

(Translation)

**Minutes of the 11th Meeting of the
7th Term Kwun Tong District Council (Full Council)**

Date: 29 September 2025 (Monday)

Time: 10:00 a.m. – 1:01 p.m.

Venue: Conference Room, Kwun Tong District Office,
Unit 05-07, 20/F, Millennium City 6, 392 Kwun Tong Road,
Kwun Tong, Kowloon

Chairman

Mr HO Lap-ki, Denny, JP

Members

Mr YU Siu-lun

Mr YU Man, MH

Mr YU Ka-ming

Mr NG Ting-fung

Mr LUI Tung-hai, MH

Ms LEE Shuk-woon, Sophia, MH

Mr LEE Ka-hang

Mr FONG Yat-kwan

Mr LAM Fung, MH

Mr LAM Wai

Ms KAM Kin

Mr OR Chong-shing, Wilson, MH

Mr HUNG Kam-in, MH

Mr MA Yat-chiu, MH

Mr CHEUNG Yiu-pan

Mr CHEUNG Pui-kong

Mr CHEUNG Ki-tang, MH

Ms LEUNG Sze-wan

Ms FU Pik-chun, MH

Mr HSU Yau-wai

Mr LIN Ho-man, MH

Mr CHAN Yiu-hung, Jimmy, MH

Mr TSANG Wing-fai

Ms CHING Hoi-yan

Ms FENG Yunsi

Mr WONG Chun-ping, BBS, MH, JP

Mr WONG Kai-san

Ms YU Juliana

Ms ZHAN Baoyu

Mr LAU Kar-wah

Mr AU YEUNG Kwan-nok

Ms CHU Lok-wai

Mr TANG Wing-chun

Mr CHENG Keung-fung

Mr LAI Wing-chun, MH

Mr KAN Ming-tung, MH

Mr TAM Siu-cheuk

Mr KWAN Kin-wing

Mr PANG Chi-sang

In attendance

Ms CHAN Wai-chun, Regina

Assistant District Officer (Kwun Tong) 1

Mr CHEUNG Ka-long, Kelvin	Assistant District Officer (Kwun Tong) 2
Ms CHEUNG Tin-ye, Katherine	District Commander (Kwun Tong), Hong Kong Police Force
Ms TSE Tsui-yun	District Commander (Sau Mau Ping), Hong Kong Police Force
Mr LEE Pui-yin	Police Community Relations Officer, Kwun Tong District, Hong Kong Police Force
Mr MAN Cheuk-hei, Tony	Police Community Relations Officer, Sau Mau Ping District, Hong Kong Police Force
Mr CHUNG Yuk-ming, Wilson	Senior Engineer/1(East), Civil Engineering and Development Department
Mr LING Wai-kit, Ricky	Chief Manager/Management (Kowloon East), Housing Department
Mr LIU Kin-wai, Rick	Chief Transport Officer/Kowloon 2, Transport Department
Ms LAW Kit-nor	District Environmental Hygiene Superintendent (Kwun Tong), Food and Environmental Hygiene Department
Mr LEUNG Po-wah, Taddy	District Social Welfare Officer (Kwun Tong), Social Welfare Department
Ms CHEUNG Yee-mei, May	Chief Leisure Manager (Kowloon), Leisure and Cultural Services Department
Ms NG Kin-ching	District Leisure Manager (Kwun Tong), Leisure and Cultural Services Department
Ms FONG Ka-ying, Kinki	Deputy District Leisure Manager (District Support) Kwun Tong, Leisure and Cultural Services Department
Miss CHOW Tak-sum, Amy	Senior Executive Officer (District Management), Kwun Tong District Office
Mr FUNG Chi-man, Tom	Senior Liaison Officer (1), Kwun Tong District Office
Miss YIK Wai-sze, Cecilia	Senior Liaison Officer (2), Kwun Tong District Office
Mr TANG Chun-ming	Senior Liaison Officer (3), Kwun Tong District Office
Ms IP Yuk-mei, Eunice	Senior Liaison Officer (4), Kwun Tong District Office
Ms HUI Po-yu, Bowie	Executive Officer I (District Council), Kwun Tong District Office

Secretary

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

In Attendance by Invitation

Ms LAI Man-foon, Vivian	District Planning Officer/Kowloon, Planning Department	Item II
Ms LEE Yuk-sin, Florence	Senior Town Planner/Kowloon 5, Planning Department	
Mr WONG Pak-cheong, Kenneth	Town Planner/Kowloon 2, Planning Department	
Mr LO Chi-cheung, Stephen	Chief Engineer/East 5, Civil Engineering and Development Department	
Mr LAU Lik-wing, Ray	Senior Architect/1(East), Civil Engineering and Development Department	
Mr Louis LAU	Project Manager, AtkinsRealis Asia Limited	
Mr CHUNG Cheuk-ming, Derek	Chief Electrical and Mechanical Engineer/Bus Safety, Transport Department	Item III
Mr LAM Bun, Ben	Senior Electrical and Mechanical Engineer/Bus Safety, Transport Department	
Ms Claire HU	Regional General Manager for Hong Kong and Macau, Baidu Apollo International Limited	
Ms Iris WONG	Senior Project Development Manager in Hong Kong, Baidu Apollo International Limited	
Mr Samuel CHOI	Senior Project Development Manager in Hong Kong, Baidu Apollo International Limited	
Mr Alvin CHEN	Senior Security Consultant, Baidu Apollo International Limited	
Mr Alex WONG	Managing Director, China Travel Tours Transportation Services Hong Kong Limited	
Mr Alan TSANG	Deputy General Manager, China Travel Tours Transportation Services Hong Kong Limited	

Absent

Mr NG Sing-wah

The Chairman welcomed all Members and government representatives to the 11th Full Council

(“FC”) meeting under the 7th Term Kwun Tong District Council (“KTDC”).

2. The Chairman stated that the Secretariat had received a notice of absence from Mr NG Sing-wah before the meeting. Upon receiving the relevant supplementary information, the Secretariat would consult Members on the application for absence.

(Post-meeting note: After the meeting, the Secretariat sought Members’ views by circulation of a paper. As Mr NG Sing-wah’s application was in compliance with Order 64(1) of the Kwun Tong District Council Standing Orders, Members consented to the application for absence.)

Item I – Confirmation of Minutes of Last Meeting

3. The minutes of the 10th meeting were confirmed without amendment.

Item II – Proposed Amendments to the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 **(KTDC Paper No. 16/2025)**

4. The Chairman welcomed District Planning Officer/Kowloon, Senior Town Planner/Kowloon 5 and Town Planner/Kowloon 2 of the Planning Department (“PlanD”); Chief Engineer/East 5 and Senior Architect/1(East) of the Civil Engineering and Development Department (“CEDD”); and Project Manager of AtkinsRealis Asia Limited to report to Members the details of the proposed amendments to the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27.

5. The representatives of PlanD and CEDD introduced the proposed amendments relating to three development projects set out in the paper, namely the private housing development at Cha Kwo Ling Road (“Amendment Item A”), the Wing Shan Industrial Building site at 428 Cha Kwo Ling Road (“Amendment Item B”), and the Montego Bay site at 18 Shung Shun Street, Yau Tong (“Amendment Item C”).

