

(Translation)

**Minutes of the 13th Meeting of the
6th Term Kwun Tong District Council (Full Council)**

Date: 9 September 2021 (Thursday)

Time: 9:35 a.m. – 12:55 p.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>
Mr OR Chong-shing Wilson, MH (Chairman)	9:35 a.m.	12:55 p.m.
Mr LUI Tung-hai, MH (Vice-chairman)	9:35 a.m.	12:55 p.m.
Mr CHAN Yiu-hung Jimmy, MH	9:39 a.m.	12:55 p.m.
Mr CHEUNG Pui-kong	9:39 a.m.	12:55 p.m.
Ms FU Pik-chun, MH	9:35 a.m.	12:55 p.m.
Mr HSU Yau-wai	9:35 a.m.	12:55 p.m.
Mr KAN Ming-tung, MH	9:35 a.m.	12:55 p.m.
Ms LAI Po-kwai	9:35 a.m.	12:46 p.m.
Mr LAM Wai	9:58 a.m.	12:55 p.m.
Mr LEUNG Tang-fung	9:35 a.m.	12:46 p.m.
Ms LEUNG Yik-ting Edith	9:36 a.m.	12:50 p.m.
Mr NGAN Man-yu	9:35 a.m.	12:55 p.m.
Mr PANG Chi-sang	9:35 a.m.	12:55 p.m.
Mrs POON YAM Wai-chun Winnie, BBS, MH	9:35 a.m.	12:55 p.m.
Mr SO Koon-chung Kevin	9:35 a.m.	12:55 p.m.
Mr TAM Siu-cheuk	9:35 a.m.	12:55 p.m.
Ms TSE Suk-chun	9:35 a.m.	12:55 p.m.

In Attendance

Mr TSE Ling-chun, Steve, JP	District Officer (Kwun Tong)
Miss CHOI Gi-lam, Britney	Assistant District Officer (Kwun Tong)1
Miss SUM Sze-wing, Cherry	Assistant District Officer (Kwun Tong)2
Mr Angus Guy PULLINGER	District Commander (Kwun Tong), Hong Kong Police Force

Ms WONG So-fan	Police Community Relations Officer, Kwun Tong District, Hong Kong Police Force
Mr TAM Man-hoi, Jack	Police Community Relations Officer, Sau Mau Ping District, Hong Kong Police Force
Mr LAM Sai-wing, Sam	Chief Engineer/East 2, Civil Engineering and Development Department
Mr LIU Kin-wai, Rick	Chief Transport Officer/Kowloon 2, Transport Department
Mr YIM Ka-ho	Chief Manager/Management (Kowloon East), Housing Department
Mr YEUNG Wun-ming	Chief Health Inspector (Kwun Tong)2, Food and Environmental Hygiene Department
Mr SO Yeung-fung	Senior Health Inspector (Cleansing and Pest Control) Kwun Tong 2, Food and Environmental Hygiene Department
Miss KOO Kwok-lai, Rebecca	District Social Welfare Officer (Kwun Tong), Social Welfare Department
Ms TANG Wing-sze, Maria	District Leisure Manager (Kwun Tong), Leisure and Cultural Services Department
Miss IP Wai-ming, Phoebe	Senior Liaison Officer (1), Kwun Tong District Office
Miss LEUNG Yin-ping, Pammy	Senior Liaison Officer (2), Kwun Tong District Office
Mr CHAN Hoi-ming, Peter	Senior Liaison Officer (3), Kwun Tong District Office
Miss CHOW Tak-sum, Amy	Senior Executive Officer (District Management), Kwun Tong District Office
Mr CHAN Long-hin, Ivans	Executive Officer I (District Council), Kwun Tong District Office

Secretary

Mr CHOW Lap-kan, Douglas	Senior Executive Officer (District Council), Kwun Tong District Office
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Attendance by Invitation

Mr KING Kwok-cheung	Deputy Head of Energizing Kowloon East Office	Items III-V
Mr CHAN Ka-chi, Kelvin	Senior Place Making Manager (Planning), Energizing Kowloon East Office	

Mr WONG Wang-ting, Peter	Senior Architect 14, Housing Department	
Ms IP Wai-man, Emily	Senior Planning Officer 9, Housing Department	
Mr LEE Man-kwong, David	Senior Civil Engineer 3, Housing Department	
Ms LEE Suk-fun, Nancy	Senior Housing Manager/Kowloon East 2, Housing Department	Item IV
Mr LAW Ho-ming, Marco	Architect T302, Housing Department	
Ms NG Chui-yi	Planning Officer 30, Housing Department	
Mr NG Chun-lap, Andy	Civil Engineer 36, Housing Department	
Ms FUNG Chi-wai, Katy	District Planning Officer/Kowloon (Acting), Planning Department.	
Mr CHAN Wai-lam, William	Senior Town Planner/Kowloon 4 (Acting), Planning Department	
Mr WONG Po-kit, Jeffrey	Town Planner/Kowloon 9, Planning Department	
Mr LEE Wai-lam	Associate Director (Planning), Ove Arup & Partners Hong Kong Limited	
Mr Ray TANG	Associate Director (Transport), Ove Arup & Partners Hong Kong Limited	

The Chairman welcomed all the Members and government representatives to the 13th meeting of the Full Council (“FC”) under the 6th Term Kwun Tong District Council (“KTDC”).

Item I — Confirmation of Minutes of the 11th Meeting of the 6th Term KTDC

- Members raised no other comments. The minutes of the 11th meeting were confirmed.

Item II — Reorganisation of Standing Committees under the KTDC, Proposals on Terms of Reference and Meeting Schedule, and Election of Chairmen and Vice-chairmen of Standing Committees

(KTDC Paper No. 26/2021)

3. The Secretary presented the paper.
4. The meeting endorsed the paper.

Item III — Planning and Engineering Feasibility Study on Kowloon Bay Action Area—Recommended Outline Development Plan

(KTDC Paper No. 27/2021)

5. The Chairman welcomed the following officers to the present meeting: Deputy Head of the Energizing Kowloon East Office (“EKEO”) (“Dep Head of EKEO”) of the Development Bureau (“DEVB”), Senior Place Making Manager (Planning) of EKEO (“SPMM(P)/EKEO”), Senior Architect 14 of the Housing Department (“HD”) (“SA14/HD”), Architect (T302) of HD (“A(T302)/HD”), Senior Civil Engineer 3 of HD (“SCE3/HD”), Civil Engineer 36 of HD, Senior Planning Officer 9 of HD (“SPO9/HD”), Planning Officer 30 of HD, District Planning Officer/Kowloon (Acting) of the Planning Department (“PlanD”) (“DPO/K/PlanD(Ag)”), Senior Town Planner/Kowloon 4 (Acting) of PlanD (“STP/K4/PlanD(Ag)”), Town Planner/Kowloon 9 of PlanD (“TP/K9/PlanD”), and Associate Director (Planning) and Associate Director (Transport) of Ove Arup & Partners Hong Kong Limited (“the Consultancy”).

6. Dep Head of EKEO and the representative of the Consultancy presented the paper.

7. Members raised views and enquiries as follows:

- 7.1 Mrs Winnie POON said that Kowloon Bay Action Area (“KBAA”) was one of the Signature Projects of Kwun Tong District. From the outline plan, one could see that many vacant and abandoned sites would be made use of for development. The area would certainly be very pleasing to the eye after completion. Yet, she doubted that the department had not considered the impact to be brought about to the traffic in the vicinity. She related that she had expressed to the Transport Department (“TD”) before the meeting that members of the public harboured many grievances against the traffic situation of Kowloon Bay. She pointed out that after the completion of

MegaBox, Kowloon Bay, a disastrous impact had already been posed to the traffic of Telford Plaza. Whenever there was a large-scale activity held, the traffic there became seriously congested. Moreover, after the completion of Kai Tak Cruise Terminal, whenever there was a large-scale activity held, the traffic of Kowloon Bay also became overburdened. She stated that due to the epidemic, many activities had recently been unable to be held, which seemed to bring about positive changes to the traffic situation. However, after the revival of economic activities, liners would start to berth at Kai Tak Cruise Terminal again and works at the construction site of Kai Tak Hospital would progressively commence. In addition to the large number of members of the public working in the proximity, the traffic at the podium of Telford Plaza would be the first to be affected. She said that the paper only mentioned one footbridge connecting to Telford Plaza. She asked if the department had considered other ways for access to the MTR station. She criticised the Government for its way of handling the matter since it often thought that modifying junctions and changing time of traffic signals could already manage to cope with impacts posed to traffic by projects. Kowloon Bay was already overloaded by the existing flows of people and vehicles. If KBAA and Kai Tak Hospital were completed in the future, and Yip On Factory Estate, Kowloon Bay was redeveloped into public housing, Kowloon Bay would definitely be unable to cope with the additional flows of people and vehicles. She stated that the department should solve the vehicle-pedestrian conflict and traffic problems. Otherwise, the situation would be too horrible to endure. She said she supported development of the area, but the ancillary transport facilities in the vicinity should be improved so that inconvenience would be caused to neither people living there at present nor those going to move in there.

