

(Translation)

**Minutes of the 2nd Meeting of
Housing, Planning, Lands, Development and Redevelopment Committee,
the 6th Term Kwun Tong District Council**

Date: 23 September 2021 (Thursday)
Time: 9:33 a.m. – 11:47 a.m.
Venue: Conference Room, Kwun Tong District Office,
Unit 05-07, 20/F, Millennium City 6, 392 Kwun Tong Road,
Kwun Tong, Kowloon

<u>Present</u>	<u>Arrival Time</u>	<u>Leaving Time</u>
Ms FU Pik-chun, MH (Chairlady)	9:33 a.m.	11:47 a.m.
Mr HSU Yau-wai (Vice-chairman)	9:33 a.m.	11:47 a.m.
Mr CHAN Yiu-hung Jimmy, MH	9:33 a.m.	11:47 a.m.
Mr CHEUNG Pui-kong	9:58 a.m.	11:47 a.m.
Mr KAN Ming-tung, MH	9:33 a.m.	11:47 a.m.
Mr LAM Wai	9:33 a.m.	11:47 a.m.
Mr LEUNG Tang-fung	9:33 a.m.	11:47 a.m.
Ms LEUNG Yik-ting Edith	9:35 a.m.	11:42 a.m.
Mr LUI Tung-hai, MH	9:33 a.m.	11:47 a.m.
Mr NGAN Man-yu	9:44 a.m.	11:47 a.m.
Mr OR Chong-shing Wilson, MH	9:33 a.m.	10:49 a.m.
Mr PANG Chi-sang	9:42 a.m.	11:47 a.m.
Mr SO Koon-chung Kevin	9:38 a.m.	11:47 a.m.
Mr TAM Siu-cheuk	9:36 a.m.	11:47 a.m.
Ms TSE Suk-chun	9:33 a.m.	11:47 a.m.

In Attendance

Miss CHOI Gi-lam, Britney	Assistant District Officer (Kwun Tong)1
Mr CHOW Lap-kan, Douglas	Senior Executive Officer (District Council), Kwun Tong District Office
Miss TAM Yuen-shan, Dilys	Senior Housing Manager/Kowloon East 1, Housing Department
Ms KWAN Ka-pui, Jessie	Senior Town Planner/Kowloon 5, Planning Department
Ms LI Ching-yi, Cherry	Senior Estate Surveyor/Kwun Tong (District Lands Office, Kowloon East), Lands Department

Secretary

Miss WONG Ching-yi, May Executive Officer (District Council)(3),
Kwun Tong District Office
Miss CHAN Sing-yu, Toby Designate Executive Officer (District Council)(3),
Kwun Tong District Office

In Attendance by Invitation

Mr WAN Cheuk-keung	Senior Engineer/Project Management 1 Water Supplies Department	Item II
Mr FUNG King-pong	Engineer/Project Management 4, Water Supplies Department	
Mr Sean WONG Lung-shu	Project Manager, Atkins China Limited	
Mr Jacky TSUN Wai-hung	Deputy Project Manager, Atkins China Limited	
Ms YUEH Hung-kuk, Christine	Architect 83, Housing Department	Item III
Mr Elden CHUNG	General Manager, Works and Contracts, Urban Renewal Authority	Item IV
Mr Ken WONG	Senior Manager, Works and Contracts, Urban Renewal Authority	
Mr Karl LI	Senior Manager, Property and Land, Urban Renewal Authority	
Ms Stephanie TANG	Assistant Manager, Property and Land, Urban Renewal Authority	
Mr Steven LUI	Assistant Manager, Property and Land, Urban Renewal Authority	
Ms Karen LEUNG	Manager, Community Development, Urban Renewal Authority	
Mr Horace MAK	Director, CTA Consultants Limited	
Ms CHEUNG Suk-ling, Cindy	Senior Transport Officer/Kwun Tong 1, Transport Department	

Absent

Ms LAI Po-kwai

Opening Remarks

The Chairlady welcomed all the Members of the Housing, Planning, Lands, Development and Redevelopment Committee (“HPLDRC”) and government representatives to the 2nd meeting of HPLDRC under the 6th Term Kwun Tong District Council (“KTDC”).

I. Confirmation of Minutes of Last Meeting

2. Members had no further comments or amendments and the minutes of the 1st meeting were confirmed.

II. Relocation of Yau Tong Group Fresh Water and Salt Water Service Reservoirs to Caverns **(KTDC HPLDRC Paper No. 1/2021)**

3. The representative of the Water Supplies Department (“WSD”) presented the paper and introduced the relevant relocation project with PowerPoint slides.

4. Members raised views and enquiries as follows:

4.1 Mr LUI Tung-hai raised the following enquiries: (i) the site of the caverns was located near Ko Chun Court. The construction site was only about 100 meters away from the residential area. In addition, since the slopes of Ko Chun Court were repaired and maintained by the residents and the structures of the slopes were in the interest of the residents, he enquired if the blasting and vibrations caused by the probe drilling method adopted in the blasting work conducted by WSD would affect the structures of the slopes and buildings in the surrounding area; (ii) at what time the blasting work would be conducted. He pointed out that the blasting work of the construction of Tseung Kwan O – Lam Tin Tunnel (“TKO-LT Tunnel”) sometimes took place late at night, affecting sleep of residents; (iii) how WSD would control the noise and vibrations induced by the blasting, and the amounts of blasting agents used; and (iv) whether structural impacts would be brought to the surrounding slopes, affecting the safety of the slopes, after the completion of the relocation of Yau Tong Group Fresh Water and Salt Water Service Reservoirs.

