

Minutes of the 8th Meeting of the HKSAR Third Term of
Wong Tai Sin District Council
(Summary Translation)

Date: 6.1.2009 (Tuesday)
Time: 2:30 p.m.
Place: Conference Room, Wong Tai Sin District Office,
6/F, Lung Cheung Office Block,
138 Lung Cheung Road,
Wong Tai Sin, Kowloon.

Present:

Chairman:

Mr. LI Tak-hong, MH

Vice-chairman:

Mr. WONG Kam-chi, MH, JP

Wong Tai Sin District Council Members:

Mr. CHAN Lee-shing
Ms. CHAN Man-ki, Maggie
Mr. CHAN On-tai
Mr. CHAN Wai-kwan, Andie
Mr. CHAN Yim-kwong, Joe
Mr. CHOW Ching-lam, Tony, MH
Mr. CHUI Pak-tai
Mr. HO Hon-man
Mr. HO Yin-fai
Mr. HUI Kam-shing
Mr. KAN Chi-ho, BBS, MH
Ms. KWOK Sau-ying
Mr. LAI Wing-ho, Joe
Mr. LAM Man-fai, JP
Dr. LAU Chi-wang, James, JP

Mr. LEE Tat-yan, MH
 Mr. MOK Chung-fai, Rex
 Mr. MOK Kin-wing
 Mr. MOK Ying-fan
 Mr. SHI Lop-tak, MH
 Mr. SO Sik-kin
 Mr. TO Kwan-hang, Andrew
 Mr. WONG Kam-chiu
 Mr. WONG Kwok-tung
 Mr. WONG Kwok-yan
 Mr. WONG Yat-yuk
 Mr. WU Chi-wai, MH
 Mr. YUEN Kwok-keung

Absent with Apologies

Mr. CHOI Luk-sing, MH

In attendance:

Mrs. NG TSE Suk-ying, Ava, JP	Dir of Planning	PlanD) Re: Item III(i)
Mr. YUE Chi-kin, Eric	Dist Planning Offr/Kln	PlanD)
Mr. MAK Chi-biu	Chief Engineer/Kowloon East	CEDD) Re: Item III(ii)
Mr. MOK Pang-ching, Peter	Senior Engineer/2 (Kowloon)	CEDD)
Mr. HO Wai-leuk	Associate Director	Maunsell Consultants Asia Ltd)
Mr. HUI Chung-shing, MH, JP	Chairman of Careers Advisory Board	Rehabilitation Advisory Committee) Re: Item III (iii)
Mr. LEE Hong-kong, Hansen	Chairman of Barrier Free Access Committee	Rehabilitation Advisory Committee)
Ms. WONG Ngai-lui, Elia	AS for Labour & Welfare	LWB)

Mrs. Teresa WONG	DO (WTS)	WTSDO
Mr. David Michael GUNTON	District Commander (WTS)	HKPF
Mr. MA Kam-chuen	Ch Mgr/M (KE)	HD
Ms. WONG Sin-ying, Grace	ADSWO (WTS/SK)1	SWD
Mr. AU Siu-fung, Kelvin	Sr Transp Offr/ WTS	TD
Mr. WONG Wai-wan	Dist Env Hygiene Supt(WTS)	FEHD
Ms. YAU Lai-se, Lizzy	Dist Leisure Mgr (WTS)	LCSD
Mr. Patrick CHUNG	SEO (DM)	WTSDO
Mr. TING Tin-sang	SLO 1	WTSDO
Miss. Shirley WU	SLO 2	WTSDO
Mr. Nathan YAM	EOI (DC)	WTSDO

Secretary:

Mrs. Teresa SOH	SEO (DC)	WTSDO
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Opening Remarks

The Chairman welcomed everyone to the eighth meeting of the Wong Tai Sin District Council (WTSDC), and introduced Mr. YUEN Kwok-keung, the new District Council Member. Mr. YUEN was elected as WTSDC Member in the by-election for Tsz Wan West Constituency held on 30 November last year.

2. Mr. CHOI Luk-sing, MH, was absent from the meeting due to illness. He had made an application for absence to the Secretariat before the meeting. Members endorsed his absence from the meeting in accordance with the Standing Orders.

3. The Chairman welcomed Ms. YAU Lai-se, Lizzy, the new District Leisure Manager (Wong Tai Sin) of the Leisure and Cultural Services Department (LCSD). Ms. YAU Lai-se, Lizzy had taken over the post of Mr. WONG Kin-chung who had been transferred. He also welcomed Mr. AU Siu-fung, Kelvin, the Senior Transport Officer of the Transport Department (TD) who took over the post of Mr. LAU Kin-kwok, who had

been transferred. The meeting endorsed the vote of thanks given to Mr. WONG Kin-chung and Mr. LAU Kin-kwok for their contributions given to WTSDC in the past. The Chairman also welcomed Ms. WONG Sin-ying, Grace, Assistant District Social Welfare Officer (Wong Tai Sin/Sai Kung) who attended today's meeting on behalf of Miss. Cecilla LI, District Social Welfare Officer (Wong Tai Sin/Sai Kung) who was on leave.

4. The Chairman welcomed representatives of the Planning Department (PlanD) who attended the meeting for agenda item (III)(i), as for other Government representatives who attended the meeting for other agenda items, they would be introduced when coming to the related agenda items:

- (i) Mrs. NG TSE Suk-ying, Director of Planning
Ava, JP
- (ii) Mr. YUE Chi-kin, Eric District Planning Officer
/Kowloon

4. The Chairman informed Members that the proposed time schedule for discussion of agenda items of the eighth meeting had been put on table for Members' reference. Members raised no objection to the proposed time schedule for discussion.

I Confirmation of the Minutes of the 7th Meeting of WTSDC on 18.11.2008

6. Mr. CHAN On-tai made the following proposed amendments to paragraph 18 of pages 12-13 and paragraph 93 of page 44. The Secretariat had submitted the loose-leaf amendments on table:

The original version of paragraph 18 was:

“Mr. CHAN On-tai criticised that HCVPS was not the panacea to the problem. As health care cost was continuously on the rise and so he was worried that the launch of HCVPS would only make the Government bear excessive burden. Therefore, he suggested that the Government should tackle the problem at source and enhance the understanding of the public about body care and early prevention of illness. He concluded by saying that the Government should promote health education so that the public might know how to have good health, which was the solution to solve the problem.

It was amended as:

“Mr. CHAN On-tai considered that the focus of healthcare services was on prevention, and HCVPS was not the panacea to the problem. In view of gradual population ageing, the Government might not be able to bear the full healthcare cost. Therefore, he suggested that the Government should instil the knowledge of body care to the public. He concluded by saying that the Hospital Authority and DH should implement healthcare prevention services. He said that this policy was the solution to all healthcare problems economically.”

The original version of paragraph 93 was:

“He suggested that hot water be provided to residents through heat exchange plant to expedite the recovery of cost.”

It was amended as:

“He suggested that the heat generated from the chilling process could be collected through heat exchange plant and changed to hot water for residents. Fees would be levied on the residents for the use of hot water, thus expediting the recovery of cost.”

7. The 7th meeting of WTSDC held on 18 November 2008 were confirmed after the amendment was endorsed.

II Matters Arising from the 7th Meeting of WTSDC
(WTSDC Paper 1/2009)

8. Members noted the paper.

III (i) Work of the Planning Department and Planning Framework for the Wong Tai Sin District
(WTSDC Paper 2/2009)

9. Mrs. NG TSE Suk-ying, Ava, JP, Director of Planning, introduced the work of the Planning Department (PlanD) with audio-visual aid, the highlights were as follows:

- (i) PlanD was under the auspices of the Development Bureau (DEVB), and it was mainly responsible for formulating territorial planning and development strategies; preparing various types of statutory and departmental town plans at the district level; the latter one was closely related to the daily work of DC;
- (ii) Territorial planning: the Territory Planning Branch under

PlanD was mainly responsible for the study and review of overall planning in the territory, as well as the formulation of long-term directions and strategies for overall planning, it included “Hong Kong 2030: Planning Vision and Strategy” and studies relating to cross-boundary transport infrastructure. On the other hand, the Branch would also conduct district improvement plan and review Hong Kong Planning Standards and Guidelines as the reference for drafting the plan and studying development proposals.