- 7.2 Mr NGAN Man-yu enquired (i) if the charging facilities of the green transport hub would only be allowed to be used by buses and minibuses, or would be open for other electric cars to use. He said that different approaches would affect the assessments of the vehicular flows differently; (ii) if the department would consider introducing smart car parks; (iii) the paper said that there would be 400 square metres (sq²) of indoor space at Lot 3 for the use of art, culture and creative industries. He asked which department would be responsible for the management of that lot, and whether it would be managed by a private developer together with Lots 2 and 4 as a whole; (iv) the paper also said that two private developers would

be responsible for the 24-hour pedestrian area in KBAA. He queried how the private developers would coordinate between each other issues such as management and design; and (v) the footbridge connecting to Kowloon Bay MTR Station would be located near Yip On Factory Estate. He asked if the footbridge was related to the agenda item about the redevelopment of Yip On Factory Estate into public housing. He stated that the footbridge project had been put forward for many years, and asked if such a project would be the same as that of the monorail link, which had been settled by being left unsettled. He also wondered if the Government intended to make use of the footbridge to persuade Members to support the paper or really had the determination to implement the works. If the Government decided to construct it, he hoped the department would provide a works timetable. He pointed out that the medium-term and short-term proposals raised by the department had progressively been rolled out, but up till then, it was still unknown when the footbridge would be constructed. He asked the department to state whether it would construct the footbridge and provide the construction time before it proceeded to discuss other related arrangements for traffic changes. He said that the department rapidly implemented the development project, but the traffic improvement arrangements had stayed merely at the level of preparing study papers and conducting discussions without being really put into practice.

- 7.3 Mr TAM Siu-cheuk was concerned (i) if smart lampposts could be put into use at KBAA apart from smart water meters to tie in with the smart city development; (ii) KBAA was scheduled for substantial completion in 2029 while the Government had planned to cease the registration of fuel-engined vehicles in 2034. He hoped that the car parks at KBAA could become a role model to car parks of electric cars in terms of the ratio of vehicles to charging facilities, charging speed and convenience level. He asked the department to make long-term planning to tie in with the development of ancillary facilities for electric cars in Hong Kong. In respect of that, he was worried that the charging facilities for electric cars at KBAA would be as few as those at large-scale shopping malls. He hoped the department would cooperate with the Government in implementing the Government's long-term environmental protection planning. Moreover, he remarked that Sham Shui Po had already planned to construct smart car parks at present. He thought that if KBAA, as the second core business area, could not even accommodate smart car parks, it would far lag behind the times. He hoped

the department's planning could catch up with the technology development of 2029 or 2030. He was worried that adopting the established planning approach would lead to a shortage of parking spaces, resulting in queues of vehicles waiting for parking. He took MegaBox and E-Max at Kowloonbay International Trade & Exhibition Centre as examples, indicating that there were often long queues of electric vehicles waiting for use of the charging facilities, causing traffic congestion at Sheung Yee Road. He asked the department to carefully study relevant solutions. Otherwise, if the ancillary transport facilities could not cater for the demand after the completion of the buildings of the project, that would make the traffic situation of Kowloon Bay further worsen; and (iii) at most 400 sq² of indoor space would be provided at Lot 3 for the use of art, culture and creative industries. He said that KTDC had opposed five years ago the department's handover of the "Fly the Flyover Operation" to the related organisation for management, stating that many problems would emerge and the project would end in a shambles as a result. He urged the department to shoulder the responsibility of managing the cultural space of KBAA. It should not let go of the management of that space. There were still seven years to go before the completion of KBAA. He asked the department to improve the management arrangements. By that time, no matter if KBAA would be handed over to non-profitable organisations or the commercial sector for management, the department should take up the monitoring role. Otherwise, history would only repeat itself.

7.4 Mr KAN Ming-tung said that a grade A office building was enough to accommodate several thousand people. The paper said that most of the lots at KBAA would be designated for the purpose of office buildings. He was worried about the future traffic situation. He pointed out that Sheung Yee Road was already very congested at present. Therefore, he asked the department to study the arrangement of vehicles to travel to Kowloon Bay via roads other than Sheung Yee Road as a diversion arrangement. He said that the traffic of the junction of Sheung Yee Road at MegaBox was seriously congested. By the completion of even more commercial buildings, the situation would be utterly unimaginable. He related that the outline plan provided several years ago had mentioned that a monorail link would be constructed at the location concerned. However, no news about the monorail link had been heard so far. He was worried that the flows of people could not be eased. The existing roads for access to Telford Plaza

could not accommodate a large number of pedestrians indeed. He believed that the department should explore solutions. Furthermore, he was also concerned about the development of electric vehicles and said that there was already a shortage problem of charging facilities for electric vehicles. The Government had raised the proposal that fuel-engined vehicles should be completely eliminated 15 years later. By that time, the market share of electric vehicles would become even bigger. He said that as no building had been built at KBAA yet, he asked the department to conduct long-term planning for the land. He said that the plans put forward by the department should not be made excessively glossy. Instead, they should be something that could be put into practice. Moreover, he stated that Kwun Tong District lacked parking spaces for large goods vehicles and coaches during the course of the district's transformation from an industrial area into a business area. He asked the department to pay attention during planning to the need to reserve parking spaces for overnight parking of large goods vehicles in order to avoid the occurrence of illegal parking.

8. Dep Head of EKEO thanked Members for their suggestions and provided an integrated response as follows:

8.1 Pedestrian Linkage Facilities and Traffic Arrangements for Kowloon Bay Action Area: the department had all along been jointly collaborating with other departments to carry out short-term, medium-term and long-term traffic improvement measures. It was expected that the traffic situation could be improved in the future. Concerning the short-term improvement measures, the Highways Department ("HyD") would continue to conduct a number of minor works to improve the traffic. For example, there would be works conducted at the northern-bound traffic lanes at Wang Chiu Road near MegaBox for removal of the roadside planters and widening of the road. An additional left-turning traffic lane would also be provided to alleviate the traffic congestion. As regards the medium-term and long-term improvement measures, the traffic congestion problem of Kowloon Bay had partly originated from vehicles' taking roads of Kwun Tong District to travel to other districts. In that regard, Trunk Road T2 and the Central Kowloon Route ("CKR") would be commissioned in 2025/26. Residents of Tseung Kwan O would be able to directly go to other districts via Tseung Kwan O-Lam Tin Tunnel ("TKO-LT Tunnel") with the connection to Trunk Road T2. Referring to a paper of the Legislative Council ("LegCo") in

2018, the department had pointed out that some of the road-based traffic situations in the district could be improved through large-scale road infrastructure, such as the traffic problems at Cheung Yip Street and the junction of Hoi Bun Road. When the main road infrastructure projects were commissioned in 2026 and vehicles currently taking roads of Kowloon Bay and Kwun Tong were diverted to other roads, there was hope that the future traffic situation would be significantly improved. The department understood that improvement work could not stop, and would continue to jointly monitor the situation together with related departments.

- 8.2 Works of the Footbridge across Wai Yip Street: the department agreed that the works had been prepared for many years. At present, the fence walls of the former Ngau Tau Kok Police Station had already been adjusted to spare space for construction of the footbridge across Wai Yip Street. The detailed design of the footbridge was in progress at the moment. The department would finalise the design details as soon as possible. Then, it would conduct the procedures of gazetting the project and applying to LegCo for funding, hoping that the footbridge could be constructed as soon as possible.
- 8.3 The Moving Walkway of the Footbridge Connecting to Sheung Yee Road and across Wai Yip Street: the moving walkway, which would be connected to KBAA, was one of the plans for diverting the flows of people of Telford Plaza 2, Kowloon Bay MTR Station. Besides, the Civil and Engineering Development Department (“CEDD”) had already engaged a consultancy to conduct a detailed design for the moving walkway. The department pointed out that it had all along been conducting studies on the construction of a pedestrian linkage system at Kowloon Bay, and would continue to discuss with developers nearby how to enhance communication to improve the pedestrian linkage system. The currently proposed elevated moving walkway would be constructed along Sheung Yee Road and Wai Yip Street. The walkway, which would be centered around KBAA, would connect to Kowloon Bay MTR Station and other locations in the district. Members of the public could use the linkage system to go to different destinations according to their own needs.
- 8.4 Smart Car Parks: the department agreed to Members’ views. It said that it would give flexibility to the developer to develop a smart parking system.

