside the MTR station, he hoped that an additional bus route running directly from To Kwa Wan to Tsuen Wan could be introduced, so as to offer more choices to local residents; (b) the TD and the relevant departments should find ways to deal with the heavy traffic congestion that occurred frequently during peak hours on the section of Chatham Road North between Hung Hom and To Kwa Wan; (c) vehicles travelling on the East Kowloon Way Flyover not only generated traffic noise, but also caused splashes of debris and rain water which might break the glass windows of households in the vicinity. Therefore, he called for inter-departmental collaborations to study the feasibility of extending independent screens from the ground and set up a “tranquility fund” to subsidise the households affected to replace their windows with soundproof glass windows; and (d) he thanked the TD for following up on the lack of motorcycle parking spaces along Ko Shan Road. He suggested designating spaces around Shun Yung Street for motorcycle parking purpose and redeveloping the vacant site off Chat Ma Mansion under the East Kowloon Way Flyover into a sitting-out area or motorcycle parking spaces.

19. **Mr Ronald YEUNG** expressed the following views: (a) he thanked the TD for following up actively on the provision of pedestrian crossing facilities across Mok Cheong Street and Pak Tai Street; (b) completion of the KTE and the SCL could by no means solve all the traffic problems in Kowloon City District. In fact, public demand for ferry and bus services remained strong. For example, despite the proposed frequency reduction or cancellation of KMB No. 93K in the bus route rationalisation plan, many elderly people still relied on such route to get to QEH and Kwong Wah Hospital; (c) he suggested the TD identify suitable site in the district for the construction of a large car park, and resume the vacant site occupied by the Hong Kong Aviation Club (HKAC) on Sung Wong Toi Road in To Kwa Wan for use as a temporary car park, in order to alleviate the shortage of parking spaces in the district; and (d) shelters should be provided for the row of bus stops outside Chung Nam Mansion on Ma Tau Chung Road.

20. **Mr TING Kin-wa** expressed the following views: (a) many residents had complained against the heavy traffic congestion before and after school in Prince Edward where a number of schools were located. He hoped that the TD would follow up on the problem; (b) he suggested introducing a bus route running directly from Prince Edward to the Airport; and (c) proper consultation should be conducted before the PT Plan was finalised.

21. **Mr Tony NG** expressed the following views: (a) illegal parking was particularly serious along Hau Man Street, Carmel Village Street and Good Shepherd Street in Ho Man Tin between 8 and 9 a.m. every day, during which a large number of private cars parked along the streets illegally to drop off kindergarten students, causing congestion. He suggested the TD assign double yellow line road markings there; (b) although learner drivers were

prohibited on Carmel Village Street, unauthorised driving practices were often found because the street was one of the TD's driving test routes. He suggested the department study the removal of Carmel Village Street from its driving test routes; and (c) it was quite inconvenient for passengers of Citybus No. E21A that terminated in Tung Chung to take another bus to the Airport carrying their luggage. Thus, he suggested introducing a bus route running directly from Ho Man Tin to the Airport.

22. **Mr Admond YUE** thanked the TD for providing a traffic island on Laguna Verde Avenue to enhance road safety. In addition, he expressed the following views: (a) due to the inadequate frequency of KMB No. 8P operating in the Laguna Verde area during peak hours, he requested the peak service frequency be increased to serve local residents; (b) to address the prolonged lost trip problem of GMB No. 26, he suggested introducing another GMB route to Mong Kok; (c) with the completion of new hotel and commercial buildings along the Hung Hom waterfront, he called for the resumption of the ferry services from Hung Hom to Central and Wan Chai; and (d) since the MTR could not provide a point-to-point transport service, many residents still used KMB No. 212 to access QEH and its en-route stops. He therefore urged the department to postpone the cancellation of the bus route.

23. **Mr CHO Wui-hung** expressed the following views: (a) he opined that the standard fare of GMB No. 8M of \$4.5 was too high for its short journey, and suggested maintaining the fare at \$3 or below; (b) he looked forward to the early installation of bus arrival information display panels at Oi Man Estate Bus Terminus, which was served by six bus routes; and (c) he suggested the TD re-assess the traffic flow around Fat Kwong Street where various large housing developments and new campus extension of the Open University of Hong Kong would soon be completed, so that appropriate arrangements and planning could be made.

24. **The Chairman** expressed the following views: (a) additional coach parking spaces should be provided in To Kwa Wan to ease the congestion caused by illegal coach parking; (b) if GMB No. 7 was cancelled upon commissioning of the KTE, residents of Wyler Gardens travelling to Tsim Sha Tsui would have to use a more circuitous route by taking a minibus to Ho Man Tin Station first and interchanging at Yau Ma Tei Station to Tsim Sha Tsui Station. Hence, he suggested the service of GMB No. 7 be maintained, pending decision following review of data collected after the KTE commenced operation; and (c) an entrance should be provided at Kwei Chow Street for Ma Tau Wai Station in To Kwa Wan to address the keen demand of residents along Lower Road for more station entrances.