6. Members raised views and enquiries as follows:

6.1 Mr Wilson OR expressed concern about Amendment Item A, which involved the rezoning of a commercial site on Cha Kwo Ling Road for private housing use. He hoped that the new development would not increase traffic pressure in Kwun Tong District, stressing that transitional arrangements for the temporary car park to the north of the lot were crucial. It

was necessary to prevent construction works or the relocation of over a hundred vehicles currently parked there from worsening traffic congestion in the district. In addition, he expected the proposed development to have a positive impact on the community, and suggested leveraging the advantages of Tsui Ping River to its west to enhance external connectivity, such as by constructing a footbridge or other ancillary facilities.

- 6.2 Mr LUI Tung-hai expressed support for the three amendment items in the paper. He was concerned about how transitional arrangements for the existing parking spaces under Amendment Item A could be properly made, as well as whether there would be sufficient parking spaces in the vicinity of the project. On the other hand, he commended the provision of a public waterfront promenade under Amendment Item C and hoped that the public waterfront promenade to be provided under Amendment Item B would likewise maintain continuity. He also expressed concern about the development of the water body at Yau Tong Bay adjacent to Amendment Item B, and suggested introducing water sports or tourism-related activities there, together with the provision of embarkation and disembarkation facilities.
- 6.3 Mr TANG Wing-chun expressed support for Amendment Item A. He pointed out that the site was originally planned as one of the stations of the environmentally friendly linkage system and its associated commercial development, and it was now proposed to be rezoned for private housing use. The originally proposed Shing Yip Street Park had been incorporated into the Tsui Ping River Garden opposite the site. He hoped that the Government would implement Amendment Item A to continue the development of the lot, and construct a covered walkway there to facilitate pedestrian access to MTR Kwun Tong Station and Laguna City. He also pointed out that the existing temporary car park at the project site provided a significant number of parking spaces, and Kwun Tong District was facing a shortage of parking spaces. He therefore suggested that when the development project was tendered in the future, a certain number of public parking spaces should be clearly planned to alleviate the traffic pressure and the parking difficulties of the public in the district.
- 6.4 Mr CHENG Keung-fung expressed concern about Amendment Item A, noting that converting the lot from a commercial project into a private residential development would bring about 3 000 additional residents to the area, thereby placing pressure on nearby traffic. He mentioned that the original plan included a 24-hour accessible connection facility to the existing footbridge, and he hoped that this facility could be retained and made barrier-free. In addition, he wished to learn more about the traffic diversion arrangements for the project.

6.5 Mr KAN Ming-tung pointed out that Kwun Tong District lacked parking spaces for medium and large vehicles. If the temporary car park at the lot under Amendment Item A ceased operation without any replacement, the problem of illegal parking in the district would likely worsen. He suggested making reference to Metro Harbour View in Tai Kok Tsui, where parking spaces were reserved for medium and large vehicles, and hoped that the Cha Kwo Ling Road project would likewise take into account the actual parking demand. In addition, he proposed that if the Kwun Tong Ferry Pier bus terminus could not provide sufficient space to accommodate the existing bus routes and parking spaces after its future redevelopment, the proposed private housing project could be considered as an alternative site. He also urged the relevant departments to reconsider constructing a footbridge connecting MTR Kwun Tong Station and extending it to the Kwun Tong Law Courts to enhance pedestrian convenience.

6.6 Ms YU Juliana said that although the proposed private housing development under Amendment Item A included some infrastructure, the existing facilities would be inadequate to meet residents' needs given the population increase, resulting in greater pressure on transport and public facilities. She suggested that additional open space, green areas, and health and education facilities be incorporated into the planning to enhance residents' quality of life and meet future needs.

6.7 Mr CHEUNG Pui-kong expressed concern about the temporary car park involved in Amendment Item A and considered that proper transitional arrangements should be made for parking spaces for medium and large vehicles. He pointed out that in the uphill areas of Kwun Tong, such as Sau Mau Ping or the Anderson Road New Development Area, many parking spaces for medium and large vehicles had been added along roadsides, resulting in some roads being reduced to single-lane traffic at night. On the other hand, he considered that development projects should be properly planned in advance and enquired why PlanD had proposed Amendment Item C to amend the planning of a residential project that had already been completed.

7. The consolidated response from the representative of PlanD was as follows:

7.1 Amendment Item C: The department said that the Montego Bay site covered by Amendment Item C had originally, like the adjacent Yau Tong Industrial Area site, been zoned as a Comprehensive Development Area ("CDA"). As the Montego Bay residential project had already been completed, the site was now proposed to be rezoned for residential use to reflect the latest development parameters, and this would not have any substantive impact on the original planning. In addition, the planning procedures for a CDA were relatively stringent, while those for a residential zoning allowed for greater flexibility. Should any

planning adjustments be required in the future, the relevant procedures would be more streamlined.

- 7.2 Amendment Item A: The department noted that the site involved in Amendment Item A had originally been planned for commercial use, with relevant community facilities provided to support commercial development. The site was now proposed to be rezoned for residential use, and proposals beneficial to the community would be retained, including an all-weather footbridge system connecting to Kwun Tong Swimming Pool and MTR Kwun Tong Station. Following a study, the department considered it necessary to provide a public car park and had obtained agreement from the Transport Department (“TD”). An appropriate number of parking spaces, including those for both private cars and heavy vehicles, would be provided according to actual demand to cater for the parking needs of different vehicle types. In addition, the department added that while no social welfare facilities had been included when the site had previously been planned for commercial use, relevant ancillary facilities, including social welfare facilities, would be added after the rezoning for residential use.
- 7.3 Temporary car park: The department said that the existing temporary car park under Amendment Item A would cease operation when construction works commenced. Parking spaces would only become available again upon the provision of the newly planned car park at the site after the completion of the residential project. During the transitional period, some vehicles could be relocated to other car parks, including temporary parking facilities located at public or private development sites. In addition, the Housing Department (“HD”) would open up the surplus parking spaces in public housing projects for public use, covering parking spaces for both private cars and large vehicles.
- 7.4 Development of the Kwun Tong Ferry Pier: The department said that the redevelopment of the pier was a commercial development project, and the specific implementation timetable had yet to be determined. Therefore, the existing public facilities there would remain unchanged at the current stage. The department added that when planning the site, it would review the provision of public facilities and allocate space according to actual use, with a view to incorporating functional and convenient facilities while meeting the district’s demand for both commercial and public uses.
- 7.5 Amendment Item B: The department said that stakeholders were actively studying how to make good use of the site under Amendment Item B to promote development. Space had already been reserved for the provision of landing steps during the planning stage. The original applicant had also proposed adding commercial facilities at the site to tie in with the potential development of the water body into a yacht bay in the future.

8. The representative of CEDD provided a consolidated response regarding Amendment Item A as follows:

8.1 Traffic planning: The department pointed out that Amendment Item A included planned traffic mitigation measures. It was anticipated that the developer would be required in the future to widen the existing two-lane eastbound carriageway on Shing Yip Street to a three-lane carriageway to improve traffic flow. The relevant works would involve the removal of planters at the location to widen the road surface for the additional third lane. In addition, as the project's vehicular ingress would be located at Cha Kwo Ling Road and the egress at Shing Yip Street, vehicles leaving the site could either make a right turn from Shing Yip Street to head towards Kwun Tong Town Centre, or turn left towards Wai Fat Road to access Kwun Tong Bypass. This would help divert traffic and alleviate the traffic pressure at the junction of Cha Kwo Ling Road and Kwun Tong Road.