- (iii) District Planning: The District Planning Branch under PlanD was mainly responsible for district planning work and enforcing planning control in the rural areas of the New Territories. District planning work was mainly taken up by six District Planning Offices under the Branch, which were mainly responsible for preparing detailed town plans (statutory plans and departmental plans) for their respective districts, studying land use, development parameters, building heights and density so as to achieve a balanced development for the district;
- (iv) PlanD also functioned as the executive arm of the Town Planning Board (TPB). It was responsible for providing technical support, preparing plans and bringing up proposals for the examination of TPB. PlanD would also prepare statutory plans in accordance with “Town Planning Ordinance” and process all planning applications.
- (v) Public participation:
 - (a) PlanD had always been people-oriented. They encouraged public participation in planning work, coordinated the appeals of different parties and achieved public consensus through open and transparent working procedures;
 - (b) DCs also acted as the bridge between districts and Government departments and their conciliatory roles were important in planning study. Representatives of PlanD would attend the meetings of DCs and their committees on a regular basis to collect public’s views in the districts,

report planning progress and provide planning proposals for district projects;

- (c) “The Town Planning (Amendment) Ordinance 2004” came into effect in June 2005. It aimed at encouraging public participation and increasing the transparency of the planning application system;
 - (d) Developed or revised Outline Zoning Plans (OZP) would be published in the newspapers and displayed in the District Offices. PlanD would introduce the revised plans to District Councils and related area committees. Public could also submit their views to TPB by person, mail, fax, internet or e-mail. To collect public’s views more extensively, applicants could attend the hearings of TPB and read the related meetings’ minutes;
 - (e) All the planning applications would be made known to the public through newspapers and notices. PlanD would post up notices at applied sites and consult DCs, area committees, statutory organisations in the vicinity and residents’ organisations in writing. PlanD would provide synopsis of applications, location maps and opinion forms for the public to give their views relating to planning applications within the three-week statutory consultation period; and
 - (f) PlanD was actively implementing outreach programmes to enhance public’s understanding of planning and encourage their participation.
- (vi) Planning Framework for the Wong Tai Sin District
- (a) Imposition of building height restrictions: To ensure compatibility with the overall development height profile of the District and to preserve the ridgeline views of the Lion Rock, Tsz Wan Shan and Kowloon Peak from the vantage points at the Quarry Bay Park on Hong Kong Island, PlanD had incorporated building height restrictions in the “Tsz Wan Shan, Diamond Hill and San Po Kong OZP” covering the Wong Tai Sin District, and that

would be implemented in the OZP of Wang Tau Hom, Tung Tau and Ngau Chi Wan by phases;

- (b) Development of the former Tai Hom Chuen site: According to the Shatin to Central Link (SCL) Project announced by the Government, the SCL depot would be situated at the former Tai Hom Chuen site. The MTR Corporation Limited (MTRCL) had commissioned a consultant company to study the depot and the land use of its superstructure. PlanD would make reference to the results of study and study the way to preserve “Three Treasures of Tai Hom Chuen”. Planning outline would be formulated in alignment with the development of the area;
- (c) Development of the Wong Tai Sin Folk Culture Area: The site lying next to the East of Sik Sik Yuen Wong Tai Sin Temple in the district was reserved for the Wong Tai Sin Temple Extension, Confucian Academy Development, Podium Landscaped Garden (with public transport termini for mini-buses and taxis), landscaped open space and site for community facilities;
- (d) Planning for the connection of the pedestrian links in San Po Kong and Kai Tak Development: The pedestrian links in San Po Kong District and Kai Tak Development would be connected by a series of underground shopping centres, landscaped podiums and footbridges. The Civil Engineering and Development Department (CEDD) had commissioned a consultancy study entitled “Kai Tak Development-Engineering Review” which included a detailed engineering feasibility study for the abovementioned pedestrian links and an environmental impact assessment. The review would be completed in 2010.

Mrs. NG TSE Suk-ying concluded that the Wong Tai Sin district featured a blend of old and new, thus posing new challenges for and bringing new opportunities to the work of the town planners. PlanD would revitalise the local landscape and rationalise linkages for linking Wong Tai Sin and

new development areas. Town planning was an on-going process and PlanD would continue to liaise with the District Council in the planning review, to encourage community participation and ensure that the proposed plan could cope with the needs of the community.

(Ms. CHAN Man-ki, Maggie arrived at the meeting at 2:50pm, Mr. LAI Wing-ho, Joe arrived at the meeting at 2:55pm.)

10. Mr. LAM Man-fai, JP expressed his views towards planning development in Wong Tai Sin:

- (i) Requesting that the land east of Wong Tai Sin Temple would be developed into Wong Tai Sin Folk Culture Area so as to promote local tourism and create job opportunities. He also requested that PlanD provided specific options and development schedule for traffic interchange planned long time ago, and incorporated the adjoining older sites into the long term planning of the district; and
- (ii) “Three Treasures in Tai Hom Chuen” was classified as grade II and III historical buildings by Antiquities and Monuments Office. They exhibited the collective memory of residents in the district. He hoped that PlanD could fulfil their promises, keep historical buildings well and develop characteristic architecture like Wong Tai Sin Temple and Chi Lin Nunnery. He raised no objection to building depot there, but it should be developed underground to avoid destroying historical relics.

11. Mr. SO Sik-kin commented that although Kai Tak Airport had been relocated for many years, no specific options were in place for its development. He hoped that PlanD could provide finalised schedules for different works projects, and increase job opportunities apart from implementing works projects for promoting the economy.

12. Mr. CHAN On-tai raised the following views, including:

- (i) Developing former site of Kai Tak Airport earlier, studying the way to connect the traffic network of Kowloon City, San Po Kong and Kwun Tong so as to ensure smooth traffic for the mutual development of all

districts;

- (ii) Rationalising and revitalising hiking trails leading to Lion Rock Park, increasing barbecue facilities in the Park and lowering the gradient of the site for practising Tai Ji, so that residents could enjoy natural resources in the district comfortably;
- (iii) Reserving land while developing Tsz Wan Shan Escalator System and providing good planning for corresponding connection facilities; and
- (iv) Commencing all works projects as quickly as possible to promote the economy.

13. Mr. MOK Kin-wing said that the subway connecting Choi Hung Estate, Ping Shek Estate, Richland Gardens and Kai Tak Development Area could not access the centre of Kai Tak Development Area, the design was unsatisfactory. Although footbridges and subways in San Po Kong could connect Kai Tak Development Area to promote pedestrian flow, the subway for connecting Choi Hung Estate and Kai Tak Development Area proposed earlier was not mentioned in the paper, he thus hoped to find out if the plan had been shelved, or if there was obstruction owing to the use of the land of the Housing Department (HD). Moreover he queried the necessity of constructing 17 parking lanes for the proposed depot at the former site of Tai Hom Village, and was worried about the gradient of the site. Upon the completion of the depot, a six-metre high wall would be built facing Choi Hung Road, which obstructed the city view, he suggested that the depot be built through settlement.

14. Mr. LEE Tat-yan, MH pointed out that Tai Hom Chuen had been demolished for many years and it still lacked good planning. Former site of Kai Tak Airport had been left vacant for more than ten years and the plan was still in the discussion stage. He urged PlanD to provide the specific information about the said plan to DC as quickly as possible. Being the Member serving San Po Kong, he was concerned with the traffic connection between San Po Kong and Kai Tak Development Area, and reminded PlanD not to neglect the road connection system between Kai Tak Development Area and Wong Tai Sin. If it was decided that underground subway be built in future, PlanD must first assess the loading of the existing roads in San Po Kong; if roads in San Po Kong would be used as the exit of traffic network in Kai Tak Development Area, PlanD must consider widening the existing four-lane Choi Hung Road for diversion.

On the other hand, he reiterated that he had written to PlanD and many Government departments last year relating to objection to constructing public housing in the ex-San Po Kong Flatted Factory Sites to avoid excessive supply of public housing, he hoped that PlanD could take into consideration the views of Members, reconsider other development directions and utilise the site for constructing commercial building or traffic interchange.

15. Mr. WONG Kam-chiu expressed his views relating to the planning development in the district:

- (i) Welcoming the amendment of building height restrictions imposed on “Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan”;
- (ii) The Government was deficient in city planning and supervision, thus leading to the increase in the height and density of buildings, creating walled buildings, and arousing public’s concern. A lot of walled buildings were found in Wong Tai Sin. He suggested that the Government followed the environmental policy of Japan by encouraging rooftop planting in private buildings and improving community environment from the fundamental; and
- (iii) No specific development proposals had been in place for Tai Hom Chuen since its demolition in 2001, this piece of “precious land” had been left vacant for a long time, and resources were wasted. Although the Government had decided to construct the SCL depot at the site, the development direction of its superstructure had not been made known to the public. As the land was not demarcated as “Comprehensive Development Area” (CDA) by PlanD, no building height restrictions had been imposed. He was worried that once buildings were built on top of the depot, the effect of walled buildings would be created, thus affecting the ventilation in the district.

