

(Translation)

**Minutes of the 2nd Meeting of the
7th Term Kwun Tong District Council (Full Council)**

Date: 7 March 2024 (Thursday)

Time: 2:30 p.m. – 5:08 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 Sing-wah

Mr NG Ting-fung

Mr LUI Tung-hai, 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, 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 LAM Fuk-leong, Jack

Assistant District Officer (Kwun Tong)2

Ms CHIN Tsang-lo, Jennifer	District Commander (Kwun Tong), Hong Kong Police Force
Ms TSE Tsui-yan	District Commander (Sau Mau Ping), Hong Kong Police Force
Mr WONG Joen-peng	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 LEE Ming-keung, Marco	Chief Engineer/East 2, Civil Engineering and Development Department
Mr LING Wai-kit, Ricky	Chief Manager/Management (Kowloon East), Housing Department
Mr LEUNG Pak-fung, Kazaf	Senior Transport Officer/Kwun Tong 1, Transport Department
Ms OR Ying-ying	Chief Health Inspector (Kwun Tong) 1, Food and Environmental Hygiene Department
Ms CHAU King-mui, Alice	Chief Health Inspector (Kwun Tong) 2, 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
Mr LUI Chi-chung	District Leisure Manager (Kwun Tong), Leisure and Cultural Services Department
Ms SIU Sau-king, Michelle	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
Mr CHEUNG Wing-fai, Frankie	Liaison Officer-in-charge (Kowloon Bay), 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

Attendance by Invitation

Ms AU Yuk-fong, Betty	Assistant Director (Cultural Development), Leisure and Cultural Services Department	Item II
Ms YU Chui-may, Rebecca	Chief Manager (East Kowloon Cultural Centre and Planning), Leisure and Cultural Services Department	
Ms YIP Shuk-han, Hannah	Senior Manager (East Kowloon Cultural Centre)3, Leisure and Cultural Services Department	
Mr WONG Kin-kwok, Thomas	Manager (East Kowloon Cultural Centre)1, Leisure and Cultural Services Department	
Mr YEUNG Sau-man, Simon	Senior Executive Officer (Planning)31, Leisure and Cultural Services Department	
Miss LAU Po-chu, Judy	Executive Officer (Planning)31A, Leisure and Cultural Services Department	
Mr YUET Man-fung, Matthew	Chief Project Manager 303, Architectural Services Department	
Ms CHAN Lok-yin	Project Manager 355, Architectural Services Department	
Mr Herbert HUNG	Director, Rocco Design Architects Limited	
Mr FUNG Wai-yan, Ryan	Senior Engineer/Kowloon District East (South), Transport Department	Item III

Absent

Ms LEE Shuk-woon, Sophia

The Chairman welcomed all Members and government representatives to the 2nd Full Council (“FC”) meeting under the 7th Term KTDC.

2. The Chairman said that the Secretariat had received a notice of absence from Ms Sophia LEE before the meeting. As Ms LEE’s application was in compliance with Order 64(1) of the Kwun Tong District Council Standing Orders, the meeting consented to the above application for absence.

Item I — Confirmation of Minutes of Last Meeting

3. The minutes of the 1st meeting were confirmed without amendment.

**Item II — Progress Report on Works of East Kowloon Cultural Centre
(KTDC Paper No. 8/2024)**

4. The Chairman welcomed Assistant Director (Cultural Development), Chief Manager (East Kowloon Cultural Centre and Planning), Senior Manager (East Kowloon Cultural Centre)³, Manager (East Kowloon Cultural Centre)¹, Senior Executive Officer (Planning)³¹ and Executive Officer (Planning)^{31A} of the Leisure and Cultural Services Department (“LCSD”), Chief Project Manager 303 and Project Manager 355 of the Architectural Services Department (“ArchSD”), and Director of Rocco Design Architects Limited to the meeting to report on the works progress of the East Kowloon Cultural Centre (“EKCC”).

5. The representatives of LCSD and ArchSD presented the paper.

6. Members raised views and enquiries as follows:

6.1 Mr HUNG Kam-in was concerned about the actual completion date of the works of EKCC and whether local groups in Kwun Tong District would be given priority in booking EKCC venues.

6.2 Mr CHEUNG Yiu-pan urged LCSD to provide the opening timetable for each venue in EKCC to allow Members to follow up and report to the public on the works progress. He suggested that LCSD could open individual venues for public use upon completion of the venues to avoid delaying the overall works progress due to individual venues.