8.2 Impact of nearby major transport projects: The department pointed out that nearby transport developments had already been taken into account during the planning stage of the project. This included the soon-to-be-commissioned Trunk Road T2 connecting to Tseung Kwan O, which was expected to effectively alleviate traffic flow within Kwun Tong District upon its commissioning. Based on the planning of the abovementioned transport infrastructure, the department anticipated that the future population intake of the residential project would not cause any insurmountable technical difficulties to the traffic operations within Kwun Tong District.

8.3 Pedestrian connectivity: The department stated that the project planning included the construction of a 24-hour accessible footbridge connecting to Kwun Tong Swimming Pool and further to MTR Kwun Tong Station via the Kwun Tong Town Centre development project. In addition, given the project's proximity to Tsui Ping River, pedestrian access points would be provided to Tsui Ping Road, Shing Yip Street and Cha Kwo Ling Road to enhance overall walkability.

9. Members then raised views and enquiries as follows:

9.1 Mr CHEUNG Ki-tang stated that, under Amendment Item A, the vehicular ingress and egress would be located on Cha Kwo Ling Road and Shing Yip Street, respectively, which would help alleviate traffic pressure on Kwun Tong Road. However, he pointed out that the current traffic light cycle on Shing Yip Street was relatively short, resulting in frequent congestion. He also noted that the section of Shing Yip Street near the industrial buildings was often obstructed by loading and unloading activities or illegally parked vehicles,

making it difficult for vehicles to access Kwun Tong Road from Shing Yip Street. He suggested that the relevant departments study improvement measures to address the traffic problems in the area, such as adjusting the road design for vehicles turning from Cha Kwo Ling Road near the Kwun Tong Law Courts towards Kwun Tong Road. Furthermore, regarding Trunk Road T2 mentioned by CEDD, vehicles entering Trunk Road T2 from Kwun Tong District would have to take a relatively circuitous route, which might not be as convenient as travelling from Tseung Kwan O to Kowloon West. He therefore expressed concern as to whether the project's traffic design could accommodate the population growth upon its completion.

- 9.2 Mr TSANG Wing-fai pointed out that Amendment Item A was situated at a pivotal location in the business area of Kwun Tong Town Centre. Following the improvement works for the adjacent Tsui Ping River, the surrounding landscape had been beautified, giving the project the potential to become a district landmark. Although the project was proposed for private housing development, he believed that, similar to the residential project at “Wedding Card Street” in Wan Chai, it could also serve as a leisure and photo-taking spot for the public after redevelopment, thereby boosting the local economy. At the same time, he mentioned that the area surrounding the project lacked livelihood facilities, and residents had to go to Tsui Ping Estate or Laguna City to purchase necessities. He therefore considered that attention should be given to the project's connectivity with the surrounding areas.
- 9.3 Mr NG Ting-fung raised concerns about the traffic arrangements for Amendment Item A on Shing Yip Street. He pointed out that if the relevant road section was to be widened from its current design to three traffic lanes, vehicles travelling along Shing Yip Street towards the Kwun Tong Business Area would need to merge from three lanes into two, which could further increase traffic pressure at the location. He was worried that this might result in serious traffic congestion and considered that the relevant departments should conduct a more comprehensive and prudent assessment of the road design. On the other hand, he mentioned that the temporary car park there was mainly used by large goods vehicles, and that typical public housing estates might not be able to provide sufficient parking spaces to accommodate such vehicles. Therefore, he hoped that the relevant departments would actively study and propose concrete and feasible supporting measures to address the above issues.
- 9.4 Mr TANG Wing-chun pointed out that traffic on Shing Yip Street was heavy and that the existing traffic light junctions were often severely congested. He therefore suggested that the relevant departments should review and plan traffic improvement measures at an early stage, such as adjusting certain bus routes to avoid routing through King Yip Street before turning into Shing Yip Street and Cha Kwo Ling Road, so as to enhance road traffic

efficiency. In addition, he mentioned that, in the past, it had been common for social welfare facilities to be implemented progressively after residents had moved into residential projects, which led to disputes among nearby residents regarding certain rehabilitation, youth or elderly service facilities. Therefore, he suggested that the scope and implementation sequence of social welfare facilities within the project should be clearly defined at the early planning stage, so as to enhance residents' understanding of community functions and promote better integration between such facilities and the surrounding environment.

10. The representative of PlanD made the following supplementary response regarding Amendment Item A:

10.1 Location: The department indicated that the site enjoyed convenient transport access, was adjacent to the business area, and had a footbridge connecting it to nearby residential areas. The project included private residential and commercial development, with the commercial portion comprising retail facilities and restaurants to meet the needs of surrounding residents and workers. Taking into account the beautified environment of Tsui Ping River, the proposed scheme mainly set retail facilities along the riverside to provide a suitable environment and supporting facilities for tourists and nearby residents.

10.2 Social welfare facilities: The department indicated that the project would require social welfare facilities to be completed simultaneously with the residential development. The developer and future residents could refer to the provisions of the land lease to understand the planning requirements for the relevant facilities.

10.3 Temporary car park: According to a survey conducted by the commissioned consultant, it was found that some 5.5-tonne large vehicles were parked at the existing temporary car park. Such light goods vehicles could be relocated to other undeveloped government land, while other vehicles could be parked at private or government sites, such as public housing estates.

10.4 Kwun Tong Ferry Pier: The department responded to Members' concerns, pointing out that the coordination between Amendment Item A and Kwun Tong Ferry Pier would be assessed by TD and other departments in due course.

11. The representative of CEDD made the following supplementary response regarding Amendment Item A:

11.1 Shing Yip Street: The department responded to Members' concerns about traffic

arrangements on Shing Yip Street, indicating that while the project would set the vehicular egress on Shing Yip Street, it was anticipated that a signalised junction would be installed at the exit location to coordinate with the traffic light operations on King Yip Street and Shing Yip Street, enabling vehicles to enter and exit in an orderly manner according to traffic signals and strengthening traffic flow control. The department stated that it had discussed this design with the relevant departments and anticipated that the project would have a limited impact on surrounding traffic.

11.2 Trunk Road T2: The department indicated that Trunk Road T2 would help reduce the number of vehicles entering Kwun Tong District, thereby alleviating the overall traffic pressure within the district, rather than diverting vehicles from within the district onto the trunk road. According to the consultant's assessment, it was anticipated that the project would not pose any insurmountable technical difficulties to traffic within Kwun Tong District.

12. Members then raised views and enquiries as follows:

12.1 Mr KAN Ming-tung pointed out that members of the public working in Kwun Tong District were very concerned about transport arrangements and parking space supply. As most of the land in the business area had already been developed and built into commercial buildings, there was insufficient ground-level space to provide adequate parking spaces. He considered that the adequacy of parking spaces should be a priority consideration during the planning stage, rather than relying on remedial measures by TD after the completion of development. He emphasised that the importance placed on the number of parking spaces concerned not only the residential project but also the daily commuting needs of the working population in the district.

12.2 Mr PANG Chi-sang stated that traffic congestion was common on Shing Yip Street, with vehicles frequently being held up near the temporary car park. He was concerned that if the project's vehicular egress was to be set on Shing Yip Street in the future and relied solely on traffic signal control to manage traffic flow, it would be difficult to effectively improve the congestion and might impact residents' daily lives. In addition, he was concerned about the insufficient parking spaces for large vehicles in Kwun Tong District, worrying that after the temporary car park ceased operation, existing public housing estates or other locations within the district might not be able to accommodate the large vehicles currently parked there.