In addition, he also expressed concern about the impacts of the relocation

project on the surrounding area during the construction period. He pointed out that since the caverns were of immense size, quite a few dump trucks would access Pik Wan Road and Ko Chiu Road to carry away the rocks and soil, which would easily lead to destruction of the roads and bring quite a large amount of dust to the surrounding area. In addition, the long construction period would cause severe impacts on the residents. Although WSD said that the findings of the assessments showed that the impacts in that aspect would be insignificant, the works might seriously affect the residents. He hoped that WSD would formulate corresponding mitigation measures to minimise the impacts on the surroundings when drawing up the implementation plan.

4.2 Ms TSE Suk-chun raised the following enquiries: (i) how long the construction period of the works of the relocation project would be; (ii) acoustic barriers had only been built after the commencement of the works under the current Public Housing Developments at Pik Wan Road, which had resulted in immense nuisance to nearby residents. Since the site of the caverns in the relocation project was in close proximity to Ko Chun Court, the construction would cause substantial impacts to the residents of Ko Chun Court. Hence, she asked if WSD would put up acoustic barriers before the commencement of the construction works to minimise nuisance caused to nearby residents ; (iii) what actions WSD would take if the surrounding buildings suffered structural impacts brought by the blasting works; (iv) she enquired if the capacity of the Fresh Water Service Reservoir would increase accordingly after its relocation to cope with the future population growth caused by a number of housing developments currently under construction in Yau Tong Area; and (v) there were also housing developments near the cavern site, and the roads and pedestrian links used by the various projects were inter-related to one another. She asked if WSD had communicated with relevant government departments on such issue.

4.3 Mr Wilson OR said the PowerPoint slides prepared by WSD introduced the development direction of the complex relocation project in a simple manner. He hoped that it could be forwarded to Members via the Secretariat for their information. He pointed out that the relocation of government facilities to caverns had long been proposed by the Chief Executive in the 2011-2012 Policy Address. He took Diamond Hill Fresh Water and Salt Water Service Reservoirs as an example, saying that WSD had been conducting relevant research since 2010, but the relevant land could not be freed up for

housing development until 2027, causing the whole project to last for 17 years in total. He expressed dissatisfaction towards the timetable of the relocation project of Yau Tong Group Fresh Water and Salt Water Service Reservoirs, and indicated that land and housing supply had been a long standing problem in Hong Kong.

Also, he raised the following enquiries: (i) how long it would take to relocate Yau Tong Group Fresh Water and Salt Water Service Reservoirs to the caverns, what the specific timetable was and how the progress of the relocation could be sped up; (ii) after the relocation of Yau Tong Group Fresh Water and Salt Water Service Reservoirs, around six hectares of land would be vacated, which would be comparable to the size of the land to be freed up after the present Diamond Hill Fresh Water and Salt Water Service Reservoirs were relocated. He asked what ideas on the land use of the vacated land WSD had at the present stage; (iii) WSD had indicated that the use of the land vacated after the relocation of the reservoirs would be reported in due course. He asked for the specific time meant by the phrase “in due course”; and (iv) he agreed to other Members’ views, saying that the impacts to the traffic of Kwun Tong District in the future and whether the project could add value to Kwun Tong District were indeed issues worthy of concern. He remarked that in order to integrate development projects into the community, any housing development and district infrastructure should accord priority to opinions from residents of the district. He hoped WSD could explain what specific measures it had for promoting interactions in the district, collecting opinions from residents of the district and promoting community participation, and what solutions to the present traffic congestion problem in Kwun Tong were available. He hoped WSD could seriously consider the above problems, or else the long standing problems in Kwun Tong District would remain unresolved even after the completion of the project.

(Post-meeting note: the Secretariat forwarded the PowerPoint slides prepared by WSD to Members on 24 September 2021.)

- 4.4 Mr PANG Chi-sang pointed out that WSD had not mentioned the use of the original site after the relocation of the facilities to the caverns, and hoped WSD could respond to the enquiry about the value to be added to Kwun Tong District by the project. Also, he reflected that WSD seldom monitored contractors and illustrated his argument with two examples: (i) he had witnessed at Ka Wing Street a concrete mixer of a concrete batching

plant leaking concrete at Ko Chiu Road, the Lei Yue Mun Road roundabout and Ka Wing Street two weeks ago. However, the concrete mixer driver had said that as a worker of a contractor, he would only incur driving-offence points at most, and hence he did not have any responsibility to use leak-proofing devices; and (ii) drivers of works contractors often parked vehicles at the roadside to handle other matters. They also parked their vehicles near construction sites at night, affecting residents' access. He hoped WSD could put more efforts in supervising contractors to prevent construction vehicles affecting residents' access.

4.5 Mr CHEUNG Pui-kong expressed concern over the use of the land vacated after the relocation of Yau Tong Group Fresh Water and Salt Water Service Reservoirs. He pointed out that although WSD had not specifically indicated the land use in the paper, WSD seemed to be inclined to use the land for housing development. He said that he was worried that the roads nearby would not be able to take in the additional traffic if WSD intended to use the vacated land for housing development in the future. He hoped WSD could provide detailed overall planning of Kwun Tong District to KTDC.