6.3 Mr TAM Siu-cheuk said that KTDC had been very concerned about the progress of EKCC. He urged LCSD to report in greater detail the works progress of each venue so that schools and arts groups interested in hiring the venues could make early arrangements. He mentioned that the National 14th Five-Year Plan stated support for developing Hong Kong into an East-meets-West centre for international cultural exchange. Thus, significant resources had been invested in building EKCC. Relevant departments should expedite the progress in order to meet the expectations of various parties. He also mentioned that this year marked the 75th

anniversary of the founding of the People's Republic of China. He suggested that EKCC organise projects for cultural exchange between the East and the West as well as promotion of Hong Kong's local arts and culture, in order to attract more visitors from abroad and tell good stories of Hong Kong.

- 6.4 Ms FU Pik-chun was pleased to see that the facilities of EKCC would be gradually put into use starting this year. She hoped that ArchSD would expedite the works progress and believed that the works procedures and the difficulties and problems mentioned earlier by ArchSD should be expected and should not affect the completion date.
- 6.5 Mr AU YEUNG Kwan-nok said that residents and other stakeholders were very concerned about the opening date of EKCC and hoped that LCSD and ArchSD could provide a detailed opening timetable for the project. On the other hand, he pointed out that many residents nearby had enquired about the works progress of the footbridge connecting EKCC to Amoy Plaza. He hoped that LCSD and ArchSD could provide relevant information.
- 6.6 Mr LUI Tung-hai said that KTDC and the public were eagerly looking forward to using EKCC venues. He urged the contractor to strictly carry out the installation, inspection, testing, rectification and other procedures for the venues to avoid problems after opening. He understood that these procedures took time, but they should not be used as an excuse for delaying the works. Also, he suggested that EKCC could first open some of the completed outdoor space and facilities for public use while the interior works were underway. On the other hand, he mentioned that the venue of the flag-raising ceremony held at EKCC during last year's National Day was relatively small and could not accommodate a large number of guests. He suggested that flag-raising ceremonies could be held in the public space next to The Sheds at EKCC in future, as it was more spacious and could accommodate more guests. He also relayed that the flagpole on the right seemed lower than the one on the left when viewing from the guest seating area, which might not comply with the relevant standards. He urged relevant departments to follow up on this matter.
- 6.7 Mr YU Ka-ming urged LCSD to provide more information regarding the works progress of EKCC, such as the opening timetable for each venue, so that Members could give an account to the public. Regarding publicity, he suggested that LCSD set up an online promotion platform and distribute promotional information through KTDC. Also, he pointed out that the barriers around the construction site were occupying a significant amount of road space, and the contractor should reduce the

area of road space occupied by the barriers to free up more pavement space for public use after the external works were completed.

7. The representative of LCSD said that the works progress for each venue of EKCC was slightly different, and LCSD and ArchSD would supplement relevant information to KTDC later. As for the promotion of programmes, apart from its existing promotion channels, LCSD would also maintain co-operation with KTDC to promote EKCC activities through Members.

8. The representative of ArchSD gave a consolidated response as follows:

8.1 Works progress: ArchSD said that the phased handover of venues other than The Hall and The Theatre to LCSD had commenced in August 2023. Also, the phased handover of The Beats, The Turns, The Lab, The Hall and The Theatre had commenced at the end of 2023. In addition, rectification and repair works were being carried out concurrently. It was expected that the major rectifications and repairs could be completed in the first half of this year.

8.2 Footbridge connecting EKCC to Amoy Plaza: ArchSD said that the works of the footbridge connecting EKCC to Amoy Plaza was not part of the government's scope of works for the EKCC project, and therefore information regarding the relevant works progress could not be provided.

8.3 Barriers around the works area: ArchSD would discuss with LCSD the gradual removal of the remaining barriers after the rectification and repair works were completed.

9. Members continued to raise views and enquiries as follows:

9.1 Mr KAN Ming-tung said that KTDC had always been concerned about the works progress of EKCC and hoped that there would be cultural venues in Kwun Tong District for organising events. He urged ArchSD to pay attention to industrial safety while expediting the works progress and take into account the surrounding environment if contractors needed to remove the barriers around the works area. Also, he suggested that EKCC could organise more programmes with the themes of celebrating Hong Kong's reunification with the Motherland or National Day.

9.2 Mr LAM Fung expressed concern over the safety of the equipment in EKCC. He said that apart from safety during the construction period, the safety of stage equipment

users was also very important. Hence, he urged ArchSD to closely monitor the safety of all equipment. On the other hand, he hoped that barrier-free facilities, such as lifts, would be provided at EKCC so that different members of the public could conveniently enjoy and use the facilities of EKCC.