12.3 Mr CHEUNG Pui-kong considered that there was a lack of proper arrangements for vehicles currently parked at the temporary car park, and he suggested that the relevant

departments should proactively provide information on parking spaces at nearby car parks to assist in diverting vehicles. He mentioned that in recent years, TD had designated traffic lanes in Kwun Tong North, including the Sau Mau Ping and On Tat Estate areas, for large vehicles to park at night, but the roads were consequently narrowed and lighting was insufficient, failing to adequately safeguard road safety. He hoped that PlanD would effectively resolve the parking issue for large vehicles under Amendment Item A, rather than merely transferring the responsibility to TD, which would result in a lack of substantive improvement measures in the proposed scheme.

12.4 Mr TAM Siu-cheuk pointed out that as Kwun Tong District was positioned as Hong Kong's second Core Business District ("CBD2"), the traffic planning should align with this positioning. He considered that parking space planning should not focus solely on whether the number of spaces was adequate, but should be incorporated into the overall traffic planning. For instance, a shortage of parking spaces could lead to traffic congestion, which would in turn impact the development of the business area as well as investment, living, and employment. He suggested that PlanD discuss traffic planning for Amendment Item A with TD in advance to resolve potential traffic issues.

12.5 Mr CHEUNG Ki-tang stated that although Item A was expected to provide approximately 1 400 residential units and the number of additional vehicles would be limited, the overall traffic routing still needed to be planned cautiously. He mentioned that there were several development projects within Kwun Tong District, including those at Pik Wan Road, Yau Tong Bay, and the Anderson Road Quarry Development Area, and that traffic generated by these projects would all utilise the roads in Kwun Tong District. Therefore, he urged PlanD to coordinate the traffic routing in advance to align with the community's future development.

12.6 Mr HUNG Kam-in expressed reservations about the rezoning of Amendment Item A from commercial to residential use. He pointed out that roads surrounding the project were busy and was concerned that future residents would find it difficult to adapt. In addition, he noted that the project was adjacent to the business area, and although the traffic assessment indicated that the impact would be limited, he remained concerned that the commuting of future residents might intensify traffic pressure in the business area. At the same time, he observed that a large number of residential units would be built in Cha Kwo Ling. Although Amendment Item A, if rezoned for residential use, could add over a thousand units, it might not make a significant contribution to the overall housing supply in Kwun Tong District. On the other hand, given the prime location of the project site, maintaining its commercial use might generate greater revenue for the Government upon land sale.

12.7 Mr LAM Wai had reservations about Amendment Item A. He mentioned that following the successive intake of residents in the Anderson Road Quarry Development Area, the current traffic situation there had become more problematic than originally assessed during the early planning stage. While he agreed that continuous district development would help promote the economy, he considered that, when implementing development projects, the potential impacts on the lives of surrounding residents should be comprehensively assessed and handled prudently.

13. The representative of TD responded to Members' views, stating that following the rezoning of Amendment Item A for residential use, the department would, when reviewing the traffic impact assessment submitted by the consultant, take into account the convenience of residents' travel to ensure that they could easily access public transport, as well as assess the project's impact on local traffic. TD pointed out that the roads in Kwun Tong District, especially in the business area, were relatively narrow and the road network was complex due to early planning. Some road sections were busy, and it would be challenging to further increase the provision of parking spaces within the district. The department said that it would, having regard to Members' views, further coordinate with the relevant departments and the consultant for review and follow-up actions.

14. The representative of PlanD made the following supplementary response regarding Amendment Item A:

14.1 Optimisation proposals suggested by Members: The department thanked Members for actively putting forward their views. In addition to suggesting a review of the project itself, Members also advocated for utilising nearby vacant land for temporary uses and studying the overall traffic planning, such as introducing new bus routes, to alleviate existing traffic pressure in areas such as Cha Kwo Ling Road and Shing Yip Street. The department stated that it would further review the demand and various optimisation proposals with relevant departments, such as TD, to ensure that the assessment and implementation of the project could meet standards and effectively respond to public concerns.

14.2 Retaining the site for commercial use: In response to Members' suggestion that the project should not be rezoned for residential use but should continue to be used for commercial purposes, the department stated that land planning should adapt to prevailing circumstances. The change of the site's zoning from its originally designated commercial use to residential use was made in view of the current social and economic demand for housing supply. The department pointed out that the current assessment study focused on addressing issues relating to the development of the lot, including traffic and environmental

factors such as noise, and on ensuring that all measures complied with legislative requirements, together with appropriate mitigation measures to ensure that the new development would be lawful, compliant, and suitable for living. The department added that it would take Members' views into consideration and, upon the project's endorsement, continue to collaborate with relevant departments to promote land development that met district needs and make good use of the beautified surroundings, such as Tsui Ping River. The department expressed the hope that by implementing this project, residents' daily lives would be made more convenient and the long-term well-being of the community would be enhanced.

15. The Chairman urged PlanD, CEDD and TD to note the views put forward by Members on the project, and to carefully assess and appropriately respond to or incorporate the relevant suggestions in future work stages.

16. The meeting noted the paper.

**Item III — Autonomous Vehicle Trial Scheme in Kowloon East
(KTDC Paper No. 21/2025)**

17. The Chairman welcomed Chief Electrical and Mechanical Engineer/Bus Safety and Senior Electrical and Mechanical Engineer/Bus Safety of TD; Regional General Manager for Hong Kong and Macau, Senior Security Consultant and Senior Project Development Managers in Hong Kong of the Baidu Apollo International Limited (“Baidu”); and Managing Director and Deputy General Manager of China Travel Tours Transportation Services Hong Kong Limited to brief Members on the Autonomous Vehicle Trial Scheme in Kowloon East (“Trial Scheme”).

18. The representatives of TD and Baidu introduced the autonomous driving project.

19. Mr CHEUNG Ki-tang and Ms FU Pik-chun declared that they were employed in the hotel business and the travel document application business under the China Tourism Group (“CTG”), respectively. Both of them indicated that their positions had no direct connection with CTG's transportation services business. The meeting noted their declared interests, and the Chairman directed that they should refrain from voting on this agenda item.

20. Members raised views and enquiries as follows:

20.1 Mr TAM Siu-cheuk expressed his support for the development of new technology and raised concern about conducting the Trial Scheme in the Kowloon Bay area. He pointed

out that the route of the Trial Scheme, unlike those of previous trials, was located in the densely populated Kwun Tong West sub-district, adjacent to Richland Gardens, Kai Yip Estate, Telford Gardens and other housing estates. The area also included four schools, a health centre and a sports ground. He mentioned that the Trial Scheme had organised a public education event at the Kowloon Bay Zero Carbon Building in August this year, and enquired whether the four schools within the scope of the trial had been invited to the event to ensure that community stakeholders could obtain the relevant information. He suggested that all community stakeholders, including nearby residents, school teachers and students, and health centre users, should be fully informed of the specific arrangements and safety precautions for the Trial Scheme.