16. Mr. TO Kwan-hang, Andrew was concerned with land development in Tai Hom Chuen. As regards the construction of SCL in the site of Tai Hom Chuen, he reminded PlanD to pay attention to the possible noise pollution caused during construction and study the solution

to the problem once the related report commissioned by the consultant company was available and consult WTSDC about the planning details of the depot site. He suggested that PlanD carried out consultation in fixed terms and in phases, and discussed with WTSDC and local personalities to ensure collection of public opinions at full scale and were people-oriented for community consensus.

(Mr. CHUI Pak-tai arrived at the meeting at 3:30pm.)

17. Ms. CHAN Man-ki, Maggie acknowledged that “Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan” was forward-looking and comprehensive, but commented that the development for Tsz Wan Shan was not substantial. Tsz Wan Shan was built along the slope, with nearly 130,000 persons in population, but the ancillary facilities were far from satisfactory. MTRCL had not constructed Tsz Wan Shan station, road facilities were built at 80’s, disputes always arose over the self-financing pedestrian escalators owing to the cost, which caused great inconvenience to the public. As population ageing was becoming more serious, there should be no delay in improving pedestrian link, as such, she asked PlanD to fix a finalised schedule for Tsz Wan Shan and finalise the works projects as quickly as possible to respond to the appeals of residents. On the other hand, she also requested that PlanD respected the wishes of the public in relation to the conservation of “Three Treasures in Tai Hom Chuen” and aligned with the revitalising conservation for Wong Tai Sin Temple and Confucian Academy.

18. Mr. WU Chi-wai, MH reminded PlanD to note restrictions on plot ratio while developing the building height restrictions to avoid forming other walled building effect as a result of horizontal development of buildings. On the other hand, he remembered that SCL project was proposed during the demolition of Tai Hom Chuen, as a result, the land had been left vacant for many years, and so he hoped that PlanD could make reference to land sale policy and incorporate binding time limit in planning parameters, and require that developers carried out related works within five years, and establish a penalty system to enhance law-abiding effect. PlanD could consider stipulating the temporary use during the planning process and let the public use vacant land without long term planning so as to make the best use of land resources.

19. Mr. SHI Lop-tak, MH agreed to develop the area east of Wong Tai Sin Temple as a tourist site, but was worried that the inadequate parking space for coaches there would adversely affect tourist industries. As a result, he requested PlanD to address the issue in the planning process. Moreover, he suggested turning Kai Tak Development Area into the new

landmark of Hong Kong, which could help promote the economy of Hong Kong.

20. Mr. MOK Ying-fan strongly requested for in-situ conservation of “Three Treasures in Tai Hom Chuen” to truly reflect historical reality and avoid affecting its authentic value once it was relocated to another site. Separate arrangement could be made for the planning of depot. On the other hand, Tung Tau Cottage Area had been demolished for many years, it was now used as temporary carpark and he hoped that PlanD could provide the detailed development plan for Tung Tau Cottage Area.

21. Mr. CHAN Lee-shing pointed out that PlanD neglected the study of transport system in the district and so he enquired about the consultation method relating to the existing planned road network. He also requested PlanD to strengthen the consultation for traffic condition in the district. On the other hand, PlanD should plan the cross-boundary facilities in a flexible manner and he queried if there was still the need to build four to five schools under planning at the land lot at New Clear Water Bay Road in Ngau Chi Wan, near Choi Wan Estate in Kwun Tong. Although the land lot was not under the jurisdiction of WTSDC, with the completion of and residents’ relocation to Choi Ying Estate, the needs of residents in the district should be taken into consideration. PlanD should consult residents of two districts to cope with the need of cross-boundary development. He suggested that part of the said site for building schools be converted to recreational use to alleviate the patronage of Ping Shek Playground.

22. Mr. LAI Wing-ho, Joe considered that the development focus of Wong Tai Sin would be the former site of Tai Hom Chuen, Wong Tai Sin Folk Culture Area and Kai Tak Development Area. However the paper failed to present a forward-looking picture of the development axis of Wong Tai Sin. On the other hand, planning work should be in response to the appeals of the public, as far as Wong Tai Sin was concerned, PlanD should take into account the district ancillary facilities in the vicinity while taking note of conservation, and make good use of the opportunity of developing Kai Tak Development Area to stimulate the development in Wong Tai Sin, Kowloon City and Kwun Tong.

23. Mr. WONG Yat-yuk said that the area behind Lok Wah Street in Tsz Wan Shan and places in the vicinity of Tak Oi Secondary School and Salvation Army William Booth Secondary School was vacant, he asked if TPB and PlanD had any concrete development idea and planning objective for the similar kind of vacant land. He hoped that PlanD could put into practice the objective of planning with the public, incorporate the views of

local personalities and convert the said vacant land as parking space or parking area for motorcycles. He asked what way WTSDC could use to provide advice on the planning of this kind of vacant land to rationalise the consultation for the long term planning of the land in the district.

24. Mrs. NG TSE Suk-ying thanked Members for giving valuable views and consolidated the response as follows:

- (i) As regards planning schedule, as Kai Tak Development Area covered a wide area and so works must be carried out by phases. The priority development included the Cruise Terminal, public housing and Government buildings, other projects would be introduced by the CEDD. In relation to Wong Tai Sin Folk Culture Area, the planning for the related development land and ancillary facilities had been in place. Concerning Confucian Academy Development, works could commence once the signing of deed polls was completed. As for traffic facilities, PlanD had reserved coaches parking space at traffic interchange and sitting-out area to cope with pedestrian flow when planning study was conducted in 2002;
- (ii) As regards the comment made by Members towards the neglect of transport planning in the district, she said that it might be due to the specialisation of work of Government departments. Indeed, the Transport Department (TD) was carrying out a study of traffic network in Wong Tai Sin. PlanD would strengthen the communication with TD, consolidate the data and report related option jointly with TD to WTSDC in due course;
- (iii) In relation to the development of the former site of Tai Hom Chuen, Members generally hoped that the plot ratio of the depot could be reduced, the depot would be built through settlement, more area could be released to cope with the development in the district and “Three Treasures in Tai Hom Chuen” could be conserved properly. PlanD would relay the views to MTRCL and discuss development method. She hoped that WTSDC could be consulted relating to development parameters and details in the second quarter of the year;
- (iv) Those land lots which were for temporary use without

long term planning would be under the jurisdiction of the Lands Department (LandsD). PlanD would relay the views of WTSDC to LandsD. She believed that LandsD would study in great depth the needs of the community and discuss with WTSDC about the feasible option for the temporary site.

- (v) As regards walled buildings in the district, the plot ratio of residential buildings in Kowloon was 7.5, which was lower than that on Hong Kong Island which was 10. She agreed that the height as well as the density of buildings would be taken into account at the same time. PlanD would take into account the spacing between buildings and air path in the district when stipulating building height restrictions. The incorporation of building height restrictions might not lead to the horizontal development of buildings; and
- (vi) PlanD would relay views of Members towards rationalising hiking trails and revitalising park facilities to related Government departments for noting and following up.

25. The Chairman gave thanks to Mrs. NG TSE Suk-ying for giving her responses, he believed that PlanD would seriously consider Members' views and incorporate them in the planning. Should Members have further views on planning, they should be addressed to Director of Planning in writing.

(Mrs. NG TSE Suk-ying, Ava and Mr. YUE Chi-kin, Eric left the meeting at this juncture.)

III (i) Kai Tak Development-Progress of Engineering Review and Detailed Design
(WTSDC Paper 3/2009)

26. The Chairman welcomed Mr. MAK Chi-biu, Chief Engineer/Kowloon East, Civil Engineering and Development Department (CEDD), Mr. MOK Pang-ching, Peter, Senior Engineer/2 (Kowloon), CEDD and Mr. HO Wai-leuk, Peter, Associate Director, Maunsell Consultants Asia Ltd.

27. The Chairman drew Members' attention to the revised version of the annex "Kai Tak Development-Progress of Engineering Review and Detailed Design", which was submitted by CEDD on table.

28. Mr. MAK Chi-biu introduced the latest progress of Kai Tak Development and he would give a reply to the question concerning the arrangement of Kai Tak Development put forward by Members in response to the previous agenda item "Work of the Planning Department and Planning Framework for the Wong Tai Sin District". He firstly introduced the latest progress of Kai Tak Development, the details were as follows:

(i) Background:

The Government once conducted public consultation for Kai Tak Outline Zoning Plan from the end of 2006 to early 2007, and had also consulted the views of Wong Tai Sin District Council. Afterwards, Kai Tak Outline Zoning Plan was approved by Chief Executive in Council on 6 November 2007 and then entered its implementation stage. CEDD commissioned a consultant company in 2007 to carry out feasibility study and environmental impact assessment for Kai Tak Development and conduct preliminary design for infrastructural projects. Decontamination and demolition of former Kai Tak Airport was nearing completion. CEDD had consulted WTSDC on 11 March 2008 relating to PWP item 496CL "Kai Tak Development-Infrastructure at North Apron Area of Kai Tak Airport-Phase 1 Roadworks and Associated Works" and secured its support. CEDD was carrying out detailed design for the said works and would apply to the Legislative Council (LegCo) for funding for commencing the works. Apart from the said project, the Housing Department (HD) would also commence construction of public housing in Kai Tak Development area and provide more job opportunities.