5. WSD thanked Members for their views and responded as follows:

5.1 Impacts to Traffic: WSD had made a preliminary traffic impact assessment in the feasibility study. WSD anticipated that the number of vehicular movements entering and leaving the construction site per hour to carry aggregates during the construction period would reach a maximum number of over 20, which would affect the traffic insignificantly. WSD would conduct a detailed traffic impact assessment at the next stage to assess the impacts to be brought to traffic of that area by the relocation project and formulate suitable temporary traffic measures accordingly. WSD would request the contractor to avoid transporting the aggregates to and out of the construction site during peak hours within the construction period.

5.2 Environmental Impacts Brought by the Construction: in the feasibility study, WSD had already conducted a preliminary environmental impact assessment and proposed mitigation measures for relieving and controlling the related potential environmental impacts, such as: (i) requiring the contractor to formulate a good code of practice; (ii) requiring the contractor to ensure dump trucks were properly covered before leaving the construction site; and (iii) requiring the contractor to provide vehicle-

washing facilities at each entrance and exit of the construction site to avoid bringing rocks and soil onto public roads. Moreover, WSD would conduct an environmental impact assessment according to the Environmental Impact Assessment Ordinance at the investigation and design stage to ensure that the requirements of related laws and standards were complied with and suggest suitable mitigation measures.

5.3 Blasting Works:

5.3.1 Impacts on the Surrounding Buildings and Slopes: WSD understood that the construction site was located near Ko Chun Court. It was preliminarily estimated in the feasibility study that the level of vibrations caused to the surrounding buildings and slopes by the blasting works would not exceed the current acceptable level. WSD would conduct a detailed assessment during the investigation and design work at the next stage and formulate suitable measures to minimise the duration and the extent of the impacts brought to the surrounding area. The assessment results would be passed to the Geotechnical Engineering Office under the Civil Engineering and Development Department for examination.

5.3.2 Construction Hours: the blasting works would just be conducted within a short period of time every day. WSD would require the contractor to avoid conducting blasting at time that would cause greater impacts to residents.

5.3.3 Monitoring of Construction Works: during the construction period, WSD would formulate a series of criteria and require the contractor to strictly adhere to them. WSD would also install settlement or vibration monitoring points at suitable locations to ensure the level of vibrations generated by the construction would not exceed the current acceptable level.

5.4 Noise Mitigation Measures: WSD would conduct an environmental impact assessment at the investigation and design stage, and implement the proposed noise mitigation measures during the construction period, such as setting up temporary acoustic barriers near the construction site before the

commencement of the construction works.

5.5 Relocation Project Timetable: WSD planned to commence the investigation and design work next year. The work would mainly include reviewing the results of the feasibility study, conducting investigation of the construction site, various technical assessments and a public consultation, formulating proposed plans, and completing related statutory procedures (i.e. the environmental impact assessment) and design work. Such processes would take around three years to complete, depending on the scale and complexity of the relocation project. Once the above established procedures and related statutory procedures of public works were completed, and the design work was substantially completed, WSD would apply to the Legislative Council for funding for the works and conduct a tendering exercise for the works in the hope of starting the construction as soon as possible. As for the construction period, it could not be confirmed until the specific plan and design details of the relocation project were finalised. Generally speaking, construction works at caverns involved a relatively large amount of excavation work, and hence the construction periods usually lasted for several years.

5.6 Use of the Land Vacated after the Relocation of the Reservoirs: the Government would conduct related studies on the future development of the vacated land in due course during the implementation of the relocation project in order to examine and formulate specific development plans for the vacated land. WSD believed that if related studies could be launched as closely to the time for the land to be vacated as possible, the current needs of society or the community for the land use and facilities could probably be more accurately reflected, which would facilitate formulation of practical planning.

6. Members raised follow-up views and enquiries as follows:

6.1 Mr LUI Tung-hai said Yau Tong Area had experienced ongoing construction of infill buildings in the recent decade or so. Besides, the area had a growing population while the traffic network remained unimproved. Moreover, Yau Tong No. 2 Fresh Water Service Reservoir was located half way up Devil's Peak and fortresses and flag poles could be found there, and therefore he opined that the vacated land was not suitable for housing development. He suggested making the area a leisure park or a mini-soccer pitch so that residents nearby could do morning

exercises up on the hill.

6.2 Mr KAN Ming-tung raised the following concerns: (i) a majority of construction vehicles would access the construction site via Pik Wan Road, affecting the traffic and the environment of the surrounding area. He hoped WSD could truly implement mitigation measures and properly monitor the contractor; and (ii) how WSD would relocate the existing facilities on the reservoirs, such as the football pitch. Also, he said that although the blasting works of TKO-LT Tunnel had been conducted around 100 to 200 meters below the ground, residents nearby could still feel the vibrations. He enquired: (i) if the method of horizontal drilling or underground boring would be adopted in the blasting works of the caverns; and (ii) about the distance between the construction site and Ko Chun Court.

6.3 Mr Wilson OR said WSD's response could not resolve his doubts, and thought that WSD had not prepared sufficient information and a specific implementation timetable for the present consultation. He hoped WSD could provide a written reply regarding the specific timetable of the relocation project, the time when the use of the vacated land could be reported, and the issues of Members' concern. He also hoped WSD could provide key performance indicators for the public to judge if the length of the construction period was reasonable. If WSD could not provide a specific timetable, he was worried that the relocation project might last longer than 17 years, which had been the length of the time taken for relocating Diamond Hill Fresh Water and Salt Water Service Reservoirs to caverns.

7. WSD thanked Members for their views and responded as follows:

7.1 Use of the Vacated Land: the government departments would as far as possible take into consideration Members' opinions when conducting related studies on the land use in the future.