25. **Mr Terence SIU** expressed the following views: (a) he welcomed the TD's plan to install additional seats at the bus stop opposite Evangel Hospital; (b) he was disappointed with the TD for its failure to monitor the performance of the MTRCL, and expressed his worry that the SCL might not be completed as scheduled by 2019. He hoped that the department would step up its monitoring efforts; (c) construction of the proposed entrance of To Kwa Wan Station at Pak Tai Street could not proceed as originally planned on the ground of heritage conservation. Yet, the MTRCL had not provided any alternative option; and (d) the department had in the past relied on bus companies for preparing its bus route rationalisation plans, which had not incorporated the views of Members and residents. As a result, most proposals had been ultimately vetoed by the KCDC. He urged the TD to make better co-ordination and reach a consensus with stakeholders without giving too much weight to the views of bus companies before submitting its bus route rationalisation plan to the KCDC.

26. **Mr LAI Kwong-wai** expressed the following views: (a) the MTRCL had indicated

that the archaeological work at the proposed Pak Tai Street entrance of To Kwa Wan Station could only be commenced following the completion of all fundamental works by the end of 2017, so the entrance would not be ready for use upon commissioning of the SCL in 2019. As this would affect residents living in the vicinity of Pak Tai Street and Ma Tau Kok Road in To Kwa Wan, he requested the TD to step up monitoring of the works progress of the SCL; (b) the entrance of the SCL's To Kwa Wan Station should be extended to Lower Road, and an entrance should be provided at To Kwa Wan Road near "13 Streets" to cater for residents along Lower Road; (c) an airport route operating via Mok Cheong Street should be introduced to meet the needs of residents around Grand Waterfront and Wyler Gardens; and (d) based on the standards prescribed by the department, a bus route with peak patronage under 80% would be included on the frequency reduction list. Among the bus routes serving the district, the peak patronage of KMB No. 93K was 79%, just slightly lower than 80%. Still, the TD and the KMB had insisted on reducing its frequency, turning a blind eye to residents' opposition as well as the route's lost trip situation. Therefore, he hoped that the department would take the genuine needs of residents into consideration before deciding on whether to reduce the service frequency of a bus route.

27. **Mr Roger KWAN** said that given the frequent occurrence of traffic accidents caused by serious vehicle-pedestrian conflicts on roads in the To Kwa Wan and Hung Hom old districts which were used extensively by large vehicles, he called for strengthened cooperation and planning between the TD and the relevant departments, so as to ensure the safety of users of road sections frequented by large vehicles in the old districts.

28. **Mrs Ingrid YEUNG, Commissioner for Transport** gave a consolidated response to Members' enquiries, of which the salient points were as follows:

(I) Ferry Services

28.1.1 The TD had not cancelled the ferry services from Hung Hom to Central and Wan Chai. In fact, their cessation had been the operator's decision due to operating losses. Although the department also wished for the resumption of such ferry services to relieve the traffic burden of the Cross Harbour Tunnel, no ferry operator had expressed interest in the resumption so far. The department hoped to receive tender applications for the franchise for the ferry services upon completion of the beautification works of the Wan Chai waterfront and ferry pier in 2018. In addition, it would explore with the operator the feasibility of the proposed extension of the kaito ferry service at the KTCT to Hung Hom and Tsim Sha Tsui.

28.1.2 Regarding the suggestion of enhancing the financial viability of tenders, measures such as exemption of vessel licence fees were in place to help ferry operators. The Government would also allocate some commercial space including shops in a pier to the operator concerned for the provision of services to generate non-fare box revenue.

(II) PT Plan to Tie in with the Commissioning of New Railway Line

28.2.1 In drawing up the PT Plan to tie in with the commissioning of a new railway line, the TD would first submit its proposals to the DCs concerned and make refinements in response to the DCs' views. It would monitor the changes in road traffic and passenger volume during the initial commissioning of the new railway line, and submit the data collected to the relevant DCs for further discussion. Adjustments

would also be made on the basis of the actual public transport patronage data. For example, after the recent commissioning of the West Island Line, the department had maintained liaison and discussed with the DCs concerned to finalise the relevant bus route rationalisation plans.