(ii) Summary of Engineering Review:

Kai Tak Development would be conducted on the basis of "no reclamation". CEDD had ascertained the technical feasibility and environmental acceptability of the Kai Tak Development. To eliminate the odour at

Kai Tak Approach Channel and Kwun Tong Typhoon Shelter, bio-remediation would be adopted to treat polluted sediments deposited at Kai Tak Approach Channel and form a 600m opening at the northern section of former runway and revitalize sewerage system in the vicinity of Kai Tak to improve water circulation at Kai Tak Approach Channel. No reclamation would be involved in the said works. CEDD had submitted Environmental Impact Assessment (EIA) report to Environmental Protection Department (EPD) for approval. The report was now available for display and it would be submitted to Advisory Council on the Environment for vetting. With the approval of EPD, works could be carried out on the basis of “no reclamation”.

- (iii) Proposal on Detailed Design Work:
Upon the endorsement of EIA report, CEDD would apply to Finance Committee of LegCo in mid 2009 for funding application for commissioning consultant company, carrying out site investigation and detailed design for PWP item 465CL “Kai Tak Development-Kai Tak Approach Channel and Kwun Tong Typhoon Shelter Improvement Works”, PWP item 702 CL “Kai Tak Development-Remaining Infrastructure Works for Developments at the Former Runway” and PWP item 785 TH “Trunk Road T2”.

- (iv) Traffic Arrangement for Connecting Kai Tak and Wong Tai Sin:

Ancillary facilities for pedestrian and traffic flow would be taken into account, pedestrian system connecting Kai Tak and Wong Tai Sin would be strengthened, and Prince Edward Road East would be used as the trunk road for connecting Kai Tak and San Po Kong. Upon the completion of Central Kowloon Route, vehicles traveling to Kowloon West, Kowloon East and Tseung Kwan O would be diverted, thus reducing the traffic load of Prince Edward Road and Lung Cheung Road and alleviating the traffic pressure of Wong Tai Sin.

29. Mr. HO Wai-leuk introduced the details of the engineering review and detailed design of Kai Tak Development with powerpoint:

- (i) Kai Tak Outline Zoning Plan was approved on 6 November 2007 with an area of about 323 hectares, accommodating about 85,000 and creating about 84,000 jobs.
- (ii) Main Development Projects in Kai Tak:
Development items of the northern part of Kai Tak included Government Offices, substation of SCL, public housing, Sung Wong Toi Park, Multi-purpose Stadium Complex, Metro Park would be constructed in the middle part of Kai Tak, and Tourist Centre, Runway Park and Cruise Terminal would be constructed in the southern part.
- (iii) Engineering Study for Kai Tak Development:
CEDD had completed a few technical assessments for “Kai Tak Outline Zoning Plan”. EIA report of Kai Tak Development would be displayed for public access from 9 December 2008 to 7 January 2009 in response to the request of EPD.
- (iv) Odour of Kai Tak Nullah:
CEDD would adopt three-pronged approach to solve the odour problem at Kai Tak Approach Channel and Kwun Tong Typhoon Shelter on the basis of “no reclamation”, it included reconstructing Kai Tak Nullah at old apron and intercepting sewage to eliminate the odour source at Kai Tak Nullah and culvert at Jordon Valley near the existing outfall; carrying out partial maintenance and dredging at Kai Tak Approach Channel and forming a 600m opening at the northern section of old runway to improve water circulation at Kai Tak Approach Channel, and adopting bio-remediation to treat the sediments at Kai Tak Approach Channel and Kwun Tong Typhoon Shelter.
- (v) Conserving Longin Bridge Archeological Site: EIA report suggested that archeological site of Longin Bridge be kept at the original site. As its relics was still being excavated, how to conserve it was still being

discussed among PlanD and Antiquities and Monuments Office.

- (vi) **Road Network under Kai Tak Development:**
Traffic impact assessment for the planned network of Kai Tak had been completed. The scope of assessment included Central Kowloon Route, Trunk Road T2, district distributor and local road. The report showed that it was technically feasible to construct the road. To strengthen the connection between Kai Tak and neighbouring areas, CEDD would carry out detailed design for the road network.
- (vii) **Pedestrian Link:**
It was planned that subways and footbridges would be built to cross Prince Edward Road, Kwun Tong Road and Kai Fuk Road. Footbridges would be built to connect Kai Tak and Tung Tau Estate, San Po Kong, Rhythm Garden, Choi Hung Estate and Kowloon Bay.
- (viii) **Advance Works:**
Advanceworks of the northern part of Kai Tak would mainly align with the development of public housing and Kai Tak Government Offices. As regards the advance works for the southern part of Kai Tak, it mainly aligned with the construction of Cruise Terminal and Runway Park.
- (ix) **The Design of Kai Tak River in Kai Tak Development:**
There were three sections of Kai Tak River in Kai Tak Development, the section near the commercial area would be more vibrant, the section near Station Square would align with the design of Station Square; the section near the residential area would have more historical colour.
- (x) **Proposed Detailed Design:**
CEDD intended to apply to the Finance Committee of LegCo for funding allocation in mid 2009 relating to the works projects mentioned below:
 - (a) PWP Item No 465 CL “Kai Tak Development-Kai Tak Approach Channel and Kwun Tong Typhoon Shelter Improvement

Works” (eliminating odour of Kai Tak Nullah);

- (b) PWP Item No 702CL “Kai Tak Development-Remaining Infrastructure Works for Developments at the Former Runway”(constructing roads, footbridges, drainage system, sewerage system, amenities, and public utilities in Kai Tak Development); and
- (c) PWP Item No 785TH “Trunk Road T2” (constructing Trunk Road T2 and carrying out associated works, constructing Lam Tin Tunnel to connect Central Kowloon Route and Tseung Kwan O)

30. Mr. MAK Chi-biu gave a reply to the questions raised by Members relating to Kai Tak Development in response to the abovementioned agenda “Work of the Planning Department and Planning Framework for the Wong Tai Sin District”, the highlights were as follows:

- (i) **Expediting the Commencement of Works:**
CEDD hoped that the works projects stated in the paper could be finalized as quickly as possible. With the support of WTSDC, funding application would be made to the Finance Committee of LegCo for commencing the works.
- (ii) **Constructing Subway to Connect Kai Tak and Choi Hung Estate:**
As CEDD received the proposal after Kai Tak Outline Zoning Plan had been approved, as a result, CEDD was carrying out the geological investigation for technical feasibility and consulting the views of residents of Choi Hung Estate. Works progress would be reported to WTSDC in due course.
- (iii) **Traffic arrangement connecting Kai Tak and Wong Tai Sin:**
CEDD would improve the traffic connection between that district and Wong Tai Sin when formulating the detailed design of the road network of Kai Tak.

(iv) Expediting the Neighbouring Community Development:

CEDD would expedite the neighbouring community development through improving the traffic facilities connecting Kai Tak and neighbouring districts.

31. Mr. LAM Man-fai, JP appreciated that Kai Tak Development would be carried out on the basis of “no reclamation”, and the odour emitted from the sediments of Kai Tak Approach Channel would be treated by bio-remediation method, which greatly improved the environment of Kai Tak Nullah. He hoped that CEDD could take the chance to show the achievements of the revitalizing work to the public and share their experience. He also supported the development of lower stream of Kai Tak River in Kai Tak Development, and he hoped that CEDD could carry out amenities work for this section of Kai Tak River, coordinate the amenities work carried out by the Drainage Services Department (DSD) at the upper stream of Kai Tak River in Wong Tai Sin and study how to increase the accessibility of Kai Tak River. He suggested constructing a glass tunnel, like an aquarium, underneath Prince Edward Road East, near Ng Wah Catholic Secondary School to connect upper and lower streams of Kai Tak River. He appreciated that Longin Bridge was one of the relics with historical value, he hoped that CEDD could preserve the relics of Longin Bridge properly, and made it the design axis that connected Nga Tsin Wai Tsuen and Kowloon Walled City Park. It was suggested that Longin Bridge be connected to subway street, so that residents could walk to Shek Ku Lung Road Playground near blocks 22 and 23 of Tung Tau Estate from Longin Bridge through subway street.