7.2 Traffic and Environmental Impacts to be Brought by the Works: WSD would conduct investigations at the next stage. The investigations would include traffic and environmental impact assessments. Suitable mitigation measures would be suggested by then. WSD would consult Members again when more specific works plans and results of the related assessments were available in the future.

7.3 Relocation Project Timetable: WSD had substantially completed the feasibility study of the relocation project and planned to commence investigations and design work in 2022. Upon confirmation of the layout, design plan and details of the relocation project, the timetable of the relocation project could then be drawn up in more details. WSD would provide a written reply in response to the concerns raised by Members after the present meeting.

8. The Chairlady said the site of the caverns to which Yau Tong Group Fresh Water and Salt Water Service Reservoirs were planned to be relocated was in close proximity to the surrounding residential areas, and hence Members were all concerned about the impacts of the construction, including the impacts to traffic and noise induced by the blasting works. The Chairlady hoped WSD could further improve the relocation project after collecting Members' views.

9. The representative of WSD thanked the Chairlady and Members again for their opinions, and said that they would take Members' opinions into consideration in the work at the next stage as far as possible.

10. Members noted the paper.

III. Progress Report of Public Housing Projects under the Housing Department (KTDC HPLDRC Paper No. 2/2021)

11. The representative of the Housing Department ("HD") presented the paper.

12. Regarding Members' enquiries raised in the 7th meeting of the former Housing, Planning and Lands Committee, HD responded as follows:

12.1 Noise from the Construction Site at Wang Chiu Road: HD understood that the two construction sites at Wang Chiu Road were relatively close to the residential areas, including Kai Yip Estate and Richland Gardens. The contractors had installed acoustic barriers on the site hoardings. HD's teams also regularly reviewed with the contractors the construction processes. The construction processes that induced louder noises were arranged to be conducted in later hours of a day. For example, the contractors avoided starting carrying out such processes before 9:30 a.m. on Saturdays. HD's site teams also measured the noise level at the construction sites from time to time and supervised the contractors'

implementation of noise mitigation measures with a view to reducing noise nuisance from the construction.

12.2 Electric Vehicle Chargers at Car Parks of Lei Yue Mun: HD had replied to the enquiry about the issue after the preceding meeting. HD reiterated that the Hong Kong Housing Authority would provide electric private car charging facilities in car parks of newly built public housing. When the guidelines required the current standard chargers to be upgraded to medium ones, HD would take follow-up actions according to the relevant requirements. The guidelines would continuously be updated and amended. If HD had any updated information in the future, it would also report the information in HPLDRC.

13. Mr LUI Tung-hai enquired on the number of vehicles that could be parked at the open car park of the Public Housing Development at Lei Yue Mun Phase 4, and who would be allowed to use the car park.

14. HD responded that open car parks in general were for the parking of light goods vehicles while small private cars were parked in indoor car parks. HD would pass the enquiry on the breakdown of the number of parking spaces in the open car park of the Public Housing Development at Lei Yue Mun Phase 4 to HD's relevant officers for them to provide a specific reply to the Member later.

15. Mr Wilson OR remarked that the Hong Kong Planning Standards and Guidelines ("HKPSG") had been updated and raised the following enquiries: (i) whether the new HKPSG was applicable to the development projects in the progress report, and if the numbers of parking spaces in the projects would increase accordingly; and (ii) how HD would deal with the parking space issue in the projects if the new HKPSG was not applicable to the projects.

16. HD responded that the three projects in the progress report had entered the construction stage and the new HKPSG was not applicable to projects under construction. HD understood that there was a shortage of parking spaces in the district, and hence an additional 30 private car parking spaces had been provided on top of the upper limit of the former HKPSG when the planning of the parking spaces in the Public Housing Development at Wang Chiu Road Phase 2 had been drawn up. Since pile driving or superstructure works had been conducted, the numbers of parking spaces would remain the same as that stated in the report.

17. Members raised follow-up views and enquiries as follows:

17.1 Mr Wilson OR thanked HD for the response, but he hoped the

representative of HD would reflect the problem to HD. He said as HKPSG had been amended, the public would expect an increase in the numbers of parking spaces although he believed that increasing the numbers of parking spaces in old public housing estates would be difficult. Nonetheless, for projects under construction or those that had been endorsed, HD should take the present opportunity to re-examine if the numbers of parking spaces could be increased accordingly. Even if it was impossible to increase the numbers, adjustments should also be made in a timely manner to make HKPSG more realistic in order to solve the shortage problem of parking spaces.

17.2 Mr KAN Ming-tung agreed to Mr Wilson OR's opinion, urging HD to consider re-examining if the numbers of parking spaces could be increased accordingly for the projects under construction. He pointed out that the shortage of parking spaces and high parking fees were causes of the illegal parking situation. The shortage problem of parking spaces in old public housing estates could also be resolved if there were sufficient parking spaces in HD's new public housing estates. However, if parking spaces were still insufficient in new public housing estates, car owners would use parking spaces in estates nearby, causing the demand for parking spaces in the old estates to be even more significantly exceeding the supply. He said that excluding the civil works part, the construction process of a public housing estate still took four to five years to complete, which was time-consuming. Hence, he hoped HD could endeavour to review the numbers of parking spaces of the projects under construction at present to catch up with the new HKPSG, seizing the opportunity to ease the problem of insufficient parking spaces.

17.3 Mr Kevin SO said the problem of illegal parking in Kwun Tong District had mostly originated from the shortage of parking spaces. He said that there was a severe shortage of parking spaces in public estates built in the recent decade. For example, Lower Ngau Tau Kok Estate had only ten or so visitor parking spaces and therefore could not be self-sufficient in terms of its number of parking spaces under such circumstances, let alone helping resolve the overall shortage problem of parking spaces in the district. Thus, he hoped HD could review projects under construction to make more parking spaces available as far as possible.