(III) Illegal Parking and Insufficient Parking Spaces

- 28.3.1 The shortage of parking spaces was mainly attributable to the substantial increase in private cars in recent years at more than 4% per year, but the growth in road capacity could not cope with such increase. Parking spaces would not be increased until the completion of the proposed developments or redevelopments in the district.
- 28.3.2 The TD had used its best endeavour to provide additional on-street parking spaces without affecting road traffic. A study would be conducted to examine the number of parking spaces to be provided in the redevelopments in the Kowloon City old district having regard to their impact on traffic flow.
- 28.3.3 Based on past experience, the utilisation rates of multi-storey car parks located far away from food premises or commercial centres had remained low for most of the time. Having learnt a lesson from the experience and adopted the recommendations of the Audit Commission (AC), the department would examine whether the sites concerned were suitable for car park use. The two proposed sites for large car park development, namely the ground floor of Carpenter Road Park and the yet-to-be resumed site currently occupied by the HKAC, were considered quite remote and thus might not be suitable for car park development.
- 28.3.4 The TD would work in close liaison with the Police to rigorously combat illegal parking. The Police's large-scale territory-wide operation against illegal parking held last month had been a remarkable success. The Police would continue to step up enforcement actions against illegal parking, while the TD would continue to encourage the use of public transport through education.

(IV) Driving Lessons

- 28.4.1 The TD understood the potential inconvenience caused by driving practices and tests to residents. Nevertheless, on-road driving experience gained from on-street driving practices was of vital importance to future motorists. Since the Hong Kong School of Motoring could not meet all the demand for driving practices, streets had to be retained for driving lessons. The number of driving tests conducted at Tin Kwong Road DTC had been reduced from 90 to 50 per day subject to the needs of road works. Despite requests for the relocation of DTCs from various DCs, the department did not have suitable sites for such relocation for the time being. It would continue its efforts to reduce the number of tests conducted at the existing DTCs and identify suitable sites for use as DTCs.
- 28.4.2 The TD took note of the illegal motorcycle driving lessons on King Tak Street. It would enhance liaison and enforcement actions with the Police, in order to minimise the nuisance caused to residents.

(V) Bus Routes

- 28.5.1 The TD had never been biased in favour of bus companies in the monitoring of bus services. In fact, it had adopted on the Ombudsman's recommendation a more stringent method of calculating lost trip rates by different time periods. The major reason for high lost trip rates in the past was shortage of bus captains. Nevertheless, under the supervision of the department, bus companies had strived to improve their employment benefits to reduce staff turnover, and thus the lost trip situation had improved considerably in year 2015-16. The department would demand bus companies to keep on improving their services.
- 28.5.2 When planning bus routes, the department hoped to satisfy the public's demand for point-to-point services on the one hand, and strike a balance against traffic congestion brought about by increased vehicles on the other. To avoid excessive road space being taken up by buses, some passengers would still need to make interchanges.
- 28.5.3 Despite annual discussion between the department and bus companies on the arrangement of airport routes, To Kwa Wan and Ho Man Tin were not yet covered because the proposed introduction of airport routes for these districts with insufficient patronage would increase the operating costs of bus companies and the pressure for fare increases. Yet, the department would monitor closely the development in the districts and review the relevant services as appropriate.

(VI) Minibus Service

- 28.6.1 The problem of lost trips of GMB routes was mainly caused by road congestion and shortage of drivers. The industry faced difficulties in recruiting new drivers and the average age of the existing drivers was over 60. The TD was working with GMB service operators to attract new entrants to the industry. Aside from contacting service providers for ethnic minorities, the Correctional Services Department and organisations supporting ex-offenders, the service operators would also participate in job fairs organised by the Labour Department and hire more part-time drivers to cope with the demand for GMB drivers during peak hours. Furthermore, the department would continue to urge the GMB service operators to deploy minibuses flexibly to run on routes with high patronage during peak hours to meet the needs of passengers.

(VII) Transport Services at Kai Tak

- 28.7.1 The TD had gradually strengthened public transport services in the KTDA in response to local needs by, among others, introducing and extending bus routes and introducing GMB routes. It would continue to take heed of the needs of the residents of Kai Tak and spare no efforts in improving the public transport services in the area.
- 28.7.2 While the use of railways as the backbone of development remained central to the Government's transport policy, the TD would also strive to facilitate smooth road traffic and rationalise the functions and roles of various modes of public transport. However, given the limited room for road expansion and the narrow roads in old districts, traffic lanes could hardly be increased. The department had to co-ordinate the cancellation of some bus routes with low patronage for re-investing the resources

in new routes and those which were busy but in lack of buses.