In addition, the department said that it had reserved sufficient parking spaces for large goods vehicles and opened most of the loading/unloading areas for the public to park their vehicles at night, hoping to relieve the illegal parking situation in the district.

9. The response provided by the Consultancy was as follows:

9.1 Measures for Improving the Traffic Environment: KBAA would use a “multi-modal” environmentally friendly linkage system to improve the traffic connectivity in the district. Besides, it would also improve the traffic environment through short-term junction improvement works and long-term measures, including the construction of Trunk Road T2, CKR and TKO-LT Tunnel.

9.2 Sustainable Pedestrian Network: relying solely on vehicular traffic was not a sustainable improvement method. The Consultancy emphasised that a sustainable pedestrian network should be implemented. The Consultancy suggested improving the pedestrian network in KBAA. The measures included constructing the footbridge and providing the moving walkway to enhance efficiency.

9.3 Charging Facilities and Smart Car Parks: TD had six pilot sites for trial of automated parking systems. It would learn from the experience of the pilot sites and provide an automated parking system with flexibility at KBAA in the future. Moreover, the Consultancy said that the car parks should provide sufficient charging facilities and infrastructure according to the Government’s requirements.

10. SPMM(P)/EKEO provided a response regarding the management problems of the space for the use of art, culture and creative industries at Lot 3 and the pedestrian area as follows:

10.1 According to the present proposal, the developer of Lot 4 would be responsible for the design, construction and management of that location. It would also jointly manage that location with its collaborating organisations. The department noted Members’ views on the future management of that location, opining that different management modes could be further considered.

10.2 Regarding the management problems of the pedestrian area, since it was expected that Lot 2 would be sold earlier than Lot 4, the department suggested completing the pedestrian area altogether after the completion of Lot 4 (scheduled for 2029). The two developers would need to coordinate the construction timetables and use unified designs. The department suggested requesting the developers to submit the designs to the design vetting unit to be established in the future for its examination of the designs of the public space and the pedestrian area to make sure that the designs were unified. The public space and pedestrian area would be handed over to two different developers for management separately. The department would continue to monitor their management situations.

11. Members raised follow-up enquiries as follows:

11.1 Mr Kevin SO pointed out that the department's response could not answer some of the questions: (i) the working population of the development area might not necessarily need to use the mass transit system. They could use pedestrian linkage facilities. However, the department had not explained the alignment of the linkage facilities. There were similar problems with buses of the transport interchange; (ii) although regarding the geographical location, the walking distance to that place was short, congestion problems actually appeared at that place every day. KTDC had earlier measured the pedestrian flow from Telford Gardens to the existing government bridge at Telford House during the busiest period. The volume was very large. The new action area to be set up at present would make the working population of that area drastically increase. In addition to the living population, the pedestrian flow would definitely increase significantly. The layout plan in the department's paper showed that some of the bridges would be constructed by private developers. He asked that if the construction of those bridges had been confirmed. If those bridges were marked in the paper, but the private developers did not construct them in the end, he wondered what the Government would do. Although the Government might provide special offers to the private developers, similar offers had been rolled out in the past and they could not attract developers to conduct construction; (iii) if those linkage bridges to be constructed by private developers were not available, all members of the public would then mainly use the present means of access. Yet, changing junctions would affect traffic and narrow footpaths. Therefore, he asked the department

how it would ensure that the roads were wide enough for pedestrians to walk through; and (iv) he hoped that the Consultancy would clearly explain how to divert the pedestrian flow without new bridges, as well as the arrangements for the transport interchange.

11.2 Mr NGAN Man-yu (i) pointed out that the “Energizing Kowloon East” project, as a smart project of Kowloon East, was also a pilot scheme of the Government’s smart city development. However, among the six automatic parking system schemes, none of them covered Kowloon East. He could not understand the reasons; (ii) he opposed the handing over of the open space of Lot 3, especially the 400 sq² of indoor space, to the developer of Lot 4 to handle. He hoped that the lot could be managed by the Government itself and the indoor space could be removed as well. He believed that if the commercial organisation of Lot 4 considered in the future that the lot needed to be used for art, culture and creative industries, the organisation would naturally achieve that purpose within its own lot. Therefore, he did not think that Lot 3 needed to specially provide 400 sq² for the developer of Lot 4; and (iii) he enquired when the footbridge across Wai Yip Street could be completed, and whether it could be commissioned before the project concerned, or the works of the footbridge would only commence after the construction of all the lots were completed, just the same as the past. He thought that under the circumstances of not having dealt with the traffic and transport arrangements properly, since the above project was a research project of KBAA under the “Energizing Kowloon East” project, he hoped that the Government could seriously deal with such a relatively preliminary project by first constructing the footbridge before developing Lots 2, 3 and 4.

11.3 Mr CHEUNG Pui-kong (i) said that smart car parks were operated as trial schemes in some of the districts. After absorbing the experience, TD might construct smart car parks in KBAA in the future. The number of parking spaces under the present planning was 1 500. He enquired if smart car parks were provided in the future, whether the number of such parking spaces could be raised. It was because according to his understanding, the number of parking spaces of a smart car park should be higher than that of a traditional car park; (ii) he asked whether the department’s planning assessments, such as those for improvement of junctions and traffic, would be conducted based on the present action area, or would review the entire

Kwun Tong District. He thought that such a project would take about 10 years to complete. However, the development of Kwun Tong would not stop in such 10 years and the development would bring about a high pedestrian flow. If only places of individual projects were assessed every time, traffic problems would appear when the additional volumes of the pedestrian flow accumulated. For example, many construction works were underway at the Kai Tak Runway near the action area. That would bring about a high pedestrian flow. He asked the department if it would count that pedestrian flow in.

11.4 Mr TAM Siu-cheuk (i) disagreed to hand over Lot 3 to a developer or commercial organisation for handling, thinking that it would be difficult for the Government to conduct monitoring. If the Government accorded importance to the development of Hong Kong's cultural industries, Lot 3 should be handed over to government departments for handling so that a better venue could be provided for cultural workers to use; (ii) pointed out that many Members had gone through several terms of KTDC, witnessing that the monorail in the district could not be implemented, and the implementation of proposed footbridges were postponed continuously. Therefore, he hoped that amendments could be made to the present proposed development outline plan. He pointed out that if the department did not discuss with the developer matters about the construction of the footbridges and consequently could not provide footbridge linkages, it would be very difficult for Members to give an account to the public, and Members would have reservations towards such planning.

11.5 Mrs Winnie POON remarked that she had served Telford Gardens for 40 years, during which she had witnessed the development of the entire Kowloon Bay. Discussion had been conducted on the Government's long-term planning since the traffic had started to change and the pedestrian flow had started to increase, but the Government had "evaded the debt" for more than 10 years. Meanwhile, the planning of the "Energizing Kowloon East" project had commenced in 2012, but nothing could be done under various fixed frameworks, and only patchy remedies could be made. For instance, no news had been heard for the bridge from MegaBox to Telford Plaza; and the monorail could not be implemented in the end regardless the fact that the alignment of various stops had been fully discussed. The present situation of Kai Tak Cruise Terminal, Hong Kong's landmark, allowed

everyone to clearly foresee the consequence of being unable to solve traffic problems. She added that if related improvement measures could not be implemented, she would oppose the plan.

12. Dep Head of EKEO provided a response as follows:

12.1 About “Smart City”: the present “Energizing Kowloon East” policy covered San Po Kong and one of the projects was the reprovisioning of the playground at Sze Mei Street under the model of “single site, multiple uses”. Besides, a smart parking system would be provided at underground space. That project would also be Hong Kong’s first vertical lifting parking system. The project was currently at the stage of tender technical assessments. Regarding if the system should be adopted in KBAA, the department remarked that opinions of TD and other departments and the effectiveness of the pilot sites of smart parking systems had to be taken into consideration. If more parking spaces had to be provided on top of the existing 1 500 parking spaces in KBAA and the assessments of the pilot sites of smart parking systems were positive, there was actually a capacity to increase the number of parking spaces in the action area.