18. The representative of HD thanked Members for their opinions. HD hoped Members would understand that there were constraints on conducting construction works. Yet, HD

would also consider maximising the numbers of parking spaces as far as possible. The representative of HD said that she would convey Members' opinions to officers responsible for the relevant projects for their follow-up actions.

19. The Chairlady said the shortage problem of parking spaces was very severe in Kwun Tong District and agreed to Members' suggestion of re-examining and fine-tuning the numbers of parking spaces provided by the projects under construction to alleviate the shortage problem of parking spaces in Kwun Tong District.

20. Members noted the paper.

IV. Progress Report on Kwun Tong Town Centre Redevelopment (KTDC HPLDRC Paper No. 3/2021)

21. The representatives of the Urban Renewal Authority ("URA") presented the paper on the parts concerning the situation of commencing businesses at Yue Man Square (YM²) by former stall operators at Yue Man Lane, the management of YM² and the promotion of Yue Man Hawker Bazaar.

22. Mr KAN Ming-tung said that stall operators of Yue Man Hawker Bazaar had reflected that most residents in the neighbourhood would not pass the location of the bazaar, and hence he hoped URA could speed up the progress of the promotion of the bazaar's activities to increase the flow of people and help the stall operators to make a living.

23. The representatives of URA continued presenting the paper on the part regarding the overall arrangements for road closures at Yue Man Square and Tung Yan Street.

24. Members raised views and enquiries as follows:

24.1 Mr KAN Ming-tung said URA's proposal of diverting six bus routes to pass the Kwun Tong Road roundabout was not feasible. He added that traffic congestion often occurred at that location and KTDC had all along been thinking of different ways to prevent vehicles from passing that roundabout. He proposed the following suggestions regarding the bus diversion arrangements: (i) making the backup plan the formal plan and reserving space for setting up a bus-only junction. In light of the severe traffic congestion problem at the Kwun Tong Road roundabout, he believed that if a bus-only junction was set up, all passing buses would turn right into Mut Wah Street via that junction; and (ii) widening the existing junction at Hip

Wo Street for turning into Mut Wah Street and setting up traffic lights for buses to make U-turns there. He referred to the example of the area under the Canal Road Flyover in Wan Chai, saying that such a plan had also been adopted there. The Transport Department (“TD”) had added traffic lights under the flyover for vehicles to make U-turns at Canal Road East to turn to Canal Road West and travel onto the Canal Road Flyover to ease the traffic congestion situation under the flyover.

Also, he enquired of URA: (i) why it suddenly had to free up space to provide a cross-boundary coach holding area since the authority should have made prior planning; and (ii) whether it was possible to relocate the cross-boundary coach holding area to Yue Man Square Public Transport Interchange to minimise works needed. He also proposed passing the traffic-related part in the Kwun Tong Town Centre Redevelopment to the Traffic Development and Transport Committee (“TDTC”) for further discussions as he was concerned if Members’ opinions could be passed on to the Hong Kong Police Force (“HKPF”) and TD when there was no representative from the two departments attending the present meeting.

24.2 Mr TAM Siu-cheuk said that the paper stated that the traffic flows at the Kwun Tong Road roundabout during morning and afternoon peak hours would each experience a 2% increase after implementing the proposed bus diversion arrangements. In that connection, he asked the consultancy to respond to whether the overall journey time would increase as a result in order to allow Members to evaluate the impacts of the diversions on the roundabout. He enquired which unit was responsible for activating the backup plan, and when the activation was needed, whether it was required to come to KTDC again for a consultation and then TD circulated the relevant paper before the backup plan would be activated afterwards. He was concerned that it would be unsatisfactory if URA needed one month to examine the relevant situation to decide whether to activate the backup plan, another two to three months to discuss and obtain consent from government departments, and four more months to complete the construction, ending up letting the traffic congestion problem worsen for approximately nine months before the backup plan was activated. He stressed that the backup plan should directly be made the formal plan and brought to detailed discussion if the backup plan was feasible. He suspected that the reason behind the situation that the backup plan, which seemed more desirable, had not been adopted as the formal plan was that URA had not yet mentioned the negative impacts of the backup plan. Moreover, he proposed that TDTC should

conduct detailed discussions on bus diversions and overall traffic arrangements as there were no representatives from TD, the Highways Department and HKPF in the present meeting and Members' opinions could not be immediately reflected to URA.

24.3 Mr NGAN Man-yu hoped TD could respond to whether TD had consented to the disastrous traffic arrangements introduced by URA. Also, he said the proposed bus arrangements would divert buses to enter the Kwun Tong Road roundabout, adding one more bus movement passing that location per minute approximately. He enquired why URA had not considered arranging buses to enter Yue Man Square Public Transport Interchange and leave via the exit at Mut Wah Street to take the original path after that. He stressed that KTDC had always hoped to reduce the traffic flow passing the Kwun Tong Road roundabout.

24.4 Mr Kevin SO remarked that the consultancy always said the diversion plans would bring very slight impacts to the Kwun Tong Road roundabout whenever the consultancy mentioned the diversion plans. He doubted if the so-called "no impact" only meant that the traffic there was originally congested and was foreseen to continue to be congested after the implementation of the plan, and therefore there would be no impact. He said it was difficult to comprehend the argument that there would not be any impacts on the traffic after increasing the number of bus movements passing the Kwun Tong Road roundabout during peak hours. He enquired if the traffic plan was the result of discussions between the consultancy and TD.