(VIII) Other Issues

- 28.8.1 The TD noted the enquiries and suggestions raised by a Member on the traffic problem at the junction of Beacon Hill Road and Cornwall Street. A site inspection with the Member concerned had been conducted earlier to better understand the actual situation for follow-up in due course.
- 28.8.2 To tackle the problem of illegal parking around schools, the department had not only asked the Police to step up enforcement, but had also introduced clearways at suitable locations and liaised with schools to advise students to take school buses as far as possible. Moreover, the department would evaluate the traffic impact assessments submitted by schools in Kowloon Tong as part of their applications for renewal of planning approvals in accordance with the lease conditions as required by the Town Planning Board (TPB). In the past, the TPB had rejected such renewal applications based on the serious adverse traffic impact caused by the problem of parking outside schools, or had requested the applicants concerned to implement suitable measures to mitigate the traffic impact in the area, for example by requiring all students to take school buses.
- 28.8.3 The construction works of the SCL were monitored by the Highways Department (HyD), which was studying with the MTRCL ways to handle the archaeological features discovered at the works site and the entrance at Pak Tai Street. The TD would convey a Member's suggestion of providing an entrance at Kwei Chow Street/Pak Tai Street to the HyD and the MTRCL.
- 28.8.4 The department had identified two sites at Bailey Street and Wa Shun Street in Kowloon City District for providing short-term tenancy car parks with a total of 70 parking spaces for coaches. It was believed that the car parks scheduled to open by the end of 2016 could effectively alleviate the problem of illegal coach parking in the district. Besides, the department planned to provide more parking spaces for coaches at the Hung Hom Station Car Park adjacent to the Hong Kong Coliseum.
- 28.8.5 The department would monitor the road usage of large vehicles in the To Kwa Wan old district and would timely implement traffic management measures to ensure pedestrian safety.

29. **The Chairman** thanked the Commissioner for Transport for her responses and sharing. He hoped that the TD would liaise directly with individual Members to follow up on their comments and demands including the provision of additional taxi stands and obstruction by roadside skips after the meeting.

Meeting with the Director of Leisure and Cultural Services

30. **The Chairman** welcomed Ms Michelle LI, JP, Director of Leisure and Cultural Services, Mr Charlson CHIU, Senior Staff Officer (Headquarters), Miss Sylvia TANG, Chief Leisure Manager (Kowloon), Ms CHIU Tap-hung, Chief Librarian (Operations and Technical Processing), Mr Michael CHIU, Chief Executive Officer (Planning)¹, Ms Brenda YEUNG, District Leisure Manager (Kowloon City), Miss Fiona TSANG, Curator (Historical

Buildings)1 and Mr Ray MA, Curator (Archaeology) to the meeting to brief Members on the work of the LCSD.

31. **Ms Michelle LI, Director of Leisure and Cultural Services** gave a PowerPoint presentation on the facilities and different areas of work of the LCSD in Kowloon City District as follows:

(I) Facilities and Works

31.1.1 Among the seven public works projects under planning, detailed designs for the KTAP – Phase 1, the waterfront promenade adjacent to the Hong Kong Children’s Hospital (HKCH) and the Hoi Sum Park extension had been completed or were in progress. The LCSD would strive for resources to take forward these projects as soon as possible. In addition, the department had just consulted the Leisure and District Facilities Management Committee (LDFMC) of the KCDC on the open space development at the Hung Hom waterfront in June 2016. Schematic designs for the redevelopment of the Kowloon Tsai Swimming Pool into an indoor heated pool as well as the development of the Kai Tak Station Square and the preservation corridor for the Lung Tsun Stone Bridge would also be carried out.

(II) Recreational and Sports Facilities

31.2.1 At present, there were five sports centres, three swimming pools, two sports grounds, five tennis courts, eight major parks and 100 leisure grounds in Kowloon City District, serving about 413 000 residents in the district.

31.2.2 The LCSD would organise a variety of recreational and sports activities in 2016-17, including the Hong Kong Games for which the preliminary work had been completed and the Sport for All Day to be held on the first Sunday of August. Kowloon City District had achieved remarkable results in the 5th Hong Kong Games held in 2015 and won the Overall Champion in the badminton competition, the 2nd Runner-up in the tennis competition and the “District with the Strongest Cheering Squad” Prize. The 6th Hong Kong Games would open on 23 April 2017. Besides, to tie in with the Olympic Games this year, the Sport for All Day had adopted the theme “Stay Active Scale New Heights” to encourage citizens to develop the habit of exercising at least half an hour a day, and to call on the general public to show full support for local athletes.

(III) District Minor Works Projects

31.3.1 The LCSD thanked the KCDC for involving actively in the management of district facilities with the department since 2008, and providing a total funding of over \$60 million to the department in the past five years for completion of 124 environmental improvement and beautification projects. The KCDC also provided a funding of some \$5 million to the department every year for organising about 1 200 community recreation and sports programmes.

(IV) Public Library Facilities

31.4.1 The LCSD had, in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG), provided one major library, one district library, two small

libraries and three mobile library stops for over 400 000 residents in Kowloon City District. It had also assisted local non-profit-making community organisations to set up eight community libraries under the “Libraries@neighbourhood – Community Libraries Partnership Scheme”. With the change of time, electronic library services and resources had been strengthened with a total of 63 e-databases and eight e-book collections so as to provide 24-hour library services to the public.

(V) Music and Arts Performances

- 31.5.1 The music groups of the Music Office gave performances in schools and community organisations on a regular basis. Last year, 21 performances had been held in the district, including the School Culture Day Scheme – “Music for the Millions” Concert held in the Ko Shan Theatre and staged in five secondary and primary schools. Around 8 000 people had participated in these activities.
- 31.5.2 The 1 000-seat indoor theatre of the Ko Shan Theatre had been fully utilised. As for the Ko Shan Theatre New Wing opened in 2014, its 600-seat auditorium also had an utilisation rate of nearly 100%.
- 31.5.3 The LCSD attached equal importance to other public arts activities. For example, artworks were displayed at the Hung Hom Community Hall and the Ko Shan Theatre New Wing.