- 9.3 Mr HSU Yau-wai urged relevant departments to provide detailed information on the works progress of each venue in EKCC, including the anticipated completion dates and problems encountered during construction, so as to allow Members to follow up and give an account to residents. On the other hand, he was concerned about the works progress of the footbridge connecting EKCC to Amoy Plaza. Although the project was not a government project, he hoped that relevant departments could assist KTDC in obtaining information about the project from its contractor.
- 9.4 Mr LEE Ka-hang hoped that ArchSD and LCSD could give a clearer account of the works progress of EKCC by listing the progress of each venue and the equipment to be installed, so that groups interested in organising performances at EKCC could choose suitable venues. Also, he said that many residents were concerned about the works progress of the footbridge connecting EKCC to Amoy Plaza and hoped that the Government could liaise with the developer of Amoy Plaza to obtain the latest updates on the proposed footbridge. On the other hand, he pointed out that the spotlights installed on the rooftop of EKCC had caused nuisance to the surrounding residents. Therefore, he requested that LCSD adjust the angle of the spotlights or add some shading devices to reduce the impact of the lights on nearby residents.
- 9.5 Ms FENG Yunsi commended LCSD for accepting Members' suggestion earlier to extend the opening hours of the escalators at EKCC to facilitate public access to the MTR station by using the escalators. Also, she hoped that LCSD could publicise more information about EKCC, such as the opening date of each venue, when EKCC would start accepting venue booking applications from groups, and whether arts groups would be given priority in venue booking, so as to facilitate consideration by groups planning to hold activities at EKCC.
- 9.6 Mr LAI Wing-chun pointed out that the venue name inscribed on the external wall of EKCC facing the Amoy Gardens was partly covered by a large tree. He reminded ArchSD to follow up on the matter. Also, he expected that EKCC would be equipped with advanced stage equipment to support high-quality performances.
- 9.7 Mr CHEUNG Ki-tang opined that the works progress set out in the paper was not

detailed enough and suggested that relevant departments could provide design drawings to elaborate on the works progress, which would facilitate Members' explanation to the public. Also, he hoped that LCSD and ArchSD could announce the exact opening date of EKCC as soon as possible to facilitate groups in planning their arts and cultural activities to be held at the venue. On another note, he mentioned that LCSD had accepted Members' suggestion to advance the opening time of the escalators to 7 a.m. However, he said that many members of the public took the MTR to work at an even earlier time in the morning and suggested opening the escalators earlier at 6 a.m. He also urged LCSD to review the frequent breakdown of the escalators.

9.8 Mr WONG Kai-san said that according to the information provided in the paper, the public areas of EKCC would be gradually opened this year. However, the public was most concerned about when the venues with stages would be available, and when groups could hire them for staging performances. If the stages could not be put into service this year, he hoped that LCSD would at least open some of the public areas for public use. He pointed out that this year marked the 75th anniversary of the founding of the People's Republic of China, and relevant departments should make good use of the public spaces at EKCC to hold celebratory events. Also, he understood that the equipment to be installed at the venues was relatively advanced and complex, and therefore suggested that LCSD provide user guidelines to the groups hiring the venues.

10. The representative of ArchSD gave a supplementary response as follows:

10.1 Industrial safety: ArchSD said that the contractor attached great importance to project safety, and had thus spent considerable time implementing various safety measures. For example, tubular scaffolds were erected to allow workers to carry out rectification and repair works in areas with high ceilings.

10.2 Location of the flagpoles: ArchSD noted Members' views and would review the location of the flagpoles.

10.3 Footbridge connecting EKCC to Amoy Plaza: ArchSD stated that a passage had been reserved at the location where the footbridge connected to EKCC, allowing residents to walk from Amoy Plaza to EKCC via the footbridge and then to the MTR station. According to his understanding, the construction of the footbridge was expected to commence by the end of this year. However, as the project was private in nature, ArchSD would have to enquire about the exact construction dates with the developer.

10.4 Rooftop lighting: ArchSD had requested the contractor to switch off non-essential rooftop lighting and would carry out enhancement works to reduce the impact of the rooftop lighting on nearby residents.

10.5 The name inscribed on the external wall: ArchSD noted Members' views and would review the location of the large tree near the venue name.

11. The representative of LCSD gave a supplementary response as follows:

11.1 Hiring of venues: LCSD said that the Government had positioned EKCC as a flagship venue for promoting arts and technology development. EKCC would be equipped with advanced equipment for high-quality performances and would also take into account the needs of district groups in using the venues. The hiring terms of EKCC would be similar to those of other LCSD performing arts venues, while venue hiring charges would vary depending on the equipment provided and the mode of use of the venues. Details would be announced later.