He said that he had received many opinions from minibus contractors, reflecting that the traffic was not smooth when minibuses left the minibus terminus at Yue Man Square Public Transport Interchange. Nonetheless, URA intended to divert buses to Hip Wo Street and set up a cross-boundary coach holding area at Mut Wah Street (Westbound). He doubted if that road section could bear the increase in the traffic flow. He brought up the following concerns: (i) there were no traffic lights to control the traffic flow heading from Hip Wo Street (Northbound) to Mut Wah Street at present. He was worried that it would be difficult for minibuses to leave the minibus terminus or they would be blocked by buses in the future; (ii) how passengers could board and alight at the cross-boundary coach holding area if it was provided at Mut Wah Street (Westbound) and if there were private cars parking or goods vehicles loading/unloading goods at that roadside lay-by; (iii) the consultancy did not have corresponding solutions to

inappropriate uses of the cross-boundary coach holding area at the roadside; and (iv) the road closure arrangements and the estimation of vehicular green time of traffic lights after the implementation of the road closures had not been mentioned in the proposed temporary traffic management arrangements, which would affect Members' judgement on the feasibility of the arrangements. He proposed to the Chairlady passing the specific traffic diversion arrangements to TDTC for detailed discussions.

24.5 Mr CHEUNG Pui-kong indicated his objection towards the arrangements of diverting of bus routes to the Kwun Tong Road roundabout as proposed by URA. He suggested that URA should adopt the backup plan to make buses turn right at Hip Wo Street (Southbound) into Mut Wah Street.

24.6 Ms Edith LEUNG pointed out that the proposal of URA had been discussed in the former Kwun Tong Development and Renewal Task Force ("KTDRTF"). Many of the aforementioned problems had been brought up by Members earlier and the backup plan had also been proposed by her. She proposed establishing a task force under a committee for the discussions if the matters arising from Kwun Tong Town Centre Project were too complicated and needed to be separately discussed in different committees. She remarked that TD had been invited to join previous meetings for discussions of relevant agenda items in the former KTDRTF, and hence the absence of representatives of the relevant departments from the present meeting was indeed the problem of the preliminary work.

In addition, she said that the traffic flow at the Kwun Tong Road roundabout had been assessed by the consultancy and the index of the traffic flow had been 1 (1 indicated traffic saturation). She related that she had earlier raised the point that the diversions of buses to the roundabout would cause immense problems, including adding an extra burden to the roundabout and causing serious delay in the journey time of buses. She restated that she understood that there were technical problems with the backup plan, including: (i) the presence of viaduct piers at the location where vehicles could turn right from Hip Wo Street into Mut Wah Street might make it relatively dangerous for buses to turn right there; and (ii) the pedestrian crossing might have to be removed or relocated forward so that the backup plan could be implemented. However, she would support adopting such a method if that could make the backup plan feasible.

Regarding the alternative route for pedestrians proposed in response to the road closures, she said if pedestrians needed to go to Grand Central from apm in the current setting, they just needed to take the bridge from apm to cross Tung Yan Street and subsequently walk from the minibus terminus to Grand Central directly. However, after the road closures, pedestrians would have to take their way to the roundabout, walk to the location near Tung Yan Street Interim Hawker Bazaar, walk along Hip Wo Street (Northbound) and turn left into Mut Wah Street to finally reach Grand Central. She estimated that the time required for taking such a route would be five minutes longer than that of the current route. She also said that that road section was a steep road. She believed it would be very inconvenient to users and hoped that the road could be widened. Moreover, she hoped URA and relevant departments could carry out land formation work as soon as possible since URA had completed land resumption for the site of the Kwun Tong Jockey Club Health Centre General Outpatient Clinic. She also hoped that some space could be spared there for the route to Grand Central to use so that the route could be shortened.

24.7 Mr LAM Wai said the Kwun Tong Town Centre Redevelopment was a very good opportunity and hoped to make use of it to drastically improve the local traffic. He thought that it was indeed disrespectful towards KTDC and residents of Kwun Tong District for URA's not accepting Members' suggestions for improvements despite the fact that Members had all along been raising different suggestions. He opposed the proposed bus diversion arrangements presented in the paper and raised the following enquiries: (i) whether the closure of Tung Yan Street would be permanent; and (ii) what were the exact numbers of additional vehicular movements in terms of the 2% increases in the traffic flows at the Kwun Tong Road roundabout after implementing the bus diversion arrangements.

In addition, he opined that the setting up of the cross-boundary coach holding area should have been planned before the redevelopment instead of relocating it to the said position when there were different ongoing works nearby. He hoped relevant departments could conduct a site visit to the proposed location for the cross-boundary coach holding area at Mut Wah Street (Westbound). He also hoped HKPF and TD could indicate what actual suggestions and data they had provided for URA's reference in the entire planning of the Kwun Tong Town Centre Redevelopment.