(VI) Heritage and Conservation

- 31.6.1 Currently, there were three declared monuments in Kowloon City District, namely Maryknoll Convent School, the Remnants of the South Gate of Kowloon Walled City and the Former Yamen Building of Kowloon Walled City.
- 31.6.2 There were also 34 Grade I to III historic buildings in the district. The LCSD would continue to promote the revitalisation and maintenance of historic buildings and proactively implement the “Revitalising Historic Buildings Through Partnership Scheme”. Under the scheme, the Stone Houses at 31-35 Hau Wong Temple New Village, a Grade III historic building, had been revitalised into a themed cafeteria-cum-Visitor Information Centre known as the “Stone House Family Garden” since 2015. In addition, the Hong Kong Sheng Kung Hui Holy Trinity Cathedral, a Grade II historic building, had been granted financial assistance by the Development Bureau for carrying out maintenance works under the “Financial Assistance for Maintenance Scheme”.
- 31.6.3 The rear portion of the Ex-Ma Tau Kok Animal Quarantine Depot, a Grade II historic building commonly known as the “Cattle Depot”, would be revitalised and developed under the Signature Project Scheme (Kowloon City District).
- 31.6.4 Among the 480 items of intangible cultural heritage promulgated in June 2014, items such as Yu Lan Festival, Ancestral Worship of the Kwok Clan in Kowloon City and Tin Kung Yuk Wong Tai Tai (Jade Emperor) Festival were found in Kowloon City District.
- 31.6.5 In 2015, the LCSD had established the dedicated Intangible Cultural Heritage Office

and set up the Hong Kong Intangible Cultural Heritage Centre at the Sam Tung Uk Museum in Tsuen Wan to promote intangible cultural heritage.

32. **Miss LEUNG Yuen-ting** expressed concerns over the completion date of the KTAP. Noting the completion of the detailed design for the park, she suggested the LCSD consider designating lay-bys on part of Muk Chui Street near the KTAP as taxi stands to alleviate the inadequacy of traffic lanes on Muk Chui Street and in response to the strong demand for taxi stands from residents. In addition, she hoped that the department would provide a swimming pool and a library, etc. in the KTDA as soon as possible to meet the needs of the existing 33 000 residents in the KTDA and the additional population after the occupation of residential developments like De Novo and One Kai Tak in the future.

33. **Dr KWONG Po-yin** said that the Tai Wan Shan Swimming Pool was closed after October every year. Residents considered the opening hours too short and requested for an extension.

34. **Mr HO Hin-ming** praised the LCSD for its follow-up actions taken to address various problems in the district, such as constant improvement of the park facilities for the elderly. Furthermore, he expressed the following views: (a) given the relatively large number of parks in the district, he suggested the department install additional mosquito trapping devices in the parks and pay attention to the hygiene problems caused by pets brought into the parks by members of the public; (b) he requested the LCSD to speed up the design and redevelopment of the Kowloon Tsai Swimming Pool to provide local schools with a standard pool for swimming galas; and (c) he enquired whether the management staff of the department were authorised to take enforcement action against littering in parks and issue penalty notices to offenders.

35. **Ir Dr CHENG Lee-ming** expressed the following views: (a) since the facilities and services of the Kowloon Public Library could no longer meet the needs of students of the secondary schools and two universities in the district, he suggested the planning of a new local central library; (b) residents had complained against the use of booked sessions of soccer pitches and badminton courts in the district for illegal speculative purposes or the provision of training classes for profit. He urged the LCSD to take appropriate follow-up measures; (c) he would continue to strive for pet access in all parks in Hong Kong (Ir Dr CHENG declared that he had been keeping dogs for 30 years); and (d) as many facilities under the LCSD were occupied by street sleepers due to mismanagement, he hoped that the department would follow up on the environmental hygiene problems and impact on residents' safety arising therefrom.

36. **Mr LAM Tak-shing** expressed the following views: (a) he called for the early provision of noise insulation facilities at the pet garden in Hung Ling Street Sitting-out Area to eradicate the noise nuisance suffered by residents at night; (b) the flooring of the pet garden in Hung Ling Street Sitting-out Area should be replaced as soon as possible to tackle the problem of slippery surface caused by moss growth in gaps between floor tiles that retained water; (c) he urged for the early provision of elderly fitness facilities at Station Lane Sitting-out Area; (d) the provision of drinking fountains at Fat Kwong Street Garden No. 1 and Station Lane Sitting-out Area should be followed up expeditiously; (e) anti-mosquito and anti-biting midge efforts should be stepped up at the parks under the LCSD; (f) more flower galleries should be provided in the district for public enjoyment; (g) Wuhu Street Temporary Playground should be redeveloped into a complex to provide facilities such as fitness centre,

community hall, civic centre, study room and nursery for local residents; and (h) the planting of flowers on traffic islands should be followed up regularly.