12.2 About the Problems with Recharging of Vehicles: as mentioned by the Consultancy, the developers would be required to provide charging facilities. Therefore, the development of the action area would definitely have the ability to satisfy the future demand for charging of electric vehicles. The charging facilities at the public transport interchange would be provided for public transport vehicles to use while there would be other charging facilities for private vehicles to use in car parks.

12.3 About the Public Transport Interchange: the department remarked that minibus and bus services would be provided at the interchange. Other than the existing routes, TD would adjust the frequencies and increase the number of routes having regard to different situations to cater for the needs of the public. TD had been working in full swing with different routes and would explain to KTDC when more detailed information was available.

12.4 About the Problems with Road Assessments: the department said that it did not only assess individual projects. Instead, existing assessments would be reviewed before considering the situation of new requirements whenever

conducting a new project.

13. The representative of the Consultancy added that the traffic assessment it had conducted had not been limited to the action area, but it had also covered Kai Tak and Kwun Tong District. The Consultancy had also drawn reference from the Territorial Population and Employment Data of PlanD to conduct an overall assessment. In the consultancy study, it was predicted after the assessment that some of the road junctions would experience traffic congestion in 2031. Thus, a series of traffic improvement measures was proposed. Those improvement measures were not only targeted at traffic within the action area but also areas along Wang Chiu Road and Hoi Bun Road in order to meet the future transport needs.

14. Dep Head of EKEO provided a supplementary response as follows:

14.1 About the Planning and Implementation of the Footbridge System: the footbridge crossing Wai Yip Street was currently at the detailed design stage and was expected to be built before the completion of the development of the action area. Also, the department planned to complete the footbridge system connecting to Sheung Yee Road before the completion of the action area. They would also conduct an ongoing discussion with the developers nearby on how to strengthen connection so as to improve the pedestrian linkage system.

14.2 About the Management Problems of the Lot for the Use of Art, Culture and Creative Industries: the department said the relevant lot was divided into the pedestrian zone and the area under the flyover. The department would require the future developer to manage the lot according to the Design and Management Guidelines for Public Open Space in Private Developments. That would not result in the Government's neglect of its monitoring duty, and as mentioned, the department would reconsider different management approaches of the space for arts, culture and creative industries. Nevertheless, the department hoped that the proposed space for arts, culture and creative industries could achieve synergy with the surrounding business development as the lot was adjacent to the surrounding business projects, which could boost attractiveness and vibrancy of the action area.

15. The Chairman expressed reservations towards the overall development project as many opinions had been put forward regarding transport, parking, smart city arrangements, as well as the management of open space. Those opinions were also long-standing concerns of Kwun Tong District

towards the “Energizing Kowloon East” project. Since the district council was an important consultative machinery, the Chairman hoped that the relevant departments could consolidate information about the above problems and address Members’ opinions.

**Item IV – Redevelopment of Yip On Factory Estate in Kowloon Bay for Public Housing Development
(KTDC Paper No. 28/2021)**

16. The Chairman welcomed Senior Housing Manager/Kowloon East (2) of HD (“SHM/KE(2)/HD”) to the meeting.

17. SA14/HD and A(T302)/HD presented the paper (including the proposed road works at Wang Hoi Road and Wang Mau Street) and made a report.

18. Concerning the agenda item, Members raised opinions and enquires as follows:

18.1 Mrs Winne POON enquired about the specific intake timetable of the development project commencing in 2023 and providing 2 200 flats. When it came to the planning problems, she said that Members were worried about the relevant traffic arrangements. That public housing estate would be near Telford Gardens and the footbridge near Chevalier Commercial Centre. Although she believed the 6 000 new residents would bring business opportunities to Telford Plaza, but disastrous impacts would also be brought about to the neighbourhood. She hoped HD could devise detailed planning, including ancillary facilities supporting daily life and give a response regarding the numbers of floors of the four buildings.

18.2 The Vice-chairman reported that there were still many tenants in Yip On Factory Estate and the letting rate of the building was over 90 percent according to the report of the Transport and Housing Bureau. He hoped the relevant department could handle the compensation and rehousing arrangements properly as those tenants had been running their businesses for many years. Also, he believed that there would be a lack of ancillary facilities supporting daily life and businesses in the surrounding area, given that nearly 6 000 new residents would move in after implementing the project. He pointed out the department should consider issues such as traffic arrangements and ancillary facilities supporting daily life to make the

estate a better place to live and work in.

- 18.3 Mr LAM Wai said that being able to witness the implementation of public housing was something that was worth being happy about. However, he was concerned about the following matters: (i) the problems with the rehousing of the tenants of the building itself; (ii) regarding the development of the action area and public housing, he asked about the number of parking spaces that the department expected to provide in the present public housing development project; (iii) he asked if TD had submitted detailed data to confirm that the traffic of that lot could cope with the new households' demand. He also pointed out that the number of 6 000 residents was quite a big number; and (iv) he thought that when developing public housing, HD should make "down-to-earth" consideration and far-sighted assessments instead of focusing on the present circumstances. He pointed out that the department could provide additional ancillary facilities in different aspects, but the department chose to mark time. He stressed that the main aim of the project should be providing convenience for nearby residents and making their life comfortable. Otherwise, the present decision would only create long-term pain to residents. He mentioned that the newly developed areas on the hills of Kwun Tong District were negative examples.
- 18.4 Mr TAM Siu-cheuk agreed that the department should accord priority to handle the rehousing matters. He also said that among households of public housing, the maximum income limit of a three-person family was \$24,410. He asked the department where the residents could buy their food nearby with such an income. He thought that that area, including places like Telford, was a central business area full of high quality ancillary facilities. He was worried how the grass-roots should handle matters of daily life. He pointed out that the department should consider if the residents' incomes and the class of the ancillary facilities nearby match each other. It should also consider more in terms of the design, ancillary facilities and traffic, including if residents could have enough ancillary facilities provided for the grass-roots after the intake of residents of the public housing.
- 18.5 Mr NGAN Man-yu mentioned that the development project was situated at an important location between Kowloon Bay Business Area and Kowloon Bay MTR Station. He hoped that the Social Welfare Department ("SWD") could give a response regarding the social welfare ancillary facilities to be

provided at that location. In addition, he mentioned that the demand for child care services in Kwun Tong District was very intense. The shortage of the services was especially serious in Kwun Tong West. He understood that the department had reserved social welfare facilities in the development project of Wang Chiu Road to construct child care centres. Yet, he also hoped additional related services could be provided in the present project so that working families commuting to and from Kowloon Bay Business Area daily could place their children at social welfare facilities to enjoy the respite services, thereby relieving the needs of those families.

18.6 Mr Kevin SO understood that the department should complete the consultation by papers. He raised enquiries about the traffic and population: (i) he estimated that after the commissioning of the project, an additional number of nearly a thousand people would need to commute to and from that location by the mass transit system or nearby transport modes during peak hours. He said that the number of people going to the business area to work via the bridge was already very high, but the department conversely arranged new tenants to have their commuting in the “opposite direction”; (ii) he believed that under the circumstances that no impact would be posed to the traffic, KTDC would definitely welcome the present project. He also pointed out that KTDC would try its best to do whatever it could. He said that many buildings had been built in the “infill” approach in Kwun Tong District. However, up till the present stage, Members had discovered many problems about the present project and reflected them to the department. Yet, the department chose to insist on going its own way; (iii) he remarked that the decision of requesting revocation of the present design and demolition of Yip On Factory Estate recorded in the previous meeting minutes had been endorsed. He reiterated that if the project had an assisting nature, or could ensure that the tenants could continue to live there with dignity, KTDC would not oppose the project concerned. Nevertheless, the department had not properly planned in the present planning how the newly added population could commute to locations where mass transit services were available; (iv) he took Ngau Tau Kok Market as an example, saying that that market should be at the renovation and redevelopment stage after the commissioning of the new buildings. He asked the department where the residents should buy their food. He stated that the department should consider how the community could be “self-contained” when the department conducted housing development planning. He opined that each housing

estate at least needed one wet market, enabling the grass-roots to buy food and necessities; and (v) he reiterated that when dealing with the arrangements for the existing tenants, the department presently still lacked a proper solution. If the department insisted on making no compromise at all, even if the project could be endorsed in the present meeting, he still doubted if HD could actually implement the project. He requested the Chairman to clearly relay KTDC's message to the department.