25. URA thanked Members for their enquiries and responded as follows:

25.1 Bus-only Junction Arrangements: regarding Members' concern on why URA had not adopted the backup plan as a formal plan, URA pointed out that there were also problems with the backup plan, including: (i) the setting up of a bus-only junction could mean the need for removal of the pedestrian crossing at Mut Wah Street. However, according to URA's observation, the utilization rate of that pedestrian crossing was quite high. URA had also considered relocating the pedestrian crossing forward, as proposed by Ms Edith LEUNG, but due to the presence of two existing signalised pedestrian crossings at Hip Wo Street, the forward relocation of that pedestrian crossing would bring impacts to the traffic; (ii) the setting up of the bus-only junction would require provision of an additional traffic light, which would in turn make buses have to wait for some time before turning right into Mut Wah Street, affecting the journey time of the route of Hip Wo Street (Northbound); (iii) the bus-only junction in the backup plan was a steep road and would slow down the turning of buses despite the fact that the plan was deemed feasible and safe in the analysis by the consultancy; and (iv) there were viaduct piers at Hip Wo Street and Mut Wah Street near the bus-only junction, and they could make the turning of buses slightly inconvenient. In light of the above reasons, URA thought that the backup plan would be activated only if the Kwun Tong Road roundabout could indeed not bear the additional traffic flow after the diversions of buses. URA also welcomed opinions from Members, and would further consider them carefully after the meeting.

25.2 Relocation of the Cross-boundary Coach Holding Area of Yue Man Square: according to the traffic impact assessment, if all the diverted bus routes and the cross-boundary coach holding area were relocated to Yue Man Square Public Transport Interchange, the traffic of Hip Wo Street (Northbound) would be congested, affecting the traffic nearby. Also, as some of the bus routes at Fuk Tong Road Bus Terminus might be relocated to Yue Man Square Public Transport Interchange, URA was worried that the public transport interchange could not bear the burden if the cross-boundary coach holding area would also be relocated there. Therefore, URA suggested relocating the cross-boundary coach holding area to Yuet Wah Street or Mut Wah Street (Westbound), and thought that the plan of the relocation to Mut Wah Street was more desirable. Besides, it would be more convenient to users of the cross-boundary coach holding area and the relocated holding area would be closer to its original location if the holding area was relocated

to the roadside of Mut Wah Street. Nonetheless, the plan of relocating the holding area to Yuet Wah Street could also be adopted if Members thought that the traffic of Mut Wah Street would be affected.

- 25.3 Road Closure Situation of Tung Yan Street: Tung Yan Street would be permanently closed.
- 25.4 Traffic Flows of the Kwun Tong Road Roundabout under the Proposed Bus Arrangements: the analysis of the traffic flows of the Kwun Tong Road roundabout during morning and afternoon peak hours was set out on p.41 of the paper. The total traffic flows entering the roundabout (including the traffic flows of Hip Wo Street (Southbound) and Kwun Tong Road (Eastbound) and (Westbound)) were 2 905 bus movements/hour in the morning and 2 720 bus movements/hour in the afternoon respectively. Since the consultancy had estimated that the number of additional bus entering the roundabout due to the bus diversions would be 57/hour during peak hours, the overall traffic flow had been calculated to have an increase of 2%.
- 25.5 Situation of Minibuses' Entering and Exiting Yue Man Square Public Transport Interchange: URA explained that it was not the intention of their plan to bring additional traffic into the area around Mut Wah Street, and pointed out that improvement measures would be implemented at Hip Wo Street (Northbound) after the road closures at Yue Man Square and Tung Yan Street, so that minibuses would not have to turn left at Hip Wo Street (Northbound) into Mut Wah Street (Westbound) before turning left into Hong Ning Road (Southbound) and heading to Kwun Tong Road. After the implementation of the improvement measures, minibuses could enter the Kwun Tong Road roundabout by directly turning right at the junction at Hip Wo Street onto Hong Ning Road (Southbound), which would as a result lower the traffic flow arising from the present situation that all the minibuses used that road section.
- 25.6 Alternative Route for Pedestrians Proposed in Response to the Road Closure: some members suggested following the present arrangement of Yue Man Square and creating a means of access to Yue Man Square Public Transport Interchange. However, the development project would involve construction of a four-level to five-level basement and quite a few underground water pipes and electrical cables would be affected. The underground utilities diversion works alone would take several years to

complete. If a shorter means of access to Kwun Tong MTR Station needed to be constructed, that would lengthen the construction period and further affect daily lives of residents. URA said that the time required for going from Kwun Tong MTR Station to Yue Man Square Public Transport Interchange would indeed be lengthened. After conducting a site visit, URA had confirmed that the length of the walking distance would increase by about two minutes. Besides, that road section was a steep road. The elderly might need even more time to finish that walk. Nevertheless, URA found the plan proposed in the paper more desirable after balancing the length of the construction period and impacts of the construction. Also, although there had originally been no need to reserve space for building a pedestrian walkway in the development project of URA, the authority would build a covered pedestrian walkway of approximately three meters in width with fans installed to bring convenience to residents in their daily life.

26. TD said that for the bus diversion and traffic arrangements for URA's Kwun Tong Town Centre Redevelopment, URA had all along been maintaining close contact and discussing the relevant plans with TD, HKPF and other relevant departments. According to the information provided by the consultancy, TD considered the current proposal by URA feasible. Nonetheless, TD would re-examine the overall traffic arrangements in light of the opinions received from Members.

27. Members raised follow-up views and enquiries as follows:

27.1 Mr TAM Siu-cheuk stressed that he hoped the relevant agenda item could be discussed in TDTC. He said that the bus diversion situation under the Kwun Tong Town Centre Redevelopment had never been addressed in any paper, and urged the departments to respond to the following enquiries in TDTC: (i) by how long the overall journey time would increase after implementing the proposed bus diversions; and (ii) by how long the journey time of each of the 21 bus and minibus routes mentioned in the paper would increase. He said as the project would involve diversions of multiple bus routes and affect many people, the proposed diversions should be discussed in detail.