37. **Mr Jimmy LAM** expressed the following views on recreational facilities in To Kwa Wan: (a) he thanked the LCSD for actively enhancing the facilities under its purview, but he hoped that the department could provide the timetable for the provision of additional elderly recreational facilities, drinking fountains and lockers for soccer pitch at Ko Shan Road Park; (b) he requested for information on the progress of the extension of Hoi Sham Park and its implementation timetable; and (c) in view of the rapid re-emergence of mosquitoes and biting midges after each infrequent anti-mosquito and anti-biting midge operation that used inadequate insecticides, he urged the department to strengthen its actions against accumulation of water, mosquitoes and biting midges, as well as consider replacing the insecticides used.

38. **Mr HE Huahan** reflected the hope for bringing arts into the community on behalf of Ir CHEUNG Yan-hong, who also suggested that spaces should be provided for Penjing Association of Hong Kong to put up a permanent bonsai exhibition after the rear portion of the Cattle Depot was developed into a cultural arts park in the future, and that bonsais should be placed properly in parks and cultural facilities under the management of the LCSD for visitors' appreciation. Furthermore, he expressed the following views: (a) since funding approval had yet to be sought for the KTAP project, he suggested the department liaise with the relevant departments for according priority to the development of Area A of the KTAP, and speed up the development of the remaining areas; (b) he called for closer liaison between the LCSD and the Planning Department to expedite the provision of a swimming pool and a library in the KTDA; (c) the mobile library van should visit the service stop at Kai Ching Estate more frequently to serve local residents; and (d) given the relatively low utilisation rate of the Kai Tak Runway Park, he suggested the department liaise and co-ordinate with the relevant departments, so as to enhance its ancillary transport and retail facilities.

39. **Mr Roger KWAN** expressed the following views: (a) he commended and thanked the LCSD and the Hong Kong Police Force for their great efforts in handling the noise problem of Hoi Sham Park, which had prevented the situation from worsening; (b) since it was expected to take a long time to reinstate the many open spaces in the district which had been occupied by the SCL works, he enquired whether the department could upgrade the extension of Hoi Sham Park to Category A as soon as possible to facilitate its commencement; (d) the waterfront promenade was planned to cater mainly for visitors. The department could study designating part of the promenade for cycling by the public; and (d) the only one dedicated handball court in Hong Kong was insufficient to satisfy the demand of registered handball teams. Therefore, he hoped that the department would pay attention to the venue availability for and the development of non-elite sports.

40. **Mr SIU Leong-sing** expressed the following views: (a) the LDFMC of the last term had endorsed the motion of "proposing to place recycling bins for a greater variety of materials at venues managed by the LCSD". However, the department had not provided any glass recycling facility at venues under its purview so far. Thus, he hoped that the department could provide information on the progress of the relevant work; (b) he suggested the relevant departments promote the implementation of a unified mechanism for the notification and handling of tree safety, as well as enact legislation on trees in the long term. The relevant departments should also implement short-term measures for the handling of trees, such as posting notices to inform residents of the reasons for tree pruning or removal;

(c) the quota for the Community Garden Programme of Kowloon City District was always full. He suggested the department make use of the short-term tenancy sites provided by the Lands Department to provide community gardens or other recreational facilities; and (d) he thanked the department for working closely with the KCDC on the endorsement of the provision of a pet garden in Sheung Shing Street Park, and looked forward to its early implementation.

41. **Mr LUK King-kwong** commended the department for the efficiency of its work in Kowloon City District and its capability in addressing the district problems. In addition, he expressed the following views: (a) competitions were over-emphasised during the course of the Hong Kong Games, albeit in itself a good concept. Moreover, as participants in the competitions were basically from the same batch, the Hong Kong Games could not effectively promote a sports culture. Therefore, he hoped that the department could make extra efforts, for example by including commercial elements in promotion, so as to raise public awareness of sports culture and encourage active participation in sports activities; (b) he hoped that the LCSD could step up the promotion of its well-equipped fitness rooms, in order to attract users from other fitness centres; (c) the department had failed to enhance the lighting system of and provide additional drinking fountains for Ho Man Tin East Service Reservoir Playground because of technical problems. He urged the department to continue its follow-up actions and try addressing the problems with a new approach; (d) the utilisation rate of the KTCT Park was relatively low due to inconvenient transport. He hoped that the department would explore ways to boost the utilisation rate; and (e) he requested for a clarification of the remarks just made by Professor CHENG that Hong Kong people were cultureless because cultural issues were related to the LCSD.