19. SA14/HD provided a response as follows:

- 19.1 Redevelopment Plan of Yip On Factory Estate: the redevelopment project, which would involve rezoning, demolition, piling and superstructure works, was scheduled for completion by 2031. None of the four buildings would be taller than 120 metres above Principal Datum. After the completion, the residential parts would be 33 storeys tall. The department would continue to enhance the related design, or might make further adjustments.
- 19.2 Matters about Parking Spaces: the Hong Kong Housing Authority ("HA") provided parking spaces needed according to the ratio of parking facilities stated in the Hong Kong Planning Standards and Guidelines ("HKPSG"). The project would provide about 200 parking spaces according to the preliminary estimate.
- 19.3 Enquiries about Ancillary Facilities: HA referred to HKPSG when providing ancillary facilities. When planning public housing projects, it would formulate suitable ancillary facility arrangements depending on the scales of the projects and provision of facilities in the vicinity and after consulting related departments.
- 19.4 Enquiries about Wet Markets: there were different types of markets in the district, such as Ngau Tau Kok Market, Kai Yip Market and Lok Wah Market. According to HA's feasibility study assessment, there was no plan of providing commercial or retail facilities in the project. The department would refer to the scale, population and existing ancillary facilities nearby before deciding if additional markets or other related shops needed to be provided.

19.5 Child Care Services: when planning public housing, HA would consult related departments/organisations and stakeholders according to the existing mechanism and provide suitable social welfare facilities in the project. At present, the preliminary proposal was to provide six different types of social welfare facilities. HA would liaise with related departments in due course to discuss arrangements for providing additional social welfare ancillary facilities.

20. SCE3/HD related that HA had conducted a traffic impact assessment for the redevelopment project of Yip On Factory Estate. At the same time, it had considered the development projects in the surroundings and the proposed road improvement works, including those of KBAA and CKR. The assessment report showed that after the completion of the related road improvement works, it was expected that the proposed public housing development would not bring about adverse effects to the traffic nearby. Furthermore, in regard to pedestrian linkage facilities, the assessment had also considered the pedestrian improvement facilities proposed by the development of KBAA, including the footbridge near Siu Yip Street across Wai Yip Street. It was anticipated that after the completion of the improvement facilities, they would be sufficient to cope with the proposed public housing development.

21. SHM/KE(2)/HD provided a response regarding HA's provision of clearance packages for affected tenants/licensees as follows:

21.1 The department would provide an ex-gratia allowance for an affected tenant/licensee, including an ex-gratia allowance covering a rent/licence fee of 15 months (excluding rates). Affected tenants/licensees could also apply for advance payment of 70% of the ex-gratia allowance to facilitate their use of the money on advance planning or expenses such as those for moving out.

21.2 HD would also arrange tenants/licensees who were interested in renting factory units to rent Chun Shing Factory Estate or Hoi Tai Factory Estate by way of bidding so as to continue their businesses. If a tenant/licensee did not make a bid or could not bid a unit successfully, HD would offer a one-off cash sum amounting to \$25,400 per standard unit (every 25 sq²). Moreover, if a tenant/licensee did not intend to rent Chun Shing Factory Estate or Hoi Tai Factory Estate, and could vacate and return his/her premises by the end of February 2022, the department would offer a one-off cash sum of \$100,000 per affected tenant/licensee through the "early-bird offer" allowance scheme.

21.3 She said that regarding the arrangement of granting the ex-gratia allowance under the clearance packages, it was hoped that assistance could be provided for affected factory tenants, and they could be helped with their expenses when they made plans or arranged to move out.

22. District Social Welfare Officer (Kwun Tong) of SWD (“DSWO(KT)/SWD”) said that regarding the planning of child care centre services, the department took the standard of providing 100 child care centre service places for every newly added population of 25 000.

23. The Chairman opined that Members still had many opinions regarding the present agenda item, and therefore he opened the second round discussion as follows:

23.1 Mr CHEUNG Pui-kong thought that the department should respect KTDC’s views. He also said that the data that the department had provided did not have actual referential value. They even consisted misleading elements. He estimated that if the planning was made only based on the data the department had provided, the problems arising after the intake would be too horrible to see. HD said that the project would provide a total of 200 parking spaces. He intended to know more accurate data and mentioned the following referential figures: (i) there were 8 000 residential units altogether in On Tai Estate. However, there were only around 300 parking spaces for goods vehicles, private cars and motorcycles. Among the parking spaces, those for private cars accounted for 200; (ii) he took the example of On Tai Estate, which had only around 300 parking spaces for 8 000 flats, doubting how the department could provide 200 parking spaces for a total of 2 200 flats under the present project; and (iii) there were 200 residential units at the newly built Sau Yun House, Sau Mau Ping Estate. However, the number of parking spaces provided was only very limited. Therefore, he did not understand how the department calculated various ratios of residential units and parking spaces according to HKPSG. In addition, he was also concerned about the problems with markets, and doubted how residents could follow the department’s suggestion to take transport from where the project site was to travel to Lok Wah Market.

23.2 Mr KAN Ming-tung stressed that the department needed to consult KTDC because it was unfamiliar with the situation of the district. The value of the existence of KTDC lied on allowing Members to fill the knowledge gaps of departments. He thought: (i) the department should not indulge in empty

talk. He also requested HD to try in person to walk from Yip On Factory Estate to Lok Wah Market, Kai Yip Market and Ngau Tau Kok Market; (ii) he emphasised that the department should make consideration from the perspective of the livelihood of the public and explore the situation after they moved in. The department should also discuss suitable solutions after KTDC gave related opinions. It was not rare to see residential buildings to be built near business or industrial areas. There were similar situations at places like Chai Wan. Nonetheless, he said that KBAA did not include residential buildings such as Telford Gardens but only one residential building which would be built after the development of Yip On. Therefore, he thought that the department should duly consider how the public could live at such a place in the future; and (iii) he stressed that the department should accord priority to deal with matters about clothing, food, accommodation and transport.

23.3 Mr LAM Wai made the following enquiries: (i) he asked if the planning standards for parking spaces had been amended. If so, he asked if additional parking spaces could be provided accordingly at Anderson, including On Tai and On Tat; (ii) he was also concerned about matters about markets. He thought that the department might not understand the local situation, but he pointed out that constructing public housing was not brand new planning. He asked if HD had raised any views in that regard. He found it unbelievable that the department suggested residents go to Kai Yip Market and Lok Wah Market to buy food, opining that the department should put its feet into residents' shoes, avoiding turning something good into talking points which the public grieved about; and (iii) he reiterated that constructing public housing was not planning that could be completed within half a year or one year, but the department's response regarding the ancillary facilities was extremely "idealistic". He also mentioned problems of Anderson Area, such as those about parking spaces and traffic.

23.4 Mr TAM Siu-cheuk suggested: (i) inviting HD's representatives to conduct a site visit to study how long it took to walk from Yip On Factory Estate to Lok Wah Market, and inviting the media to walk together, letting the public judge whether it was reasonable to suggest residents go to Lok Wah Market to buy food; (ii) he believed that HD's response and EKEO's response were contradictory. The former said that the development would not affect the traffic nearby, but the latter estimated that there would be traffic congestion

problems in 2031. He hoped the consultancy could respond to whether it was true that the project would not affect the overall traffic situation, as said by HD. The contradiction between the two responses made him feel confused; (iii) he hoped that HD could respond to and accept the suggestion concerned. He also said that it was out of his expectation that the department suggested in its response that residents should walk to Lok Wah Market to buy food. If the department was going to implement the project concerned, he suggested providing additional relatively grass-root shops. He reiterated that he hoped that HD would deal with the living issues of the 6 000 new tenants in a comparatively “down-to-earth” approach.

- 23.5 Mr PANG Chi-sang pointed out: (i) from the two discussion items on KBAA and Yip On Factory Estate respectively, it was easy to see that each government department worked on its own; (ii) local road areas, which were valuable, were indeed becoming “increasingly rare”. Regarding the Government’s planning of redeveloping Yip On Factory Estate for public housing, he opined that the department should properly make use of the site to alleviate problems about traffic, car parks, connection of footbridges, etc. He also said that the site could play the role of a hub in the future development; (iii) according to what he understood from the content of the paper, the linkage planning of the action area and the redevelopment project of Yip On were not directly related. The planning of Yip On only purely provided community facilities and equipment of car parks. Yet, the details about residents’ commuting had not been mentioned. He reiterated that Members were highly concerned about the congestion problem arising from the pedestrian flow during the morning and afternoon periods when people went to and off work in Kowloon Bay after the 6 000 new tenants moved in. He asked whether the consultancy could confirm that the figures about the traffic flow planning were accurate after referring to the data of the present project; and (iv) as regards the redevelopment works of Yip On, he believed that the department should make comprehensive consideration and make use of locations at lower floors to provide transport interchanges to solve traffic problems. He thought that the traffic in the district at present might not be able to afford the future development in the surroundings. He believed that the paper could not give a detailed account of the Government’s planning in that regard and hoped that the department could give a further response.