11.2 Venue facilities: LCSD would review the venue facilities to facilitate arrangements for organising different activities, such as celebratory activities for National Day.

11.3 Barriers around the works area: LCSD would remove the barriers around the works area in a timely manner upon completion of venue acceptance procedures.

11.4 Opening hours of the escalators: LCSD would review the usage and operation of the escalators to cater for the needs of the public as far as possible.

12. The Chairman said that LCSD and ArchSD had listened to Members' views on EKCC and were committed to completing the works as soon as possible to open the venues for public use. He hoped that both departments would report to KTDC on the works progress in due course.

13. The meeting noted the paper.

Item III — Studying Issues of Concern in the District and Collecting Public Views
(KTDC Paper No. 9/2024)

14. The Chairman presented the paper.

15. The Chairman stated that according to the District Councils Ordinance, the functions of KTDC included collecting the views of the people in Kwun Tong District in respect of a specified issue and submitting to the Government a summary of the views collected and the suggested corresponding measures. At the last FC meeting, Members had resolved to collect public views and provide corresponding countermeasures on the traffic conditions in the district, the Mass Transit System (“MTS”) in East Kowloon and ancillary transport facilities. The views collected by Members and their suggested corresponding measures were set out in the paper.

16. Members supplemented as follows:

16.1 Mr WONG Chun-ping pointed out that as many housing projects had been built on the hills of Kwun Tong North, there was a strong demand from residents for the proposed MTS. He urged relevant departments to take forward the construction of the system as soon as possible.

16.2 Mr KAN Ming-tung said that the quality of green minibus (“GMB”) services plying from Lam Tin and Yau Tong to United Christian Hospital (“UCH”) and vice versa had been declining in the past two years. The GMB operators often cited reasons, such as ageing drivers and an insufficient number of vehicles, to defend themselves. He urged the Transport Department (“TD”) to discuss with the GMB operators or bus companies the strengthening of the public transport services plying from Lam Tin and Yau Tong to UCH and vice versa. On the other hand, he was concerned about the frequent breakdown of the escalator connecting Lam Tin MTR Station to Kai Tin Shopping Centre. To his understanding, the ownership of the escalator belonged to the Government. When the Housing Department sold the shopping centre to Link REIT, the management of the escalator was transferred to Link REIT, but its ownership still remained with the Government. He hoped that relevant departments could replace the escalator to avoid frequent escalator breakdowns affecting access by residents.

16.3 Mr CHEUNG Pui-kong was concerned about the progress of MTS. On another note, he mentioned the severe problem of illegal parking in the vicinity of On Tai Estate and On Tat Estate during the evenings. Many drivers of commercial vehicles were forced to illegally park on the streets due to a lack of available parking spaces. Displeased with street obstruction caused by illegal parking, residents lodged complaints with the police. In handling such cases, the police might issue penalty tickets, leading to tension among all parties involved. While he understood that there might not be extra space to build an additional car park at the location, he hoped that relevant departments

could consider other options, such as the provision of parking spaces at newly built government buildings under the “single site, multiple use” principle.

- 16.4 Mr CHEUNG Ki-tang said that with the rapid development of Yau Tong, the population of the area would continue to grow in future. Therefore, the demand for public transport services would increase significantly, especially in the Lei Yue Mun area. He pointed out that transportation in the Lei Yue Mun area was dominated by minibuses and several bus routes. He hoped that the future MTS could connect its stations to the area to facilitate residents’ travel.
- 16.5 Mr Jimmy CHAN learnt that according to the current timetable for MTS, the consultancy report for the project was expected to be completed by 2027 before project tendering. The target was to put the system into service in 2034. He pointed out that there were many new development projects in Kwun Tong District in the next decade. Thus, he hoped that the MTS project would commence as soon as possible.
- 16.6 Mr PANG Chi-sang was concerned about the public transport services plying from Yau Tong and Lam Tin to UCH and vice versa. In addition, he mentioned that apart from UCH, Yung Fung Shee Memorial Centre East Kowloon Health Centre (“EKHC”) located on Cha Kwo Ling Road in Kwun Tong District could provide psychiatric and other specialist services for the public. However, residents living on the hills of Lam Tin still needed to interchange before reaching EKHC for medical consultations. He suggested integrating the services of GMB route nos. 76A and 76B and re-planning the routes to improve service quality and connect UCH, EKHC, the future Yau Tong Polyclinic and other locations for the convenience of residents in Kwun Tong District. On another note, he suggested studying the feasibility of adding a bus stop for KMB route no. 14H at UCH after completion of UCH’s expansion works, so as to facilitate residents to seek medical consultation at the hospital.
- 16.7 Mr WONG Kai-san (i) said that there were many new housing development projects in Yau Tong, with a polyclinic to be built on Ko Chiu Road. He hoped that the stations of MTS could be connected to these new development projects via subways or footbridges; (ii) pointed out that some of the traffic problems listed in the paper were relatively easy to solve. For instance, the duration of the green light at some pedestrian crossings was not long enough to allow the elderly to cross them. He urged relevant departments to handle these problems as soon as possible; (iii) mentioned that some minibus operators indicated that there were difficulties in hiring drivers, thus affecting the service quality of minibuses. He considered it necessary to understand