- 20.2 Mr LAM Fung supported the Trial Scheme, but suggested that trials be scheduled outside peak traffic hours to minimise their impact on traffic flow in Kwun Tong District. He pointed out that the trial route mainly spanned the Kwun Tong West sub-district, and the areas along the route featured a complex environment comprising residential buildings, schools and commercial facilities. Therefore, he requested that the Trial Scheme fully consider local characteristics and that publicity and educational efforts be stepped up at the community level. Additionally, he suggested expanding the scope of the trial to include the Kwun Tong Promenade where public transport coverage was relatively insufficient, so as to provide more convenient transport options there. On the other hand, he was also concerned about the future fare model and the actual utilisation of the autonomous driving system.
- 20.3 Mr Jimmy CHAN was pleased to learn that autonomous driving projects were being tested in Hong Kong, believing that the move aligned with the global trend in innovation and technology development. He pointed out that several Mainland cities including Beijing had widely implemented autonomous driving technology, and Hong Kong should proactively promote its development. As the technology gradually matured and data from busy urban roads became increasingly abundant, he suggested expanding the scope of the trial to cover peak hours and densely populated areas to collect more data under real and complex environments, thereby enhancing the reliability of the technology. He cautioned that collecting data only in remote locations might not effectively allay public concerns. Additionally, he believed that the autonomous driving technology would help enhance road safety, especially by reducing traffic accidents caused by human negligence or fatigue, and hoped that the autonomous driving technology would be applied to public transport in the future. Meanwhile, he proposed that the Trial Scheme should enhance publicity and education in the community to increase public understanding and acceptance of autonomous driving technology.

20.4 Ms ZHAN Baoyu expressed her support for the Trial Scheme. She shared her experience of using the autonomous driving service at the airport and found the overall operation smooth and the ride experience satisfactory, with the vehicle responding promptly to road conditions. She therefore had reasonable confidence in the Trial Scheme. She pointed out that according to the paper, the Trial Scheme covered several major roads in Kwun Tong District, including those in the Kai Tak Development Area and the Kowloon Bay Business Area, which involved a variety of traffic conditions. She reiterated that safety should be the primary consideration of the Trial Scheme, and pointed out that although the trial had avoided daytime peak hours in the Kowloon Bay Business Area, it was necessary to prudently assess whether actual operations would still remain restricted to non-peak hours in the future, so as to ensure that the results could effectively reflect real traffic conditions. She also suggested establishing a reporting mechanism during the trial, organising public education activities in the Kai Tak Development Area, and providing clear labels on the vehicle bodies to increase public understanding and acceptance of the trial. In addition, she hoped that TD would submit test reports regularly to KTDC, which should include performance data of the autonomous driving technology in complex traffic environments.

20.5 Mr CHEUNG Yiu-pan agreed that vehicle automation would be a future trend. He expressed concern that the trial route covered the area around Wang Chiu Road, Kai Lai Road and Wang Kwong Road, where residential developments and schools were densely located. Since the trial hours included the period from 10 a.m. to 4 p.m., which overlapped with school dismissal times, school buses and nearby traffic might be affected. He suggested re-assessing the trial hours and the impact of the trial on narrow single track roads. On another note, he pointed out that if the Trial Scheme was set to be completed within one to two years, the trials on the relevant road sections could be concluded upon completion of data collection, thereby reducing the long-term impact on local traffic.

20.6 Mr TANG Wing-chun expressed his support for the Trial Scheme, and stressed the important influence of safety on public acceptance. He suggested choosing suitable road sections for the trial through community education and collaboration with KTDC to minimise risks. He also suggested that proprietors give priority to commencing commercial operation in designated areas such as Hong Kong Science Park or the airport, allowing members of the public to directly experience the new technology. On the other hand, he was concerned about the relevant legal liability, believing that TD should clarify the attribution of liability and the legal basis in the event of accidents occurring both during the trial and after official implementation in the future.

20.7 Ms LEUNG Sze-wan expressed her support for the Trial Scheme and suggested using

concrete data to demonstrate the safety of the technology. She enquired how the autonomous driving technology would be integrated into the development of a smart city and smart traffic system at the policy level. Additionally, she expressed concern about traffic conditions along the trial route, pointing out that although the trial would be suspended during large-scale events, traffic congestion still occurred in the areas from Kai Cheung Road to Muk On Street, Skyline Tower and the Electrical and Mechanical Services Department Headquarters on weekday evenings with no large-scale events. Therefore, she suggested that attention should be given to monitoring the Trial Scheme and assessing its impact on the current traffic flow.

20.8 Mr LEE Ka-hang supported the Trial Scheme, believing that the autonomous driving technology would help enhance the intelligent transport system in East Kowloon, thereby supporting Kwun Tong District's positioning as Hong Kong's CBD2. Meanwhile, he proposed that the Trial Scheme should establish a communication channel for members of the public to make enquiries and provide views, as well as set up a proactive incident reporting mechanism to enable the timely dissemination of relevant information to the public. He was also concerned about the inclusion of manual driving sections in the trial route, and suggested providing explanations to the public regarding the road conditions or safety considerations under which manual operation would be required.

20.9 Mr AU YEUNG Kwan-nok expressed his support for the Trial Scheme. He also pointed out that the trial route passed by several primary and secondary schools as well as housing estates, and that residents remained active in the vicinity even during early morning hours. In addition, there were construction sites on Wang Chiu Road, where heavy vehicles such as concrete mixers were frequently parked and construction materials were stored, resulting in heavy traffic. In view of these circumstances, he suggested enhancing community engagement and consulting with nearby schools, residents and organisations by organising workshops or conducting site inspections to enhance public understanding of and confidence in autonomous driving technology. He proposed, at the same time, establishing an online platform or hotline to facilitate residents and Members in expressing their views. Moreover, he suggested publishing information through social media to enhance interaction and communication with members of the public.

21. The representative of TD responded to Members' views and enquiries as follows:

21.1 In-vehicle backup operators: TD stated that the Trial Scheme would arrange for each vehicle to have a backup operator on board who could take over control and operate the vehicle manually when necessary. At the current stage, remote operation had not yet been introduced, and the primary purpose of the trial was to collect driving data. As backup

operators would be present in the test vehicles during operation, the mode of operation would be similar to that of conventional vehicles, and therefore there was no significant difference in their impact on road traffic.

21.2 Test vehicles: The department pointed out that the Trial Scheme concurrently arranged for three autonomous vehicles to be tested on the trial route in the Kai Tak Development Area and another three on the trial route in the Kowloon Bay area. Due to the limited number of vehicles and their operation in separate districts, the impact on overall traffic flow would be minimal.

21.3 Safety tests: The department pointed out that the Trial Scheme would arrange for each vehicle to have a backup operator on board to handle emergencies and ensure smooth traffic flow. TD indicated that the autonomous vehicle trials that had been conducted over the past eight months on Airport Island and in the Tung Chung area had generally run smoothly, without causing traffic congestion. The vehicles had performed stably when coping with complex road conditions including roundabouts.

21.4 Legal liability: The department stated that, pursuant to the Road Traffic Ordinance (Cap. 374) and the Road Traffic (Autonomous Vehicles) Regulation (Cap. 374AA), backup operators of autonomous vehicles shall bear the same legal liability as private car drivers. In addition, the test vehicles had been covered by third-party liability insurance, with the aim of providing protection for other road users.

21.5 Future development: TD stated that the Government would study suitable regulatory arrangements, and emphasised that safety would continue to be the primary principle. The department stated that it would promote the steady development of autonomous vehicles in Hong Kong in an orderly and safe manner and, on the premise of ensuring safety, enable more members of the public to access and experience autonomous driving technology.