24. SPO9/HD provided a supplementary response regarding matters about parking spaces and wet markets as follows:

24.1 About Parking Spaces: the feasibility study of the project concerned had adopted the latest parking ratio stipulated in HKPSG. For example, parking spaces for private cars were provided in the ratio around 1:9. In the present project, there would be around 220 parking spaces for private cars. The number of other parking spaces would also be increased. For instance, five additional parking spaces for visitors would be provided in each building. Therefore, compared to housing estates completed in the past, such as On Tat and On Tai Estates, the ratio of parking spaces had been raised already.

24.2 Wet Markets and Other Retail Facilities: when planning the project, HA had considered the scale and population of the project. Besides, it had also considered whether there were related retail facilities nearby, including factors such as markets and shopping centres. It would also duly consider the financial feasibility and appropriateness of retail facilities. For the preliminary planning of the project, HA had not considered providing commercial and retail facilities, including markets. Residents could consider Telford Plaza or the supermarket in MegaBox in the vicinity if they needed to buy daily basic necessities. Furthermore, residents could also walk to Ngau Tau Kok Market for shopping via the bridge and shopping centre. Therefore, it was expected that the existing ancillary facilities could satisfy future residents' basic needs.

25. SCE3/HD provided a supplementary response regarding the traffic matters as follows:

25.1 When conducting the traffic impact assessment, HA had considered the development projects in the proximity and their proposed road improvement works. The traffic impact assessment showed that after the completion of the related road improvement works, it was expected that the proposed public housing development would not bring about adverse effects to the traffic nearby.

25.2 The traffic impact assessment also showed that concerning the ancillary transport facilities nearby, apart from Kowloon Bay MTR Station, there were corresponding bus routes near Wang Chiu Road plying to places such as Hong Kong Island and Tsuen Wan to cope with residents' commuting needs.

26. SHM/KE(2)/HD responded to the Chairman's enquiry about compensations and said that there was no new progress up till the present moment. The related information had been reported just then.

27. The Chairman remarked that residents in Kwun Tong District and Members present were highly concerned about the present development project and concluded as follows:

27.1 Regarding the arrangements for the community ancillary facilities and social welfare facilities after the completion of the project, Members had provided different views on both of them. For example, they had suggested HD provide shops for the grass-roots on lower floors of the buildings to solve the basic needs of the public. Moreover, the department should also reassess if suitable social welfare facilities needed to be provided, including services such as after-school care services;

27.2 As regards the parking situation, the department should also make arrangements according to the latest HKPSG;

27.3 In regard to matters about the traffic network ancillary facilities, he hoped that the four newly built residential buildings would not add extra burden to the existing traffic in the district;

27.4 the problems about the rehousing of and compensations to the existing tenants of the building;

27.5 he hoped the departments present could take follow-up actions for the above four points; and

27.6 he thought that the department should conduct a relatively "down-to-earth" study. He also reiterated that the department's response to the enquiries about market shopping had been unsatisfactory. At the same time, he suggested the department conduct tests and obtain experience first before coming to KTDC to give a further account. Otherwise, the department would give people an impression that the Government could not grasp public opinions.

28. Mr Kevin SO hoped that the department would submit the project again for a new round of consultation after amending the paper. Otherwise, if the paper was endorsed, the department might

think that KTDC supported the present project, pushing the situation towards eternal damnation.

29. The Chairman remarked that the meeting should note the paper according to the Standing Orders. However, he also thought that the views raised by various Members provided an important direction. Therefore, he suggested the department provide a response to their views. KTDC might invite the department to the committees under KTDC for further discussion as and when necessary. He hoped that the department would continue to exchange ideas with Members and looked forward to the department's corresponding follow-up actions.

Item V — Proposed Amendments to the Approved Ngau Tau Kok and Kowloon Bay Outline Zoning Plan No. S/K13/30
(KTDC Paper No. 29/2021)

30. DPO/K/PlanD(Ag) and STP/K4/PlanD(Ag) presented the paper.

31. Regarding the agenda item concerned, Members and the Chairman raised views and enquiries as follows:

31.1 Mr CHEUNG Pui-kong enquired on the new location of the refuse transfer station at Lot 2 after its relocation.

31.2 Mr NGAN Man-yu requested the department to keep Lot 3 (proposed to be rezoned as “Commercial (2)”) mentioned at item 3.4 in the paper for the “Government, Institutional and Community” use, so that the open space could be managed and built by the Government.

31.3 Mr TAM Siu-cheuk said that he hoped that the Secretariat or KTDC could summarise opinions from Members on the several preceding items about issues such as the connection of footbridges, problems with ancillary facilities for shopping and problems with Lot 3, and pass them to the Town Planning Board (“TPB”).

31.4 Mr Kevin SO agreed to the view of Mr TAM Siu-cheuk as endorsing the planning concerned, which had previously been extensively discussed, or expressing any preferences in KTDC might affect the department's intention to amend their plan. He pointed out that if both TPB and KTDC agreed to the amendments, no further amendments would be made. Therefore,

KTDC should note the proposal instead of agreeing to it. He thought that provision of markets could be requested in the relevant housing development planning so that HD could understand the relevant need.

31.5 The Vice-chairman said that the two previous agenda items had been fully discussed and Members had raised many opinions. He agreed to the view of Mr TAM Siu-cheuk that the opinions for the previous two items should be summarised.

32. The response provided by DPO/K/PlanD(Ag) to the enquiries was as follows:

32.1 Refuse Transfer Station: the relevant facility had been demolished and relocated to Siu Ho Wan.

32.2 Planning of Lot 3: it had been explained by the officers of EKEO that although the lot would be developed and managed by private developers, the Government would pass some agreements to supervise the developers in the future. The department had also proposed to specify in the Covering Notes of the outline zoning plan that Lot 3 should provide not less than 8 400 sq² of public open space and the requirement would have statutory effect.

33. The Chairman said that many Members were concerned about how DEVB would play the monitoring role in the management of the public open space. The district had been concerned about EKEO's current management and monitoring of venues and their future arrangements since five years ago. He asked DEVB about the specific measures for supervising relevant organisations' operation of the public open space, including the actions to be taken if the organisations made some arrangements contrary to the regulations.

34. Dep Head of EKEO gave a response regarding the management of public open space or pedestrian walkways in private developments. The Government currently had an effective mechanism for managing public open space in private developments. Developers were required to manage public open space according to the Design and Management Guidelines for Public Open Space in Private Developments. For example, developers must provide the public with free and convenient access to space that was open for people to stay. Non-commercial and charitable activities should also be allowed to be held there. Besides, developers or other non-profit-making organisations should be allowed to use the space under the prerequisite that public use of and access to the space would not be hindered. Moreover, concerning the management agreement mentioned by the department earlier, the department would suggest it should be a legally binding agreement to regulate the organisation

commissioned to manage the open space. In the worst case, the Government could resume the area if the organisation violated the agreement. The department hoped that through continuous monitoring and coordination, the open space could be effectively used by members of the public to satisfy different public needs.

35. Mr TAM Siu-cheuk said the department should not filter out the opinions on Lot 3 from him and Mr NGAN Man-yu.

36. DPO/K/PlanD(Ag) responded that she understood Members' concerns towards the operation and management of the public open space at Lot 3, and would discuss with EKEO whether closer monitoring by the Government could be stipulated in the agreement to ease everyone's worries.

37. Mr TAM Siu-cheuk expressed his hope that the opinions from him and Mr NGAN Man-yu could be reflected to TPB.

38. DPO/K/PlanD(Ag) responded that she would reflect Members' views and relevant departments' responses to TPB.

39. Mr NGAN Man-yu said that he was not concerned about how government departments would monitor the management of Lot 3 by private developers and the legal effect of the relevant agreement. He clearly expressed his objection towards the amendments and opined that Lot 3 should be kept for the "Government, Institutional and Community" use and the Government should undertake the construction, management and operation of that open space.