32. Mr. CHAN On-tai commented that reclamation should not be carried out near To Kwa Wan Reservoir, which would further narrow down the narrow sea surface. However it was not problematic if reclamation was carried out at Kwun Tong Reservoir. He considered that instead of spending a large sum of money in dredging the mud from that area and carrying out decontamination, he suggested building dams to intercept water and dredging water and sediments, and then building underground carpark in that area, this could be conducive to the development of the traffic facilities in that area.

33. Mr. LAI Wing-ho, Joe said that DAB had consulted views of residents in Wong Tai Sin, and noted a few appeals raised by them. These included the provision of regional hospital in Kai Tak, the stimulation of the development in adjoining area through Kai Tak Development, especially improving the traffic facilities connecting Kai Tak and Wong Tai

Sin, and they were worried if the increase in the population of Kai Tak and regional development would increase the traffic load in Wong Tai Sin

34. Dr. LAU Chi-wang, James, JP requested that CEDD submitted the design for footbridge between southern part of Kai Tak and Kwun Tong, and enquired if the alignment of monorail in Kai Tak would extend to Kwun Tong and San Po Kong.

35. Mr. HO Yin-fai said that the site in Kai Tak had been left vacant for 10 years since the relocation of Kai Tak Airport in 1998. In spite of Hong Kong's prosperity, the fact that there were inadequate cruise piers was inappropriate. On the other hand, traffic facilities in Kai Tak Development should connect with neighbouring area and stimulate the movement of people among districts, thus facilitating a shared development of districts. He requested that CEDD followed up with the connection between Kai Tak and neighbouring districts.

36. Mr. MOK Kin-wing suggested that apart from amenities work at upper and lower streams in Kai Tak, additional stalls, performance and exhibition venues should be installed at Kai Tak Station Square to enhance the economic effectiveness of works. The construction of two public housing estates in Kai Tak would be completed from 2012 to 2013, and footbridge connecting Rhythm Garden in San Po Kong and subway connecting with Choi Hung Estate would be constructed.

37. Mr. SHI Lop-tak commented that Kai Tak Development could stimulate the economic development in Wong Tai Sin and San Po Kong and hoped that CEDD could widen subway connecting Kai Tak and neighbouring area and set up subway shopping street in the tunnel, which could help create job opportunities, and improve law and order in the tunnel.

38. Mr. WU Chi-wai said that Kai Tak Development had entered its planning stage, but the arrangement for monorail was not mentioned in the paper and presentation, he enquired if Kai Tak Development included the works project. On the other hand, the paper mainly introduced public works project for Kai Tak south, and the traffic arrangement for Kai Tak north was not mentioned. He enquired if CEDD had put in place traffic network for the northern part. If this was not in place, he hoped that CEDD could provide schedule for the project. "Golf Course" was found in Kai Tak south originally zoned as Runway Park and Cruise Terminal, he asked CEDD to explain if there was a change in the planning of the land use.

39. Mr. MOK Ying-fan considered that it would be suitable to build cycling path in the district and Kai Tak could be developed into sports development area. He asked if cycling path be built in Kai Tak area and its location.

40. Mr. SO Sik-kin said that PlanD and CEDD had consulted public's views about different Kai Tak Development plans for many years, and he supported that CEDD developed detailed design for the project and commenced the works project as quickly as possible.

41. Mr. LEE Tat-yan pointed out that traffic arrangement connecting Kai Tak and Wong Tai Sin had not been accounted for in the paper. As monorail system was included in the Development, he requested that rail be connected with San Po Kong and Kowloon City when the alignment of railway was designed. Coupled with well-established road system, traffic connection between Kai Tak and Wong Tai Sin could be promoted.

42. Mr. MAK Chi-biu noted the support of Members given for early commencement of works and funding application. Mr. MAK made a consolidated response to enquiries of all Members:

- (i) Connection between Upper and Lower Streams of Kai Tak River:
CEDD had communicated with DSD relating to the works and would report the progress to WTSDC in future.
- (ii) Conserving the Archaeological Site of Longin Bridge:
CEDD suggested that the archaeological site of Longin Bridge be conserved at the original site. As the relics of Longin Bridge were still under excavation, CEDD would discuss the conservation with Development Bureau (DEVB) and Antiquities and Monuments Office and would consult Public's views relating to the arrangement.
- (iii) Eliminating the Odour of Kai Tak Approach Channel:
Dredging was not required as the option was carried out on the basis of "no reclamation".
- (iv) Constructing Regional Hospital:
Land had been reserved in Kai Tak Development for building hospital, the said project would be studied by the Food and Health Bureau (FHB).

- (v) **Constructing Monorail:**
CEDD was studying different kinds of options for connecting monorail with neighbouring areas, so that economic development could be stimulated. No definite option had been fixed yet.
- (vi) **Inclusion of Commercial Element to the Buildings on the two sides of Kai Tak River:**
Café and coffee shops would be accommodated on two sides of Kai Tak River, and public area would be set up in Station Square for performance and other activities.
- (vii) **Design of Old North Apron of Kai Tak:**
CEDD had consulted the views of WTSDC relating to roads works and related facilities in March 2008, as a result, the information about the design was not reported in the paper.
- (viii) **Constructing Monorail:**
Monorail would be built in the open space and in the waterfront promenade, CEDD would discuss it with the Leisure and Cultural Services Department (LCSD) to finalise the construction of monorail.

43. The Chairman concluded that WTSDC noted the latest progress of the engineering review and detailed design of Kai Tak Development, and supported CEDD to submit funding application to LegCo for the said three works projects to commence the associated detailed design. He hoped that CEDD would note the views of Members towards the proposal relating to the traffic arrangement for connecting Kai Tak and Wong Tai Sin, and a few projects for diverting pedestrian flow not incorporated in Outline Zoning Plan, including subway connecting Kai Tak and Choi Hung Estate, subway connecting Kai Tak underground city and Tung Tau Estate Blocks 22 and 23 and carriageway crossing Prince Edward Road. He hoped that CEDD could report the feasibility and progress of the said projects to WTSDC and consult Members' views.

(Mr. MAK Chi-biu; Mr. MOK Pang-ching, Peter; Mr. HO Wai-leuk; Mr. CHAN LEE-shing; Mr. LAM Man-fai and Mr. MOK Kin-wing left the meeting at this juncture.)

(The Chairman announced a 15-minute break at this juncture.)

III (iii) Building Inclusive Society-Supporting the Full Integration of Persons with Disabilities into the Community
(WTSDC Paper 4/2009)

44. The Chairman welcomed representatives of Rehabilitation Advisory Committee and Labour and Welfare Bureau (LWB) who attended the meeting for this agenda, including Mr. HUI Chung-shing, MH, JP, the Chairman of Careers Advisory Board; Mr. LEE Hong-kong, Hansen, the Chairman of Sub-committee on Access and Ms. WONG Ngai-lui, Elia, Assistant Secretary for Labour and Welfare.

45. Ms. WONG Ngai-lui, Elia gave thanks to WTSDC for supporting the provision of rehabilitation facilities in the district and encouraging the establishment of an inclusive society. The purpose of the briefing was to enhance further collaboration with Members on rehabilitation service. Rehabilitation Advisory Committee (RAC) was appointed by the Chief Executive and its main task was to provide advice on rehabilitation service to the Government. Members were not civil servants, but they were professionals from different sectors who provided voluntary services to the Committee. As people with disabilities were resilient and were also capable to contribute to the society, the future working direction of RAC would focus on partnership, instead of providing one-sided service to people with disabilities solely from the Government.

46. Mr. HUI Chung-shing, MH, JP said that he hoped to achieve cross-sectoral and cross-regional cooperation through persistent partnership of all sectors, and pool the regional strength to build an inclusive society. He introduced paper no 4/2009, “Building Inclusive Society-Supporting the Full Integration of Persons with Disabilities into the Community”, his highlights were as follows:

- (i) Rehabilitation Policy in Hong Kong:
The rehabilitation policy in Hong Kong emphasized the exploration of the potentialities of people with disabilities, rather than exaggerating their disabilities; meanwhile, facilities would also be provided for people with disabilities, for example, barrier free access so that they could integrate in the society, enjoy free movement and equal opportunities.
- (ii) “Disability Discrimination Ordinance”
“Disability Discrimination Ordinance” implemented in Hong Kong could be treated as the last line of defense.

We should study how to protect the rights and freedom of people with disabilities in working, accommodation, education, and access, not the punishment for contravening the ordinance.