42. **Mr Tony NG** hoped that the LCSD would plant more trees in Kowloon City District for the purposes of promoting greening and providing shades against heat under hot weather. Moreover, he indicated that he had written to the department earlier to request for the planting of trees along sections of Chung Hau Street without trees. He urged the department to take follow-up actions actively.

43. **Ms Michelle LI, Director of Leisure and Cultural Services** gave a consolidated response, of which the salient points were as follows:

(I) Project Progress

43.1.1 The LCSD would commence the construction of the KTAP, the construction of the waterfront promenade adjacent to the HKCH and the extension of Hoi Sham Park according to priority as soon as possible under the Government's internal resource allocation exercise.

43.1.2 Since the KTAP had not yet completed, the department had provided an access between Kai Ching Estate and Tak Long Estate and carried out greening works at suitable locations after discussion with the Members concerned. If the construction works of the park could not really commence, the LCSD would study measures to further enhance the greening features at the existing locations with the Civil Engineering and Development Department (CEDD). In addition, the department took note of Miss LEUNG Yuen-ting's suggestion of excising part of the park to tie in with the provision of lay-bys for taxis or taxi stands. If there was any space left in the park, the department would consider the suggestion actively at the design stage

and take follow-up action.

- 43.1.3 Funding had been secured for the engagement of a consultant to prepare the schematic design for the redevelopment of the Kowloon Tsai Swimming Pool, and the consultancy agreement would be effective from July. The LCSD hoped to consult the KCDC as soon as possible.
- 43.1.4 The LCSD would maintain close liaison with the relevant departments to follow up on the provision of an indoor swimming pool and a library in the KTDA.

(II) Pet Gardens

- 43.2.1 Having kept an open mind on the provision of pet gardens, the LCSD had repeatedly explored with the KCDC Members the feasibility of constructing pet gardens at the existing facilities. It was confirmed that a pet garden would be provided in Sheung Shing Street Park.
- 43.2.2 The department had visited the pet garden in Hung Ling Street Sitting-out Area with residents of Royal Peninsula and the Members concerned at night to inspect the noise problem. Apart from advising the users to minimise their noises, the department would also consider actively the need to install noise insulation facilities.
- 43.2.3 The department wished to remind pet owners of their sense of responsibility through education and publicity as well as strengthened cooperation with the KCDC. Prosecution would be used as a last resort.
- 43.2.4 The department was also studying the provision of pet gardens elsewhere such as in Sung Wong Toi Park and in the park to be constructed in the KTDA.

(III) Public Libraries

- 43.3.1 According to the HKPSG, one major library, one district library, two small libraries and three mobile library stops in Kowloon City District were sufficient to meet the needs of the local population.
- 43.3.2 The Kowloon Public Library had been constructed in the early years. Although its facilities could not be comparable to those of new libraries, it had already built up a sizable collection. Given its proximity to schools and universities, it also had a diverse collection of reference books. As for whether the library should be reprovisioned in the KTDA, the LCSD would continue to listen to the views of local stakeholders and Members with an open mind.
- 43.3.3 As online reading had gained popularity among young people, the recently launched eBook database had been well received with high patronage. Therefore, both “library with walls” and “library without walls” services would be provided in parallel, and the department would make suitable arrangements as necessary.

(IV) Anti-Mosquito and Anti-Biting Midge Measures

- 43.4.1 The LCSD and the FEHD had conducted joint operations against mosquitoes and biting midges at different venues and facilities recently.
- 43.4.2 Besides cleaning wilted leaves and removing stagnant water daily, the LCSD would also step up anti-mosquito and anti-biting midge efforts at black spots based on the guidelines provided by the Department of Health and the FEHD.

(V) Public Swimming Pools

- 43.5.1 The opening hours of a swimming pool had to be set with reference to its utilisation rate. The AC had also made recommendations on the low utilisation rates of swimming pools under the LCSD during non-swimming season, and requested the department to adjust the opening hours of such swimming pools having regard to cost effectiveness and the principle of value-for-money. Thus, the present opening hours of swimming pools under its management had taken different situations and various aspirations into due consideration.
- 43.5.2 Swimming competitions could be held in the Tai Wan Shan Swimming Pool now. The Kowloon Tsai Swimming Pool could also continue to be used for school competitions upon completion of its redevelopment into an indoor pool.

(VI) Arrangements for Sports Venues and Facilities

- 43.6.1 Equipped with up-to-date facilities, the LCSD's venues were well-received by the public with keen demand during peak hours. The department had improved its booking procedures by cancelling the standby arrangement for soccer pitches, shortening the advance booking period to 10 days, requiring the hirers to produce their identity documents in person for verification before entering the booked facilities, putting those who did not turn up for their booked sessions on record and imposing penalty, so as to curb touting activities. The above measures had started to produce results.
- 43.6.2 Demand for fitness rooms varied from district to district. In some districts, entrance restrictions were even imposed on the usage of fitness rooms during peak hours. The department would continue to enhance its fitness equipment.
- 43.6.3 In Kowloon City District, there was already a dedicated court for handball, albeit not an elite sport. The department would continue to make adjustments as necessary.
- 43.6.4 The CEDD had planned to construct a cycle track of 11 kilometres in length in the KTDA. The LCSD would provide ancillary facilities accordingly.