22. The representative of Baidu responded to Members' views and enquiries as follows:

22.1 Test rides: Baidu welcomed KTDC to arrange for Members to take test rides in the test vehicles at the airport. It also stated that after other trial sites entered the non-commercial open road operation phase (during which designated individuals may take test rides), DC Members would be able to experience the autonomous vehicles at those sites to learn how the vehicles adapted to different road conditions in Hong Kong.

22.2 Public promotion planning: Baidu indicated that it would cooperate with the relevant

organisations along the trial route to launch community publicity activities and hold thematic talks in schools and local communities. In addition, Baidu would regularly publish the latest progress of the Trial Scheme via Baidu Apollo's official accounts on mainstream social media platforms such as Facebook and Twitter.

22.3 Labels and identification numbers of test vehicles: Baidu pointed out that all test vehicles, as required by TD, carried designated autonomous vehicle labels, as well as “Baidu Apollo Go” and “Trial in Progress” signs. Each vehicle had a unique identification number so that members of the public could identify autonomous vehicles under trial operation and make enquiries or provide feedback.

22.4 Channels for public feedback: Baidu replied that it would set up a 24-hour service hotline for members of the public to enquire about the progress of the Trial Scheme and to provide feedback.

22.5 Trial hours and route: In response to the various views raised by Members regarding the trial hours and route, Baidu would consult with TD to formulate a proposal that could cater for the needs of different parties. At the initial stage of the trial, Baidu would adopt a progressive approach by avoiding the traffic peak hours during school arrival and dismissal times. Upon verifying the operational performance of the autonomous vehicles, Baidu would then gradually apply for extensions of the trial hours, with a view to providing more residents with the opportunity to experience autonomous driving technology.

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

23.1 Mr KAN Ming-tung stated that he supported the Trial Scheme in principle, and acknowledged that expanding the trial to new road sections was important for technical data collection. He was also concerned about the performance of autonomous vehicles in coping with complex urban traffic situations, especially the busy traffic conditions around the Kai Tak Sports Park during large-scale events, and hoped to understand the system's decision-making mechanism when coping with complex road conditions. Additionally, he enquired who would be liable for accidents, accident insurance settlement procedures, and other relevant matters.

23.2 Mr MA Yat-chiu expressed his support for the Trial Scheme, and enquired about the specific duration of the scheme and the timetable for its full commercial operation. In addition, he was concerned about the qualifications of backup operators, believing that they should possess extensive local driving experience in Hong Kong. On the other hand, he hoped that autonomous driving technology would be upgraded in the future to be applied

to vehicles with relatively large capacity, such as buses, to meet the travel demand of the public.

23.3 Mr YU Siu-lun expressed his support for the Trial Scheme, and shared his positive experience of the test ride at the airport, believing that the safety performance of autonomous vehicles was satisfactory. He noticed that the Trial Scheme would include multiple stopping points, and hoped to learn about the scheduled dwell time at each stopping point during the actual trial phase, for example, whether it would be 30 seconds, one minute, or another duration. In addition, he was concerned about the planning in the trial phase, hoping to clearly understand how the Trial Scheme would be implemented in phases, particularly the specific timetable for the first phase, as well as the overall timeframe for the complete trial process. On another note, he suggested strengthening publicity and education on road user safety, and proposed providing easily identifiable labels on test vehicles to ensure road safety. Finally, he suggested that the Trial Scheme establish a reporting mechanism to proactively report the progress of the trial and special circumstances to community stakeholders and KTDC, so as to ensure that all parties could continuously receive the latest information.

23.4 Mr LAI Wing-chun welcomed the implementation of the Trial Scheme in Kwun Tong District, and believed that the complex road environment in Hong Kong was highly valuable for data collection for autonomous driving technology. He enquired how data collected in the Trial Scheme would be applied to optimise the local transport system, thereby promoting widespread deployment of autonomous vehicles in the future. Additionally, he asked whether TD would formulate concrete and objective standards, for example, accident rates or testing hours, as a basis for evaluating and implementing the technology.

23.5 Mr LAU Kar-wah expressed trust in Baidu's safety testing standards, but was concerned, at the same time, about the differences between previous testing environments and Hong Kong's actual traffic conditions. He pointed out that the traffic on Hong Kong's roads moved fast and the inter-vehicle spacing was relatively small, which was different from the driving culture in the Mainland. He further enquired whether autonomous vehicles would adopt a more conservative driving mode in response to safety requirements, for example, avoiding certain road sections, and expressed concern over whether this might lead to traffic accidents.

23.6 Mr WONG Kai-san noted that the Trial Scheme reflected the advancement of artificial intelligence technology. He enquired whether autonomous driving services in the Mainland or other regions were required to have backup operators on board, and whether

the vehicles were able to automatically plan alternative routes when encountering roadblocks or traffic congestion. He was also concerned about the future development of autonomous driving services in Hong Kong, including whether autonomous taxis would be launched or whether autonomous vehicles would only be used for shuttle service between tourist attractions. In addition, he enquired how an autonomous vehicle would respond if a passenger hailed it on double yellow lines where boarding and alighting were prohibited, and whether it was stipulated that passengers could only board at designated points.

23.7 Mr HSU Yau-wai expressed his support for the Trial Scheme. He was concerned about whether the Trial Scheme would be open for public participation. Additionally, he enquired whether Baidu planned to make the data collected in the Trial Scheme available for use by other automobile companies in the future, with a view to promoting the development of autonomous driving technology in Hong Kong.

23.8 Mr PANG Chi-sang pointed out that the Trial Scheme covered densely populated residential areas, which was different from previous trials that had been conducted in non-residential areas. He suggested that Baidu provide a clear explanation of how it would ensure that nearby residents were fully informed of the relevant details after the launch of the Trial Scheme. In addition, he considered that disseminating information solely through the official website or social media accounts might not fully address community needs, and suggested establishing more direct and effective channels for lodging complaints and collecting feedback, so that residents' views could be responded to in a timely manner. On another note, he enquired about the specific implementation period of the current trial route, and whether Baidu planned to expand the trial to other areas or increase the number of trial sites after completion of the current trial period.

23.9 Ms CHING Hoi-yan expressed concern about the arrangements for the trial hours, pointing out that the current trial hours from 8 a.m. to 10 a.m. on Sunday coincided with the peak hours when members of the public travelled to nearby destinations such as AirSide or the Zero Carbon Building. She worried that weekend drivers with little driving experience might be unaware of the autonomous test vehicles since they were unfamiliar with road conditions. She suggested informing the relevant drivers of the arrangements for the Trial Scheme through more effective publicity channels to help enhance road safety.

23.10 Mr YU Man supported the Trial Scheme, and suggested that TD and Baidu proactively contact relevant residents' organisations in the Kai Tak Development Area and Kowloon Bay before the implementation of the Trial Scheme. Citing the example of Telford Gardens where he served, he suggested that dedicated briefing sessions be held to clearly explain to local residents key information such as the trial hours, trial route and the

emergency contact mechanisms, with a view to minimising the impact on residents' travel and the operation of the business area. Additionally, he suggested that Baidu provide the affected communities with trial results and safety factor reports, using transparent information to help residents understand the progress of the trials.

23.11 Mr FONG Yat-kwan believed that residents in Kwun Tong District should be informed of the details of the Trial Scheme. He pointed out that, unlike the trial conducted at the airport where traffic flow was low, the road sections for the trial in Kwun Tong District involved more complex interactions between pedestrians and vehicles, and the risks borne by pedestrians and motorists in the event of an accident were also different. Therefore, nearby residents should be informed of the information about the Trial Scheme. In addition, he believed that Baidu should clearly explain in advance the specific arrangements for handling serious traffic accidents during the trial. In addition to attending DC meetings to introduce the Trial Scheme, he suggested that Baidu should step up publicity efforts in the community to ensure that residents received adequate information.