- (iii) “Hong Kong Rehabilitation Programme Plan 2007”
RAC developed “Hong Kong Rehabilitation Programme Plan 2007” in 2007, with roughly 12 directions. RAC had introduced the plan to different sectors, organisations and associations. WTSDC was the 17th DC which RAC visited. It was hoped that a more friendly and comprehensive working relationship could be established with WTSDC.
- (iv) Strategic Objectives of the Service Development:
The development of rehabilitation services aimed at promoting cross-sectoral collaboration in providing a barrier-free environment and diversified services for persons with disabilities so as to facilitate their integration into the community. Apart from assisting people with disabilities to integrate in the community, care should also be given to people with disabilities and their carers and both of them should also be empowered. It was hoped that through making best use of the capabilities of people with disabilities, they could become valuable social capital, and the adverse comments given to people with disabilities could be changed.
- (v) Rehabilitation service development comprised the following 12 directions:
 - (a) Prevention and Identification:
It included how to define people with disabilities and how to promote prevention of disabilities to all sectors;
 - (b) Medical Rehabilitation:
Providing medical care for people with disabilities;
 - (c) Pre-school Training:
Strengthening the training for children with disabilities and solving their problems in integrating into daily lives as early as possible;

- (d) Education:
Assisting people with disabilities who were ready for schooling to receive education;
- (e) Employment and Vocational Rehabilitation:
People with disabilities were facing greater employment problems than those able-bodied people. Vocational training, rehabilitation training and employment opportunities could be provided for people with disabilities, in the hope that they could stand on their own feet, find the development directions and establish correct value of judgement;
- (f) Residential Care:
Some people with disabilities needed holistic care and so there was a need to provide residential care for them;
- (g) Day Care and Community Support:
Day care and community support would be provided to some persons with disabilities who had family care and who could integrate in the community more easily. Services centres would be situated near their homes;
- (h) Development of Self-help Organisations:
Encouraging the development of self-help organisations, and the strength of non-governmental organisations, small groups and self-help groups would also be pooled to establish a harmonious society;
- (i) Access and Transport:
Special traffic and access facilities would be provided to facilitate people with disabilities;
- (j) Application of Information and Communications Technologies(ICT):
With the advanced ICT development, it was hoped that more platforms and opportunities could be provided for people with disabilities to help them give full play to their potentialities. Indeed, people with disabilities, or even blind people, were

also capable in using ICT;

(k) Recreational and Cultural Activities:

Apart from work, recreational and cultural activities were also important in helping people with disabilities integrate in the society. It was hoped that more recreational and cultural activities could be arranged for able-bodied and people with disabilities; and

(l) Public Education:

In recent years, public education had become more popular in Hong Kong, and the general public had some knowledge about rehabilitation services, however there was still a long road to go. RAC hoped that through public education, people with disabilities could really integrate into the community.

(vi) Expectation towards DC:

Promoting the integration of people with disabilities into the community relied on the joint effort of the community, and it could not solely rely on the Government to implement it. DC had a better understanding about the livelihood of people, RAC hoped to cooperate with DC to have a deeper understanding of the needs of people with disabilities, so as to give suitable support. RAC suggested adopting the following ways to promote the integration of people with disabilities into the society:

(a) Day Care and Community Support:

Day care and community support played an important role in helping people with disabilities integrate into the society. RAC hoped that DC Members could provide different recreational facilities at suitable locations in their constituencies. Residential care would be provided to those people with disabilities who could not live independently and to whom their family members could not give proper care. The day care centres must be situated in the district, otherwise, the significance of providing community support would be lost. Finding suitable place in the district to provide all

kinds of rehabilitation services was important, as it could strengthen people-oriented services and provide one-stop service for people with disabilities.

- (b) **Community Self-help Network:**
Establishing community self-help network could help people with disabilities integrate in the community. It was hoped that DC could increase its publicity in the district and provide chances for people with disabilities to integrate in the community self-help network;
- (c) **Barrier-free access:**
In a barrier-free environment, people with disabilities could have free access without the need of assistance from others, which was essential in promoting people with disabilities integrate in the society. Also, RAC hoped that Members could pay attention to and improving the community facilities for people with disabilities to use. Some restaurants were exquisitely decorated, but the rights of people with disabilities in using them were neglected, which was inappropriate. It was suggested that publicity education be strengthened, that people had deeper knowledge about barrier free access, and accepted it as part of their lives.
- (d) **Promoting the Employment of People with Disabilities:**
Nowadays, the community emphasized corporate responsibility and if the enterprises could implement open policy by employing people with disabilities, a positive corporate image could be established. Moreover, it was hoped that the enterprises could adopt open attitude to employ people with disabilities. People-oriented spirit should be enhanced, so that people with disabilities would not lose the opportunity of being employed;
- (e) **Employing People with Disabilities on Probation:**
Enterprises should provide training opportunities for people with disabilities. Selective Placement Division of the Labour Department provided

one-stop employment services, and assisted organisations in finding people with disabilities who had the required skills and arranging for probation. RAC encouraged enterprises to employ people with disabilities, and they would be formally employed if they had satisfactory performances.

(f) Supporting Social Enterprises:

Apart from employing people with disabilities, the public could also patronize the social enterprises operated by rehabilitation organisations, which directly promoted people with disabilities to get employment. The proceeds of the social enterprises would be used on people with disabilities, instead of being used as the money award for the responsible person of social enterprises. Products of social enterprises needed to be competitive. In recent years, Marketing Consultancy Office (Rehabilitation) had been set up under the Social Welfare Department (SWD) to instill commercial element in the social enterprises, so that they could provide quality products and services with cheap price;

(g) Providing Barrier-free Access in the Working Environment:

To set up a barrier-free environment, it was inevitable to install or alter part of the facilities. The Government provided funding to assist employers in improving the environment and facilities to facilitate people with disabilities; and

(h) Accepting and encouraging people with disabilities to participate in community activities:

It was important to promote the integration of people with disabilities in the community. Inclusive activities should be organized. People with disabilities should also be allowed to organize activities, and encouraged to join the mainstream activities. Also, people with disabilities could also provide services on a voluntary basis. They might not necessarily be the service recipients, they could also be service providers once they were given the chances.

47. Mr. HUI added that RAC had organized inclusive activities in the past, which had secured the support of DCs, especially WTSDC who had given great support. RAC and LWB would continue to cooperate together with WTSDC, establish sustainable partnership, deepen the awareness of inclusion, and establish a harmonious, inclusive and caring society for the welfare of the district and the territory.

48. The Chairman thanked Mr. HUI for his detailed presentation and pledges. He said that WTSDC and Members had always been concerned with the needs of people with disabilities and given adequate support, for example, giving support to funding applications from organisations for people with disabilities, and increasing funding allocation to “International Day of Disabled Persons”, so that the activities would be held in a smoother and satisfactory manner. Members took the initiative to care for the needs of people with disabilities and provide a lot of advice relating to the establishment of barrier-free access in the works project. The related works had commenced accordingly, and he hoped that the said works project could be helpful to people with disabilities upon the completion of works.

49. The Chairman said that a paper (annex 1) submitted by the 10 DC Members of DAB Wong Tai Sin Branch was put on table. Before other Members gave their views, Mr. YUEN Kwok-keung would present the paper on behalf of other Members.

(Mr. CHUI Pak-tai left the meeting at 5:00 pm.)

50. Mr. YUEN Kwok-keung spoke on behalf of other nine WTSDC Members of DAB, including Mr. KAN Chi-ho, Mr. LI Tak-hong, Mr. HO Yin-fai, Ms. CHAN Man-ki, Maggie, Mr. LAI Wing-ho, Joe, Mr. LAM Man-fai, Mr. HO Hon-man, Mr. MOK Kin-wing and Mr. WONG Kwok-yan, and introduced the highlights of paper (annex 1). He said that DAB had always been paying attention to assisting people with disabilities to integrate in the community, and to establish a harmonious society and “a society for all”. They put forward the following seven suggestions relating to the topic:

- (i) As a great shareholder of MTRCL, the Government should make use of its influence and put into practice the fare concessions for people with disabilities;
- (ii) The Government must put forward specific options and

implementation schedules relating to fare concessions for people with disabilities in a short time;

- (iii) The Government must provide additional resources to improve Rehabus services in full scale, especially providing enhanced Rehabus services for people with disabilities who lived in remote areas and new towns; on the other hand, to help people with disabilities integrate in the community better, the Government should also greatly encourage people with disabilities to use public transport, which could minimize the discrimination of people against people with disabilities;
- (iv) Legislation could be enacted requiring that a certain percentage of people with disabilities be employed by enterprises so that they could contribute themselves to the society and give full play to their potentialities;
- (v) Setting up an “Incentive Fund for Employment of People with Disabilities” that supported the operation of the system. If the enterprises could meet the said requirement, they could receive tax concessions. If the number of people employed exceeded the said statutory requirement, a sum of money would be allocated from the fund to assist the enterprises in installing additional facilities for employees with disabilities.
- (vi) Setting up well-established training organisations to enhance the working skills of people with disabilities and increase their competitiveness; and
- (vii) Setting up barrier-free access in the community to promote the improvement of community facilities, including public area and shop premises for the easy access of people with disabilities.