(VII) Tree Management

- 43.7.1 In support of tree planting, the LCSD had planned to introduce themed greening to turn its parks into spots for flower appreciation.
- 43.7.2 The LCSD would plant more trees for enhanced greening in the KTDA.

43.7.3 The department conducted pruning and examination of trees regularly, especially before the typhoon season. Signs would also be hanged on the trees to be removed to notify the public of the reasons for removal in the hope of enhancing transparency.

44. **The Chairman** was satisfied with the department's plan to increase the number of libraries and swimming pools in Kowloon City District and hoped for the speedy commencement of the extension of Hoi Sham Park and the construction of the KTAP. Moreover, he hoped the department maintain communication with Members and provide information on the conditions of cultural and leisure facilities in the district and the latest progress of its plans.

Confirmation of Minutes of the 3rd Meeting of the KCDC

45. **The Chairman** declared that the minutes of the third meeting were confirmed without amendment.

KCDC —

Revision of the Estimates of the Programme Proposals for 2016-2017 and Funding Application for Organising Community Involvement Activities in the Financial Year of 2016-2017 (KCDC Paper No. 46/16)

46. **The Chairman** suggested discussing Item 5 first as Mr Franco KWOK, District Officer (Kowloon City) had to leave the meeting temporarily for other official engagement. There was no objection.

47. **The Secretary** introduced Paper No. 46/16 at the request of the Chairman. **The Chairman** declared that the revision of the Estimates of the Programme Proposals was unanimously endorsed, and that a funding of \$3,914,546 was endorsed for organising the community involvement activities proposed in the paper.

Signature Project Scheme (Kowloon City District) —

Progress Report on Revitalisation of the Rear Portion of the Cattle Depot and Publicity Programmes (KCDC Paper No. 45/16)

48. **Mr Franco KWOK, District Officer (Kowloon City)** introduced Paper No. 45/16 and reported on the progress of the revitalisation of the rear portion of the Cattle Depot (SPS project) and publicity programmes. In this connection, he expressed gratitude to Members of the last KCDC for their contribution to the project. He pointed out that after the FC of the LegCo had approved the funding application for the SPS project in May this year, the Kowloon City District Office (KCDO) had conducted a heritage impact assessment, applied for Temporary Government Land Allocation, submitted a tree inspection report and etc. with the Architectural Services Department (ArchSD), which was responsible for planning the project, and the other relevant government departments. The ArchSD had completed the detailed design and tender documents for the project and invitation of tenders closing on 29 July 2016 had been gazetted on 17 June this year. The works were expected to commence by the end of this year for completion by the end of 2018. To implement the SPS project, the KCDO was awaiting authorisation from the Financial Services and the Treasury Bureau to

allocate \$9.9 million from the Government's general revenue for meeting the expenses for public engagement and publicity programmes as well as manpower resources. Information and proposed budget of the public engagement and publicity programmes for the year 2016-17 were set out in the Annex to Paper No. 45/16.

49. **Mr LUK King-kwong** said that both the public and Members had commented extensively on the SPS project in the past and hence he enquired if the KCDO would consult the KCDC again on its detailed design and when the actual design would be confirmed. Furthermore, he enquired whether the current expected completion date (i.e. by the end of 2018) was only an optimistic estimate.

50. **Mr KWOK, District Officer** responded that before seeking funding approval from the FC of the LegCo, the KCDO had submitted the detailed design plan of the SPS project to the KCDC for consideration and endorsement in September 2015, and the relevant tender documents had been prepared based on the endorsed design. If Members had other comments on specific details, the KCDO would be glad to listen and convey them to the ArchSD. However, if their suggestions involved major amendments, the KCDO would need to re-consult the KCDC and the ArchSD might need to negotiate with the contractors to amend their works contracts. Besides, according to the estimate of the ArchSD, the construction works of this SPS project would be completed by the end of 2018. The lift installation works at the footbridge adjacent to the Cattle Depot would also be completed in tandem with the project to improve the accessibility to the rear portion of the Cattle Depot.

51. After discussion, Members unanimously supported the above public engagement and publicity programmes. **The Chairman** called upon Members to actively participate in the relevant programmes and promote them to local residents.

Any Other Business

Date of Next Meeting

52. **The Chairman** declared that the next meeting would be held on 15 September 2016, and the deadline for submitting papers would be 31 August 2016. There being no other business, the Chairman adjourned the meeting at 6:05 p.m.

The minutes of this meeting were confirmed on 15 September 2016.

The Chairman

The Secretary

Kowloon City District Council Secretariat
September 2016