24. The representative of TD responded to Members' views and enquiries as follows:

24.1 Regulatory regime for the trial and trial duration: The department pointed out that, according to the new autonomous vehicle regulatory regime, the validity of an autonomous vehicle pilot licence shall not exceed five years, and renewal could be applied for upon expiry. During the trial, pilot proprietors must comply with the requirements set out in the Code of Practice, operate the vehicles along designated trial routes in phases to achieve the specified mileage, and submit the relevant data to TD on a monthly basis for its review of the vehicles' operational performance, road safety and other test results.

24.2 The Trial Scheme: TD stated that the Trial Scheme would be conducted in areas including Kai Tak and Kowloon Bay. 2 500 kilometres of open road tests should be completed first, which would take approximately three months. After meeting the requirement, the proprietor must complete a further 27 500 kilometres of open road tests under the Trial Scheme. At each stage, the proprietor was required to submit driving data, and the department would strictly monitor the performance and safety indicators of the vehicles, for example, the takeover rate. The proprietor may only proceed to remote tests after passing the assessment, and may then apply to TD for the relevant licence or approval for commercial operation.

24.3 Accident handling mechanism: The department pointed out that, if serious traffic accidents occurred, the police and TD would investigate the causes to determine whether the

accidents were caused by the autonomous vehicle system or other factors, and would require the proprietor to implement improvement measures when necessary.

24.4 Future commercial operation model: TD stated that the Government would study suitable regulatory arrangements, and emphasised that safety would continue to be the primary principle. The department stated that it would promote the steady development of autonomous vehicles in Hong Kong in an orderly and safe manner and, on the premise of ensuring safety, enable more members of the public to access and experience autonomous driving technology.

24.5 Stopping points: The department explained that stopping points were set up along the road sections for the Trial Scheme primarily to test vehicle performance. There was no mandatory requirement for the vehicles to stop at individual stopping points each time, and the operation mode would be adjusted based on on-site environment and conditions. If parking spaces were full, the vehicles could not stop. If they could stop, they would leave as quickly as possible to avoid prolonged occupation.

24.6 Publicity: The department stated that the Government would strengthen public education and publicity, and Baidu would also cooperate in carrying out local promotion of autonomous vehicle technology.

25. The representatives of Baidu responded to Members' views and enquiries as follows:

25.1 Safety: Baidu pointed out that international data showed that about 90% of traffic accidents were related to fatigue driving or the emotional state of drivers, and autonomous vehicles were intended to reduce such accidents. During actual operation, autonomous vehicles could establish multiple safety backup mechanisms through artificial intelligence technology and integrated system design, including cooperation between the system and backup operators, to enhance driving safety from a technical perspective.

25.2 Backup operators: Baidu revealed that the team responsible for the Trial Scheme consisted of local professionals in Hong Kong, and all backup operators were seasoned local drivers with an average of over ten years of driving experience. Many of them had worked in the taxi or bus industry, and had a deep understanding of Hong Kong traffic rules and local road conditions. In addition, all relevant personnel had received rigorous and systematic training to ensure operational safety and professional standards.

25.3 Supervision mechanism: Baidu indicated that, if a traffic accident occurred during the Trial Scheme, it would report the incident to TD on the same day and include it in the monthly

statistics. If the accident involved police or media intervention, it would be handled according to established procedures. Moreover, Baidu would regularly report safety conditions to KTDC through TD to maintain information transparency.

25.4 Arrangements to enhance safety: When introducing new trial routes, Baidu would only assign backup operators familiar with vehicle performance and the relevant routes, and would never deploy those with insufficient experience. All backup operators had professional defensive driving skills, and were able to proactively anticipate and cope with potential risks. They had also received comprehensive training in emergency handling, in case of emergencies. Baidu further emphasised that, for the Trial Scheme in Kowloon East, seasoned backup operators would be deployed to oversee on-site operations to ensure that safety requirements were thoroughly implemented.

25.5 Previous trials: Baidu pointed out that the trials previously conducted at the airport and in the Tung Chung area covered residential areas, a hospital, and road sections where road works were frequently carried out. The traffic conditions in these areas were as complex as those on the road sections for the trial in Kowloon East, with road conditions changing every day. Baidu's team had accumulated extensive testing experience on such busy road sections, and both its vehicle systems and personnel possessed the relevant experience to handle different situations.

26. The Chairman concluded that KTDC attached great importance to the safety of the Trial Scheme and the publicity work in the community, and hoped that the relevant parties would continue to report to KTDC on the progress of the project.

27. The meeting noted the paper.

Item IV — Kwun Tong District Core Departments' Work Plans 2025/26: Half-yearly Progress Report
(KTDC Paper No. 17/2025)

Annex 1: CEDD

28. Mr LUI Tung-hai expressed concern about the public housing development project in Cha Kwo Ling Village. He enquired about the progress of rehousing villagers and emphasised that this matter had drawn widespread local and public concern. He enquired about the number of households that had passed the eligibility vetting, those that had been allocated residential units, those awaiting allocation, and those found ineligible for rehousing, in order to understand the overall progress of the

work. In addition, he mentioned that the Lands Department (“LandsD”) had posted a notice on 12 June this year, requiring the villagers to move out by 12 September 2025. However, since it was now the end of September, he enquired whether the department planned to adjust the relocation schedule. He was also concerned about when the rehousing of all villagers could be completed, and hoped that CEDD would provide a concrete timetable.

29. The representative of CEDD replied that LandsD was responsible for the land resumption in Cha Kwo Ling Village, and he would convey the questions raised by Mr LUI Tung-hai to LandsD after the meeting for further follow-up.

30. Mr MA Yat-chiu relayed the views of residents of Laguna City, pointing out that the noise generated from the site formation works for the Cha Kwo Ling Kaolin Mine Site development had caused nuisance to residents of Laguna City Phase 3, especially elderly residents who stayed at home for an extended period. He suggested that the contractor adopt measures including the installation of noise-insulating curtains, and enhance publicity efforts in Laguna City Phase 3 to provide information regarding the relevant works. Additionally, he urged CEDD to supervise the contractor in clearing stagnant water at the construction site after rainfall, so as to reduce the risk of mosquito breeding and maintain environmental hygiene in the community. On the other hand, he was worried that stray cats and dogs might be abandoned after the villagers of Cha Kwo Ling Village moved out, and hoped that the relevant departments would properly handle and arrange to rehome them.

31. The representative of CEDD expressed gratitude for Mr MA Yat-chiu’s views, and indicated that his views would be relayed to the project team for follow-up.

32. The meeting noted the paper.

Annex 2: Food and Environmental Hygiene Department

33. The meeting noted the paper.

Annex 3: HD

34. Ms FU Pik-chun pointed out that the smoke stop door works on all residential floors of Shun Lee Estate had been substantially completed, but some smoke stop doors on higher floors had been damaged during the recent typhoon. In addition, she noted that the smoke stop doors had produced noise due to the strong winds during the typhoon. She hoped that HD would repair the damaged smoke stop doors promptly, and study ways to reduce the noise produced by the smoke stop doors during strong winds.