27.2 Ms Edith LEUNG said the journey time of her bus trip from Kwun Tong Ferry Pier to apm had been 77 minutes in July 2020. Yet, if a person travelled between the two places on foot, the walk could be completed in about 15 minutes, which reflected the severity of traffic congestion at the Kwun Tong Road roundabout was already intolerable, let alone further

increasing the number of bus movements passing the roundabout. She understood that the backup plan would not be activated at the moment as both removing or relocating the pedestrian crossing would affect the traffic, as mentioned by URA, but she strongly hoped the number of bus movements taking the route to the roundabout could be reduced by any means even if the traffic accessibility would be sacrificed. For example, people might need to walk a junction further to cross the road. However, she opined that temporary sacrifices would still be worthy, and therefore urged for activation of the backup plan as soon as possible. She raised the following enquiries regarding the backup plan: (i) under what circumstances it would be activated; and (ii) when trial runs could be conducted to test if buses could smoothly turn right at Hip Wo Street into Mut Wah Street for reporting the result to KTDC.

Moreover, she understood that URA had had quite a few considerations and faced many technical problems when designing the proposed pedestrian route, but she thought that URA should give more consideration to the accessibility to Grand Central for people with disabilities or in need. She enquired how the elderly in wheelchairs could relatively conveniently access Grand Central after the road closures were implemented at Yue Man Square, Tung Yan Street and the associated roads in the future.

She had noticed that quite a few shops in Yue Man Hawker Bazaar had not been opened in a long period of time and hoped URA could respond to whether URA had any solutions for handling the situation or URA would let stall operators stay out of business all along until the stalls were taken back by the department. Lastly, she restated that URA's plan for bus diversion had first been proposed a year ago and Members could also search for the relevant paper of KTDC. She suggested again establishing a task force under HPLDRC or TDTC to discuss redevelopment matters. She hoped all Members, even if they were not district councilors of the constituencies concerned, would follow redevelopment of Kwun Tong closely.

27.3 Mr LAM Wai said the departments often came to KTDC to conduct consultations for projects in "a piecemeal manner". Meanwhile traffic assessments of various projects were also conducted on the basis of individual projects, and thus the overall situation could not be reflected. He doubted that the departments had not formulated any overall transport planning. He believed that TD or the Planning Department should be responsible for the coordination to truly improve the livelihood of residents

in Kwun Tong District. In addition, he enquired if the additional 57 vehicular movements included buses, private cars and minibuses, and doubted that the present discussion would be meaningless if the number only reflected an increase in the number of bus movements. He hoped the consultancy could go to the Kwun Tong Road roundabout to conduct site visits.

28. URA responded that the increase of 57 vehicular movements referred to the extra volume of bus flow running via the roundabout to Hip Wo Street (Northbound) or Kwun Tong Road (Westbound) per hour during the peak period. Also, the total volumes of the traffic flows entering the roundabout during the peak periods mentioned in the paper, which were 2 905 and 2 720 vehicular movements, already included buses and minibuses passing Kwun Tong Road (Eastbound), Kwun Tong Road (Westbound) and Hip Wo Street (Southbound).

29. The Chairlady indicated that the present meeting was the 2nd meeting of HPLDRC under the 6th Term KTDC, and hence the progress of the Kwun Tong Town Centre Redevelopment should be reported in HPLDRC. Regarding the diversions of 21 bus routes as mentioned in the paper presented by URA, since all the Members were familiar with the community, they were able to foresee that the arrangements would definitely bring about disastrous impacts to the Kwun Tong Road roundabout. Moreover, regarding the overall transport arrangements for road closures at Yue Man Square and Tong Yan Street, including the bus diversions and relocation of the taxi stand and cross-boundary coach holding area, could be very complicated issues and could cause far-reaching influence to residents of Kwun Tong District. Thus, the Chairlady agreed to some of the Members' suggestion of passing the transport-related matters to TDTC for detailed discussions. The Chairlady asked if Members agreed to such an arrangement.

30. Members unanimously agreed to pass the issues regarding road closures and overall traffic arrangements of the Kwun Tong Town Centre Redevelopment to TDTC for further discussions. The Chairlady asked Mr NGAN Man-yu, the Chairman of TDTC, if he agreed to the arrangement.

31. Mr NGAN Man-yu said it was the consensus of Members at the present meeting to pass the issues regarding road closures and overall traffic arrangements to TDTC for further discussions, and hence he agreed to discuss the relevant part again in TDTC.

32. The Chairlady remarked that although the relevant part would be passed to TDTC for discussions, she still hoped the departments attending the present meeting, especially TD, would re-examine the overall arrangements. The Chairlady said that as the district councilor of Shun Lee Area, she intended to state that the traffic congestion occurring every day at New

Clear Water Bay Road was already intolerable. She hoped to see better traffic arrangements for the Kwun Tong Town Centre roundabout.

33. Members noted the paper.

V. Any Other Business

34. Members raised no other items.

35. The Chairlady said the Secretary would be transferred to another posting soon, and expressed appreciation for her professionalism, dedication and passion towards her work over the past year or so. She wished the Secretary best of luck in her work and suggested issuing a letter of commendation to her in the name of HPLDRC.

36. Members agreed to the Chairlady's suggestion.

VI. Date of Next Meeting

37. The meeting was adjourned at 11:47 a.m.

38. The next meeting was scheduled to be held on 16 November 2021.

The minutes of the meeting were confirmed on 16 November 2021.

Kwun Tong District Council Secretariat
November 2021