51. Mr. TO Kwan-hang, Andrew supported the advocacy put forward by RAC for “a society for all”, giving assistance to people with disabilities to integrate in the society. However there were still deficiencies relating to the direction of RAC services, he put forward the following few specific views in response to the direction of rehabilitation services of RAC:

- (i) **Barrier-free Environment:**
Being one of the great shareholders of MTRCL, the

Government should urge MTRCL to grant fare concessions to people with disabilities and strengthen facilities for barrier-free access;

- (ii) Barrier-free access could not generally be provided in the community, it was thus suggested that Government departments like the Housing Department (HD) took the lead to carry out investigation in all estates, study and implement improvement measures to bring into reality barrier-free environment;
- (iii) In promoting the employment of people with disabilities, it was not a good incentive to enact legislation which required employers to employ a certain percentage of people with disabilities, the effective way to promote employment of people with disabilities was through providing tax concessions or subsidiary to enterprises. The Government played an important role in promoting the employment of people with disabilities, which required not only slogan and direction, but also the actual integration of people with disabilities in the society; and
- (iv) Hong Kong Association of the Deaf in Choi Hung Estate had not received subsidy from the Government over the past one year, although financial and manpower problem was involved, taking into consideration the long history of the association, it was hoped that SWD and related Government departments could give the chance to them so that they could obtain the grant from the Government again and people with disabilities could participate in the community activities.

52. Mr. WONG Kam-chiu supported the assistance given by the Government for the people with disabilities to actively integrate in the society. Recently, many organisations developed social enterprises, in addition, more and more private organisations undertook the responsibility of social enterprises and employed people with disabilities, which increased the employment opportunities of people with disabilities. However Hong Kong was a commercial society, many people with disabilities were unemployed, the Government should give force to subsidise local rehabilitation organisations to develop social enterprises and employ people with disabilities. On the other hand, to assist people with disabilities to integrate in the society, traffic facilities were also important. Although the Government had issued travelling allowance of \$200 each to

people with disabilities receiving Comprehensive Social Security Assistance (CSSA), the traffic expenses of Hong Kong were expensive, which was a great burden to people with disabilities. Earlier, Legislative Councillors had pinpointed the need to improve the traffic facilities for people with disabilities and providing fare concessions to them, the same topic had been endorsed by the Legislative Council (LegCo) for seven times, the Government was still irresponsive. In the long term, the Government should develop traffic policies for people with disabilities, and provide fare concessions for people with disabilities. Being the great shareholders of a number of traffic and transport companies and license issuing organisations, the Government was capable of providing proper care for people with disabilities.

53. Mr. SO Sik-kin commented that no consideration was given to barrier-free facilities in old buildings. Tsui Chuk Garden and Fu Ning Garden lacked adequate funds and it was difficult for them to install barrier-free facilities in the estates. Later, Fu Ning Garden was granted more than \$400 million from HD to install barrier-free facilities, while although Tsui Chuk Garden was not given the grant from HD, they still did their best to install barrier-free access. He hoped that estates in Wong Tai Sin, or even in the territory, could join or participate in installing barrier-free facilities and building an inclusive society for people with disabilities.

54. Mr. CHAN On-tai put forward a few proposals relating to rehabilitation scheme:

- (i) Suggesting that the Government requested all bus companies to install planks on all buses to facilitate people with disabilities to board the buses. On the other hand, it was suggested that ramps be installed at the bus terminus to facilitate people with disabilities to board and alight from buses;
- (ii) The Government should take the lead to provide barrier-free access, a Braille board should be put up at male and female washrooms to prevent visually-impaired people from facing embarrassing situation. The said facilities had been installed in some public area under the management of the Link, and he hoped that the Government would take the lead to provide the said facilities and encourage other private organisations to follow suit;

- (iii) With the increasing number of people using Rehabus, there was no increase in the number of Rehabus. It was thus suggested that the Government increased resources and provided more Rehabuses for people with disabilities to use; and
- (iv) It was suggested that the Government increased resources and held briefings for people with disabilities, illustrated the outstanding talents of people with disabilities and introduced suitable posts for them. It facilitated commercial sector to recruit people and private organisations could recruit suitable people with disabilities.

55. Mr. HUI Kam-shing supported the rehabilitation programme. He was concerned with the implementation and monitoring of the programme, including how to set up regional and central monitoring mechanism relating to all short term and long term measures of the programme.

56. Dr. LAU Chi-wang, James said that barrier-free access must be established in the newly-built private buildings and shops. However, owners would demolish the related facilities once the occupation permit was obtained, which was a waste and an reasonable behaviour. He came into contact with construction sector for many years, and saw that many owners of shop premises were unwilling to set up barrier-free access. He considered that the Government needed to carry out corresponding measures relating to the said situation.

57. Mr. WU Chi-wai put forward the following views relating to rehabilitation programme:

- (i) The option had not stated clearly how the Government would use resources to finalise all programmes and achieve all targets, he was worried that the scheme would not be put into practice shortly owing to resources limitation;
- (ii) There was no specific target for the whole programme. The programme encouraged schools to implement inclusive education and made arrangement for teachers to receive training, however progress of training was not provided and instruction as to how to cope with the needs was not provided, which reflected that the Government

was indecisive in putting into practice the options;

- (iii) The paper stated that people with disabilities could enjoy fare concessions when using the venues of the Leisure and Cultural Services Department, which reflected that the Government had got hold of the demand of people with disabilities, it was suggested that “Octopus for People with Disabilities” be issued to them through existing technology to subsidise their traveling expenses. In comparison with forcing the bus companies to provide fare concessions for people with disabilities, this move could help people with disabilities integrate in the society more easily; and
- (iv) RAC spent two years in carrying out consultation and research, but the programme failed to reflect that the Government was decisive in finalizing the programme.

58. Mr. WONG Kwok-tung said that he had met some people who looked as if they were deaf and dumb sold flowers in the market. He asked how to differentiate the people with disabilities, supported promoting the employment of people with disabilities. He suggested that the Home Affairs Department (HAD) increased the allowance and subsidise DC Members to employ people with disabilities to work in Members’ Offices. As Members’ Office provided comprehensive services, and acted like a small District Office, if Members’ Office could employ people with disabilities as staff, a positive effect could be brought to the community.

59. Ms. KWOK Sau-ying commended the rehabilitation organisations in Wong Tai Sin for their good performance, as a site visit was arranged for people with disabilities by Hong Kong Federation of Handicapped Youth and an investigation report relating to barrier-free access in Wong Tai Sin was issued. WTSDC had discussed the report in meetings and passed the views to HD and the Food and Environmental Hygiene Department (FEHD) for following up. In the meeting of an area committee held several months ago, it was found that some Government departments had not followed up the proposal. She hoped that Government representatives attending the meeting could look squarely at the provision of barrier-free access again.

60. Mr. CHAN Wai-kwan, Andie suggested that the Government provided incentives to employers so as to enhance the employment opportunities of people with disabilities. The Government should take the lead in implementing rehabilitation programme, so that other private

organisations could follow suit.

61. Mr. SHI Lop-tak considered that people with disabilities should be given the chance to give full play to their potentialities, so that they could integrate in the community and contribute to the society. He undertook to urge commercial sector to support the option and ask RAC not to model the example of the Mainland by forcing enterprises to employ people with disabilities.

62. Mr. HUI gave a consolidated response towards the views of Members:

- (i) Careers Advisory Board had conducted a number of discussions and consulted the views of people with disabilities. If it was compulsory that a certain percentage of people with disabilities be employed, they would be labelled as the burden of the enterprises. Whereas, people with disabilities should make the best use of their capabilities to obtain the approval of the public. The Board was visiting different chambers of commerce, social welfare organisations and 18 District Councils(DCs) to encourage them to employ people with disabilities, and hoped that once the number of people with disabilities employed by enterprises was published in the annual report, other enterprises could be attracted to follow suit. The Government also undertook to carry out a series of employment policies. It was hoped that through more civilised way, the enterprises could truly employ people with disabilities;
- (ii) The issue of “Hong Kong Rehabilitation Programme Plan” had no implication that the work of the Board had been completed. Conversely, upon the issue of the Plan, the Board deeply felt the difficulty in implementing the Programme. As such, there was a need to seek support and assistance from various sectors, especially DCs. The successful implementation of the Programme could not solely rely on the voice of the Board, whereas the strength of all sectors must be pooled to obtain the resources required with the support of the society; and
- (iii) He gave thanks to Members for their precious views. He would pass the views of Members to the Board and continue to discuss and publish the report, he asked all

Government departments to coordinate with it.