35. The representative of HD stated that the department had arranged for the repair of the smoke stop doors damaged during the typhoon. For the unusual noise caused by strong winds, the department stressed that the Fire Safety (Buildings) Ordinance (Cap. 572) and other relevant laws must be observed, and the standards of smoke stop doors must not be altered without approval. The department indicated that it would conduct a site inspection to understand the situation.

36. The meeting noted the paper.

Annex 4: Leisure and Cultural Services Department

37. The meeting noted the paper.

Annex 5: Social Welfare Department

38. The meeting noted the paper.

Annex 6: TD

39. The meeting noted the paper.

Item V — Kwun Tong and Sau Mau Ping Police Districts Policing Plan 2025: Half-yearly Progress Report
(KTDC Paper No. 18/2025)

40. The representative of the Hong Kong Police Force (“HKPF”) presented the paper, and played videos introducing the Police Superintendent’s Discretion Scheme (“PSDS”) and the mobile application of the HKPF Online Applications Platform (“Online Applications Platform”).

41. The representative of HKPF appealed to Members to assist in promoting the Online Applications Platform to residents of Kwun Tong District, explaining that the platform provided over 50 functions and services, among which the reporting function had been optimised to align more closely with the daily needs of the public. Members of the public may use this platform to report cases to the police, thereby saving the time required to visit a police station in person to complete the relevant procedures. The platform had also been linked to the “iAM Smart” mobile application, and members of the public might use the identity authentication system of “iAM Smart” to expedite the identity verification process.

42. The representative of HKPF added that the police had organised a publicity activity for the

Online Applications Platform at the Kwun Tong Promenade on 23 August this year to enhance public awareness and usage of the platform. The police indicated that it could arrange for the Police Community Relations Office and other personnel to provide on-site explanations in the community to help residents understand and download the mobile application of the platform. The police welcomed Members to contact them when necessary, so that the relevant support could be arranged.

43. Mr LAU Kar-wah enquired how many times PSDS could be applied, and hoped to understand whether the scheme could be applied to the same juvenile only once or multiple times when handling cases involving young offenders.

44. The representative of HKPF explained that there was no strict limit on the number of times PSDS could be applied, but emphasised that the purpose of the scheme was to ensure that young offenders would not reoffend. Therefore, if the scheme were to be administered to the same juvenile more than once, the police would review the specific circumstances of the case, including the offender's attitude of remorse and the seriousness of the offence, as the basis for assessment.

45. Mr LAM Fung enquired about the number of cases in Kwun Tong District in which young offenders had been cautioned under PSDS, as well as the types of offences involved.

46. The representative of HKPF pointed out that cases in Kwun Tong District in which PSDS was applied mainly involved shop theft. The amounts involved were usually small, and the majority of the offenders were juveniles who committed an offence for the first time. The police hoped to provide an opportunity for young offenders to turn over a new leaf through educational and counselling measures. However, for repeat offenders or those who committed similar offences again, law enforcement agencies would assess the improvement in their behaviours. If no obvious improvement was observed, stricter measures might be adopted. The accumulation of criminal records was also an important consideration when determining whether lenient treatment should continue.

47. Mr MA Yat-chiu pointed out that on-street solicitation by sex workers had recently become rampant around Yan On Mansion and Cambridge Building on Tung Ming Street and Hong Ning Road, which were located within Sau Mau Ping Police District, seriously affecting public order and the daily lives of local residents. Likewise, the areas around Hong Ning Road and Fu Yan Street in Kwun Tong District were facing similar problems, causing dissatisfaction among local residents. He urged the Sau Mau Ping District and Kwun Tong District of HKPF to take action and actively combat individuals involved in illegal activities.

48. The representative of HKPF responded to Mr MA Yat-chiu's enquiry, stating that "one sex worker apartments" might not necessarily constitute an offence under the law, but on-street

solicitation had indeed caused nuisance to residents and road users. Therefore, the police attached great importance to the matter and were currently adopting an intelligence-led approach in their investigations. Although some operational details could not be disclosed, covert deployments had been arranged to target individuals involved in on-street solicitation and those orchestrating such activities behind the scenes, while also investigating potential triad involvement. In terms of law enforcement, both Sau Mau Ping District and Kwun Tong District of HKPF had established Special Duty Squads which were responsible for combating vice, gambling and drugs. Undercover operations were also being conducted to combat such activities through a multi-pronged approach. Additionally, the police cooperated with the Kwun Tong District Fight Crime Committee and conducted patrols to explore various feasible measures for combating these activities. The police would also conduct joint law enforcement operations with the Immigration Department to crack down on suspected illegal activities such as soliciting for an immoral purpose and breaching entry conditions. On another note, the police were examining whether enforcement actions could be taken against irregularities involving property owners.

49. The meeting noted the paper.

**Item VI — Kwun Tong District-led Actions Scheme 2024/25 Annual Report
(KTDC Paper No. 19/2025)**

50. The representative of KTDO presented the paper.

51. The meeting noted the paper.

**Item VII — Work Reports of Committees and Working Group under KTDC
(KTDC Paper No. 20/2025)**

Annex 1: District Facilities and Works Committee

52. The meeting noted the paper.

Annex 2: Community Involvement, Culture and Recreation Committee

53. The meeting noted the paper.

Annex 3: Food, Environment and Hygiene Committee

54. The meeting noted the paper.

Annex 4: Traffic and Transport Committee

55. The meeting noted the paper.

Annex 5: Housing and Development Planning Committee

56. The meeting noted the paper.

Annex 6: Social Welfare and Women Development Committee

57. The meeting noted the paper.

Annex 7: Youth Committee

58. The meeting noted the paper.

Annex 8: National Education Promotion Committee

59. The meeting noted the paper.

Annex 9: Working Group on Boosting Local Economy

60. The meeting noted the paper.

Item VIII – Any Other Business

Kwun Tong District National Day Celebratory Events

61. The Chairman reported that KTDO and various organisations within Kwun Tong District had organised a number of events to celebrate the 76th anniversary of the founding of the People's Republic of China, and had invited KTDC to serve as a co-organiser or supporting organisation for some of these events. The Secretariat had earlier sought Members' views via email, and they had agreed that KTDC would serve as a co-organiser or supporting organisation for the relevant National Day events. Details of some of the events were as follows:

Kwun Tong District Flag Raising Ceremony cum Reception in Celebration of the 76th

Anniversary of The Founding of the People’s Republic of China

Date: 30 September 2025 (Tuesday)

Time: 11:30 a.m.

Venue: The Atrium, 1/F, East Kowloon Cultural Centre

In Commemoration of the 80th Anniversary of Victory in the Chinese People’s War of Resistance Against Japanese Aggression and the World Anti-Fascist War: Exhibition and Movie Screening in Kwun Tong

Date: 15 October 2025 (Wednesday)

Venue: Yau Tong Community Hall

Celebrating the 76th Anniversary of the Founding of the People’s Republic of China in Kwun Tong District – “The Beauty of Heritage: Chinese Costume Festival”

Date: 17 October 2025 (Friday) – 21 October 2025 (Tuesday)

Venue: L1 Atrium, YM2

62. The Chairman called on Members to pay close attention to the details of the above events and to give their active support.

Item IX – Date of Next Meeting

63. The next meeting was scheduled to be held on 6 November 2025 (Thursday).

64. There being no other business, the meeting was adjourned at 1:01 p.m.

The minutes of the meeting were confirmed on 6 November 2025.

Kwun Tong District Council Secretariat

November 2025