40. The Chairman said that Members had expressed different concerns. KTDC, which was a consultative and advisory body, was responsible for raising opinions to the Government regarding issues of public and Members' concern. Moreover, items III and IV were interrelated. Officers of DEVB, HD and PlanD had all along been present at the meeting to listen to everyone's opinions. He hoped that Dep Head of EKEO could provide information about the Design and Management Guidelines for Public Open Space in Private Developments through the Secretariat after the meeting so that everyone could better grasp the arrangements laid down in the guidelines.

41. Dep Head of EKEO said that the information could be provided.

(Post-meeting note: the Secretariat circulated the Design and Management Guidelines for Public Open Space in Private Developments to Members provided by EKEO on 23 September.)

42. The Chairman said that regarding the three agenda items discussed today, apart from forwarding the meeting minutes to TPB, the Secretariat would also integrate everyone's views and write to TPB in the name of KTDC to voice the views on agenda items III to V. He hoped that the officers of government departments present would relay the information to relevant policy bureaux or departments regarding Members' concerns.

(Post-meeting note: the Secretariat sent the letter on 6 October.)

Item VI – Kwun Tong District Core Departments' Work Plans 2021/22 : Half-yearly Progress Report
(KTDC Paper No. 30/2021)

Annex 1: CEDD

43. Chief Engineer/East 2 of CEDD ("CE/E2/CEDD") presented the paper.

44. Regarding the agenda item, Members raised views and enquiries as follows:

44.1 The Vice-chairman said that regarding the blasting works of TKO-LT Tunnel, many residents of Cha Kwo Ling had reflected to him that the works drastically affected their life. There was concrete spalling at the ceiling in one of the flats, and the flat owner had injured his/her leg because of that. In another case, a slab had come off from the wall. The resident thought that that might be related to the vibration generated during the blasting works. He hoped that the department could closely communicate with the contractor to strengthen the monitoring over the works processes and minimise the noise and vibration generated by the works.

(Post-meeting note: since the blasting works of TKO-LT Tunnel had earlier been completed, the blasting works that the residents had referred to might be related to Tunnel T2. The department had reflected the problems to the team of the works for its follow-up actions.)

44.2 Mr CHEUNG Pui-kong was concerned about the linkage facilities in the district. Members had earlier visited the escalator along the slope between Hiu Kwong Street and Hiu Ming Street. Although the escalator had been commended by residents, damage had started to emerge at some parts of it.

He requested the department to seriously monitor the quality of the escalator, especially the outdoor parts, to avoid frequent needs for repairs in the future.

45. CE/E2/CEDD thanked Members' views and provided an integrated response as follows:

45.1 About the Blasting Works of TKO-LT Tunnel: the department would conduct the works in accordance with the regulations. If residents found that their households were affected by the blasting works, they might contact the Community Liaison Group of the department. The department would assign officers to the affected flats for investigation. If the problem was confirmed to be existing, the department would squarely handle it.

45.2 About the Enquiries on the Escalator: the department had noted the problem with the frequency of failures of the escalator and had maintained close liaison with the senior officers of the escalator company. Some parts of the escalator had come from new batches. The department had requested the escalator company to conduct additional checks before using new batches to minimise the occurrence of escalator failures. Moreover, the escalator company shared that no matter indoor or outdoor escalators, their operation might be affected by foreign objects falling into the mechanical parts. Those foreign objects (the most common ones were sand and stones at escalator users' soles) might be carried at the personal belongings of escalator users. The department would continue to monitor the operation of the escalator. As for the experience of the escalator concerned, it reflected that the program of an escalator with multiple sections was more complicated than those of usual lifts. The department would also rearrange the examination program of the escalator to minimise the impact posed on users by regular examinations of the escalator.

46. The meeting noted the paper.

Annex 2: Food and Environmental Hygiene Department ("FEHD")

47. Chief Health Inspector (Kwun Tong)² of FEHD presented the paper.

48. The meeting noted the paper.

Annex 3: HD

49. Chief Manager/Management (Kowloon East) of HD presented the paper.

50. The meeting noted the paper.

Annex 4: Leisure and Cultural Services Department (“LCSD”)

51. District Leisure Manager (Kwun Tong) of LCSD (“DLM(KT)/LCSD”) presented the paper.

52. Mr HSU Yau-wai said that the utilisation rate report on sportsgrounds and football pitches did not cover the football pitch of On Sau Road Park. He enquired if there were special requirements.

53. DLM(KT)/LCSD responded that the department would provide related supplementary information after the meeting.

(Post-meeting note: the related supplementary information was provided in the newly amended half-yearly progress report and circulated to Members on 26 October 2021 for their information.)

54. The meeting noted the paper.

Annex 5: SWD

55. DSWO(KT)/SWD presented the paper.

56. Regarding the agenda item, Members raised views and enquiries as follows:

56.1 Mr KAN Ming-tung remarked that families of some of the elderly people could not go to hospital to visit them amid the epidemic. As regards emotional support to the elderly, he hoped that SWD and medical social workers could do a better job. Since elderly people in hospital might not be able to appropriately express their needs, nor could their families understand the elderly people’s situations, particularly when problems such as transfers and admission of caregivers into residential institutions were involved, SWD should enhance its communication role. He added that it was very difficult for families of elderly people to go to hospital to visit them at the moment. There were cases in which assistance from officers of SWD

and medical social workers was required to facilitate communication between the elderly people and their families. He knew that officers of SWD and medical social workers had to handle many cases, but he hoped that they would pay special attention to the above cases.

56.2 Mr TAM Siu-cheuk related that in regard to child care services, as far as he knew, the current standard was there should be 100 child care places for every 20 000 people. There was a population of 700 000 in Kwun Tong District, and there should be more than 3 000 places in the district. He asked the department what plans it had to fill the gap.

56.3 Ms FU Pik-chun stated that as a district councilor working on the frontline, she was willing to help residents fill in forms to apply for the Old Age Living Allowance or fruit money. Residents had reflected to her that officers of SWD had taken the ground of privacy to refuse to help residents fill in the forms and said that they could seek assistance from district councilors. She asked the department if the related arrangement was appropriate, and hoped that the department could review the existing procedure.

56.4 Mr NGAN Man-yu enquired about the numbers of applications for and cases granted with “time-limited unemployment support” under the Comprehensive Social Security Assistance (“CSSA”) between 1 April and 30 September 2021.

57. DSWO(KT)/SWD thanked Members for their views and provided an integrated response as follows:

57.1 Enhancing Communication between Elderly People in Hospital and their Families: the department would convey to the relevant Medical Social Services Units the message of enhancing communication between elderly people in hospital and their families to provide suitable and practical assistance.

57.2 Child Care Services: the department had set population as the basis for formulation of the planning standard of child care centres. The current planning standard was that there should be 100 child care centre service places for every newly added population of 25 000. At present, Kwun Tong District was provided with diversified child care services. Apart from child

care centres, there were flexible child care services, including the Neighbourhood Support Child Care Project, Extended Hours Service and occasional child care service. Moreover, the department would provide child care centres at new housing development projects. Apart from the newly provided 100 places at Wang Chiu Road Phase 1 and 88 places at Lee Hong House, Shun Lee Estate, there would also be newly added places at housing estates such as Lee Yue Mun Estate.

- 57.3 Assisting the Elderly in Filling in the Forms: the department would discuss with its officers and review the arrangement.
- 57.4. Data about “Time-limited Unemployment Support” under CSSA: the department would provide the supplementary information after the meeting.

58. Mr TAM Siu-cheuk enquired about the planning standards of child-minding services and the quotas of the related services. The Chairman requested SWD to provide the supplementary information after the meeting.

(Post-meeting note: the information was circulated to Members on 26 October 2021 for their information.)

59. The meeting noted the paper.

Annex 6: TD

60. Chief Transport Officer/Kowloon 2 of TD (“CTO/K2/TD”) presented the paper.

61. Regarding the agenda item, Members raised views and enquiries as follows:

- 61.1 Mr Kevin SO was discontent that he often received notifications about reduction in bus frequencies from bus companies. He enquired about the number of bus routes that had undergone reduction in frequencies in 2021 according to TD’s guidelines. He referred to an example, saying that many residents took bus route no. 2A, which departed from Kwun Tong, to go to areas around Mong Kok and Cheung Sha Wan, but unexpectedly, the frequency of that route during peak hours had been reduced since 2 August. He had asked the department about the details earlier, and its officer replied that the frequency of that route had been reduced according to established

guidelines. He urged the department to provide the guidelines and figures to KTDC after the meeting. He would continue to follow up on the issue in the related committee.