63. Ms. WONG Ngai-lui, Elia gave a consolidated response as follows:

- (i) LWB would adopt three-pronged measures for the traffic arrangement of people with disabilities, the details were as follows:
 - (a) LWB would increase the number of Rehabus, replace old buses and enhance performance efficiency each year in response to the needs to provide point to point pick-up services for people with disabilities who could not go to work or school by using public transport;
 - (b) Disability allowance aimed at subsidising the daily expenses of people with disabilities, including travelling expenses. No assets test was required.
 - (c) As regards the travelling allowance for people with disabilities launched last year, its purpose was to encourage people with disabilities to participate in more community activities after school or work.

LWB welcomed that public transport operators provided fare concessions to people with disabilities, the Transport and Housing Bureau (THB) would also directly contact public transport operators and promote actively the proposal for fare concessions.

- (ii) SWD and Labour Department (LD) had also issued cash allowance to people with disabilities to assist people with disabilities in seeking employment. For details, reference could be made to the pamphlet issued by Selective Placement Division or telephone enquiries could be made to Regional Offices of LD;
- (iii) As regards how to differentiate genuine people with disabilities and the social enterprises operated by them, reference could be made to the pamphlet issued by Marketing Consultancy Office(Rehabilitation)[MCO(R)] of SWD attached in the paper, and telephone enquiries

could be made to MCO(R) relating to the products and services provided by people with disabilities;

- (iv) SWD was implementing “Enhancing Employment of People with Disabilities through Small Enterprises”. Subsidy would be provided each year to assist rehabilitation organisations in setting up social enterprises and employing more people with disabilities; and
- (v) LWB would monitor the works progress of a series of long term proposals issued in “Hong Kong Rehabilitation Programme Plan” each year, and progress report had been submitted to LegCo last year. This year, RAC would discuss progress of works in different scopes in each regular meetings.

64. Mrs. Teresa WONG provided information to RAC, the highlights were as follows:

- (i) The Government had always taken the lead to employ people with disabilities. The Government would consider the capabilities of people with disabilities when offering employment. If they were capable enough for a post, they would be employed. The Government had set an upper limit relating to the number of people employed. The employment of one staff member with disability would take up one post, and no additional post would be created;
- (ii) Mr. WONG Kwok-tung suggested that the Government increased allowance so that Members could employ people with disabilities to work in their offices. She said that DC Members could use Operating Expenses Allowances given to them to employ people with disabilities; and
- (iii) WTSDC and the Wong Tai Sin District Office (WTSDO) had always been using the services provided by social enterprises operated by people with disabilities, for example, the souvenirs issued for the celebration of 10th Anniversary of HKSAR was designed and manufactured by Hong Kong Federation of Handicapped

Youth. On the other hand, WTSDO always purchased the floral products made by Flower Workshop to support the development of social enterprises operated by people with disabilities.

(Mr. SHI Lop-tak left the meeting at 5:35pm.)

65. The Chairman thanked representatives of RAC and LWB for attending the meeting and said that if Members had further views towards the plan of RAC, they could directly contact RAC Members and LWB.

(Mr. HUI Chung-shing, Ms. WONG Ngai-lui, Elia and Mr. LEE Hong-kong, Hansen left the meeting at this juncture.)

III (iv) Changes in the Membership of the Committees under the Wong Tai Sin District Council
(WTSDC Paper 5/2009)

66. The Secretary introduced the paper. As Mr. MOK Kin-wing and Mr. CHOI Luk-shing illustrated their participation in the committees in writing after WTSDC had issued the papers, the Secretariat had put the related letters and the updated list of WTSDC Members on table. Members endorsed the updated Members' list in all committees submitted on table. The updated list would come into effect on 7 January 2009.

IV. Progress Reports

(i) Progress Report of the 7th Meeting of the Community Building and Social Services Committee held on 25.11.2008
(WTSDC Paper 6/2009)

67. Members noted the paper.

(ii) Progress Report of the 7th Meeting of the District Facilities Management Committee held on 2.12.2008 and Progress Report of the Special Meeting of District Minor Works held on 11.12.2008
(WTSDC Paper 7/2009)

68. Members noted the paper.

(iii) Progress Report of the 7th Meeting of the Traffic and Transport Committee held on 9.12.2008
(WTSDC Paper 8/2009)

69. Members noted the paper.

- (iv) Progress Report of the 7th Meeting of the Finance, General and Economic Affairs Committee held on 16.12.2008
(WTSDC Paper 9/2009)

70. Members noted the paper.

- (v) Progress Report of the 6th Meeting of the Housing Committee held on 23.12.2008
(WTSDC Paper 10/2009)

71. Members noted the paper.

- (vi) Progress Report of the 7th Meeting of the Food and Environmental Hygiene Committee held on 30.12.2008 (On table)
(WTSDC Paper 11/2009)

72. Members noted the paper.

- (vii) Progress Report of the Meeting of the Working Group on Government and Public Utilities Works Projects held on 27.11.2008
(WTSDC Paper 12/2009)

73. Members noted the paper.

- (viii) Progress Report of the Meeting of the Wong Tai Sin District Management Committee held on 11.12.2008
(WTSDC Paper 13/2009)

74. Members noted the paper.

V. Date of Next Meeting

75. The 9th meeting of WTSDC would be held on 10.3.2009 (Tuesday) at 2:30pm. The Chairman and Vice-chairman would treat all Members and representatives of Government departments to a dinner banquet after the meeting. Place and details of the banquet would be announced in due

course. WTSDC Members and representatives of Government departments were cordially invited to attend it.

76. There being no other business, the meeting adjourned at 5:35pm.

Wong Tai Sin District Council Secretariat Ref: WTSDC 13-5/5/53 Pt 16
February 2009

Note: Should there be any discrepancies between the Chinese and English versions, the Chinese version shall prevail. This English summary translation is for reference only.

Annex 1

(Minutes of WTSDC Meeting held on 6.1.2009)

Our ref: L/WTSDC/20090106

To: WTSDC Chairman and all Members

Proposal to Assist People with Disabilities to Integrate in the Society

It has always been our concern to assist people with disabilities to integrate in the society and establish an “inclusive” and harmonious society. In terms of daily lives, movement or employment, people with disabilities need our special attention and cooperation to provide a barrier-free environment to ensure that they enjoy the equal opportunity, and help them integrate in the community more effectively, so that they can make contribution to the society. Therefore, we have the following suggestions:

Firstly, most of the people with disabilities are of low-income group. Under the existing situation where traffic expenses are expensive, they are forced to reduce outdoor activities, which directly affect their integration in the society. To assist them integrate in the society more effectively, the Government must adopt legislative, executive and financial measures to urge all public transport organisations to provide fare concessions for people with disabilities. **We consider that as a great shareholder of MTR Corporation, the Government should give full play to its influence and put into practice the fare concessions for people with disabilities.**

Secondly, **the Government must put forward specific options and implementation schedules relating to fare concessions for people with disabilities in a short time**, to help them integrate in the society and improve their lives.

Thirdly, **the Government must provide additional resources to improve Rehabus services in a full scale**, especially providing enhanced Rehabus services for people with disabilities who live in remote areas and new towns; however, we also consider that apart from increasing the resources for Rehabus, **the Government should also greatly encourage people with disabilities to use public transport, which can minimize the discrimination of people against people with disabilities on one hand**, as well as the subsidy of the Government on public transport for people with disabilities on the other, so that the resources can be used more effectively on other aspects.

Fourthly, **legislation can be enacted requiring that a certain percentage**

of people with disabilities be employed by enterprises

Fifthly, **to set up an “Incentive Fund for Employment of People with Disabilities” that supports the operation of the system.** If the enterprises cannot meet the said requirement, a sum of money has to be paid. The money received would be deposited in the fund. If people with disabilities employed by the enterprises attain the said statutory requirement, they can enjoy tax concessions. If the number of people employed exceeds the said statutory requirement, a sum of money will be allocated from the fund to assist the enterprises in installing additional facilities for employees with disabilities.

Sixthly, **to set up well-established training organisations, so that people with disabilities can obtain the required working skills and enhance their competitiveness.**

Seventhly, **to set up barrier-free access in the community to promote the improvement of community facilities, including public area, shop premises and restaurants, so that people with disabilities can have free movement, and use all kinds of facilities more conveniently.**

We hope that you can consider the abovementioned proposals and reflect these to related Government departments, so as to achieve the purpose of building “a society for all”.

DAB (WTS Branch)
WTSDC Members
KAN Chi-ho, LI Tak-hong,

LAI Wing-ho, Joe
HO Yin-fai, HO Hon-man
LAM Man-fai,
CHAN Man-ki, Maggie
MOK Kin-wing
WONG Kwok-yan
6 January 2009