- 61.2 Ms FU Pik-chun enquired on the progress of installation of “bus arrival information display panels” at bus stops such as Lee Yip House, Lee Hang House and Shun On Estate. She said that many elderly people in Sze Shun Area were very much anticipating installation of “bus arrival information display panels” at the bus stops.
- 61.3 Mr HSU Yau-wai enquired on the progress of the construction of a bus stop shelter at the bus stop of Oi Tat House at On Sau Road opposite Yan Tat House. He remarked that construction of the bus stop shelter had been mentioned in the paper dated 6 October 2020, but there had still been no update after one year. He urged the department to learn more about and follow up on the situation.
- 61.4 Mrs Winnie POON said that as the public had gradually grown liking for visiting Kai Tak Cruise Terminal, together with a number of construction sites along the runway of the former airport and Hong Kong Children’s Hospital, the demand for transport would greatly increase. On the whole, minibus route nos. 90A and 90B were the existing public transport to the area. Minibus route no. 90A departed from Yau Tong and often had low patronage when reaching Hong Kong Children’s Hospital. Also, passengers taking minibus route no. 90B mainly headed to Ngau Tau Kok. KMB circular route no. 5R departing from apm was currently the only public transport heading for Kai Tak Development Area that had relatively high patronage. She hoped that TD could study and regulate public transport heading for Kai Tak Cruise Terminal in a holistic manner. Following the economic recovery, there was a growing number of visitors to Kai Tak Cruise Terminal, which directly affected the surrounding environment. She proposed providing an additional bus route that ran directly from Yue Man Square to Kai Tak Cruise Terminal. By that way, not only daily passengers of buses would not be affected, but cruise visitors would also learn that there was the beautiful Yue Man Square Public Transport Interchange in Kwun Tong District.

61.5 Mr LAM Wai enquired (i) about the delayed installation of “bus arrival information display panels” at On Tai Estate. It had been delayed due to the social incidents in 2019. The timetables for provision of seats at bus stops and “bus arrival information display panels” at places such as On Yan Street, On Tai Estate Bus Stop at On Sau Road, Hang Tai House, On Tai (West) and On Tai (South) were not included in the paper for the present meeting; (ii) route no. 613A was popular among residents, but it frequently encountered traffic congestion when running downhill. He proposed to arrange the first departure of the route to depart at an earlier time to avoid the congestion period; (iii) there were often errors in the bus arrival time of route no. 213M shown in the mobile application. The application often showed that there was no departure between 8:00 a.m. and 9:00 a.m. However, for route no. 213S, another route that also departed from On Tat Estate, the departures shown in the application were very accurate. He hoped the bus company could follow up on the mobile application to minimise errors so that residents could estimate their travel time more accurately when going out.

62. CTO/K2/TD thanked Members for their views and provided an integrated reply as follows:

62.1 Bus Frequencies: the department would follow up on the guidelines for adjustment of bus services and related information on adjustment of bus frequencies in Kwun Tong District with Members after the present meeting.

62.2 Bus Arrival Information Display Panels: the current paper did not show the progress of the installation of relevant facilities such as “bus arrival information display panels” and seats at bus stops. The department noted Members’ opinions, and would later follow up on the progress of individual projects with Members.

62.3 Transport for Kai Tak Cruise Terminal: he thanked Members’ concern about the traffic situations of Kai Tak Cruise Terminal and Hong Kong Children’s Hospital. The department understood that following the progressive commissioning of facilities at Kai Tak Development Area, there would be growing demand for transport to and from that area and public aspirations for the Government’s further improvements in the ancillary transport facilities and services. The department would review various public

transport services in due course having regard to the progress of the Kai Tak Development Area project. For example, the passenger demand for and operation of KMB bus route no. 5R and minibus route nos. 90A and 90B would be reviewed in due course.

63. The meeting noted the paper.

**Item VII – Kwun Tong and Sau Mau Ping Police Districts Policing Plan 2021: Half-yearly Progress Report
(KTDC Paper No. 31/2021)**

64. District Commander (Kwun Tong) and Police Community Relations Officer, Sau Mau Ping District, Hong Kong Police Force (“HKPF”) (“PCRO/SMP D/HKPF”) presented the paper.

65. Mrs Winnie POON commended the police for their sparing no efforts in combatting crimes. Yet, she reflected the following incidents: (i) some residents had said that they had been impolitely treated by frontline police officers after making reports to the police. The residents had been yelled at during the course. Some security guards of buildings had also proved that frontline police officers had poor manners. She herself had also experienced impolite treatment after making reports to the police. She said that individual police officers’ poor manners seriously affected the relationship between the police and the public and damaged the police’s image. The police should make improvement; (ii) some residents had reflected that Hong Kong was now very safe. However, banks were still cordoned off with wooden boards, causing a tense atmosphere. She said that the police should take appropriate steps to make people know Hong Kong had become peaceful again.

66. PCRO/SMP D/HKPF thanked Members for their views. Regarding problems with individual police officers’ manners, the police had a complaint mechanism against police officers’ serious misbehavior. As regards the situation mentioned by the Member, he would give advice to commanders of patrol teams. The police thanked Members for their recognition of the police’s work. Society had turned back to be peaceful. The police would take appropriate follow-up actions to make people know Hong Kong was now a safe place.

67. The meeting noted the paper.

Item VIII – Preparatory Working Group on Celebrations of the Anniversary of the Establishment of the Hong Kong Special Administrative Region, the National Day and Festivals – Vetting Results on Funding Application under the “Scheme of Major Celebration Activities for the 72nd Anniversary of the Founding of the People’s Republic of China”
(KTDC Paper No. 32/2021)

68. The Chairman suggested passing the application back to the related committee for further actions since KTDC had just completed reorganisation and different functions had been conferred on each committee.

69. Mrs Winnie POON thought that that application was related to celebration activities of the National Day. Since the schedule was tight, that could be directly handled by FC of KTDC.

70. Mr Kevin SO thought that the application could first be handled by the committee in accordance with the procedure.

71. The Chairman stated that both of the Members’ views were worth consideration. To comply with the procedure and allow the application to be fully discussed in the committee, the Chairman decided to pass the application back to the related committee for further actions.

72. The meeting noted the decision.

Item IX – Matters on District Minor Works
(KTDC Paper No. 33/2021)

73. The Secretary presented the paper.

74. The meeting endorsed the paper.

Item X – Reports of Standing Committees and Task Forces
(KTDC Paper No. 34/2021)

75. The Secretary presented the paper.

76. The meeting noted the paper.

**Item XI — Kwun Tong District Council Financial Statement for 2021/22
(KTDC Paper No. 35/2021)**

77. The Secretary presented the paper.

78. The meeting noted the paper.

Item XII — Any Other Business

(A) Kwun Tong District Celebration Activity for the 72nd Anniversary of the Founding of the People’s Republic of China cum the Opening Ceremony of Sau Mau Ping Community Hall

79. The Chairman reported that the Kwun Tong District Office would hold the Kwun Tong District Celebration Activity for the 72nd Anniversary of the Founding of the People’s Republic of China cum the Opening Ceremony of Sau Mau Ping Community Hall at Sau Mau Ping Community Hall on the afternoon of 25 September (Saturday). It sincerely invited KTDC to be a co-organiser of the activity.

80. The above activity, which would allow residents of Kwun Tong to jointly celebrate the 72nd Anniversary of the Founding of the People’s Republic of China and the official opening of Sau Mau Ping Community Hall, was very meaningful. The meeting agreed to allow KTDC to be a co-organiser of the activity.

(B) Hong Kong Sign Language Day 2021

81. The Chairman reported that the Hong Kong Society for the Deaf (“the Society”) had earlier written to KTDC to invite it to be a supporting organisation of “Hong Kong Sign Language Day 2021”. The Society would place exhibition vehicles at Sai Kung District on two consecutive days, 18 to 19 September, to introduce signs related to land features and outdoor activities in sign language.

82. The above activity, which would allow members of the public to know more about sign language and related facts, raise public interest in sign language and boost barrier-free communication, was very meaningful. The meeting accepted its invitation. The Secretariat would cooperate with the Society in carrying out publicity and promotion. It would later forward the publicity email about “mobile exhibition vehicles” to Members.

Item XIII – Date of Next Meeting

83. The next meeting was scheduled to be held on 2 November 2021 (Tuesday).

84. There being no other business, the meeting was adjourned at 12:55 p.m.

The minutes of the meeting were confirmed on 2 November 2021.

Kwun Tong District Council Secretariat
October 2021