the difficulties in hiring minibus drivers before providing corresponding solutions to the minibus operators; (iv) said that some residents called for increasing the service frequency of some bus routes. He believed that if the service frequency could be increased first by taking on board the views of residents, the number of passengers using these routes would naturally increase by then; and (v) said that if the service frequency of the minibuses or bus routes to and from medical facilities in the district could not be increased, it might be worth considering introducing a “dedicated health route” by providing a minibus or bus specially designed for residents to commute between various medical facilities in the district.

16.8 Ms FU Pik-chun (i) said that residents of Sze Shun were not only concerned about the MTS but also often complained about the traffic congestion problem on New Clear Water Bay Road. She pointed out that the section of New Clear Water Bay Road from Sze Shun to near St. Joseph’s Anglo-Chinese School was undergoing widening works, which would increase traffic lanes and widen footpaths. However, the road widening works at the cul-de-sac near St. Joseph’s Anglo-Chinese School had been repeatedly delayed. She was concerned that the increased traffic flow on Clear Water Bay Road might cause congestion near the above-mentioned cul-de-sac. Therefore, she suggested providing a junction at the said location to allow Kwun Tong-bound vehicles to exit New Clear Water Bay Road and reach Choi Hing Lane via the junction, thereby alleviating congestion in that area; and (ii) said that most of the minibuses heading to Choi Hung MTR Station via New Clear Water Bay Road had changed to drop off passengers at Christian and Missionary Alliance Sun Kei Primary School (Ping Shek). However, residents still had to walk a considerable distance to reach the entrance of the MTR station after getting off. She hoped that relevant departments would promptly notify the local DC Members when making changes to traffic measures, so that they could understand the changes and explain them to residents in a timely manner.

16.9 Mr TAM Siu-cheuk learnt that the Government planned to build a lift tower connecting Choi Hing Lane to the newly built light public housing and transitional housing projects at Choi Hing Road in Ngau Tau Kok. He agreed with Ms FU Pik-chun’s suggestions, saying that the provision of a junction at the cul-de-sac near St. Joseph’s Anglo-Chinese School could facilitate residents of the light public housing and transitional housing to reach a bus stop at New Clear Water Bay Road via the junction after taking the lift, while also diverting vehicles heading towards Kwun Tong via New Clear Water Bay Road. In addition, he mentioned that during an earlier discussion with TD on the routes of GMB route nos. 82 and 83A, he had suggested providing a bus route from

Sam Choi to Diamond Hill MTR Station via the light public housing and transitional housing at Choi Hing Road. He hoped that TD would consider this suggestion.

16.10 Mr TANG Wing-chun said that transportation was closely related to the public. KTDC was currently focusing on the discussion and follow-up of transportation issues, allowing residents to experience tangible results. He suggested classifying transportation issues into short, medium and long-term ones for follow-up. For instance, in his submission, he said that unlike other districts, Kowloon East currently lacked direct bus routes to Liantang Port. Therefore, he recommended requesting bus companies to add bus routes from Kowloon East to Liantang Port, making it convenient for residents to travel to and from the mainland. Additionally, seniors could enjoy concessionary fares on such routes. On the other hand, he mentioned a host of problems with minibus services in Kwun Tong District, such as the shortage and ageing of drivers and their lack of courtesy, as well as poor hygiene conditions in minibus compartments and the serious lost trip problem. In particular, these problems were even more serious with less profitable routes. In his view, TD should review the automatic contract renewal arrangements for minibus operators and explore whether minibus routes in the district could be run by more sizeable operators.

16.11 Mr Wilson OR commended various government departments, including TD, the Hong Kong Police Force and the Kwun Tong District Office (“KTDO”), for their efforts in tackling the longstanding traffic problems in the district. He mentioned that as the noise generated by railway traffic had caused nuisance to nearby residents, railways should use soundproof materials to mitigate the noise impact on the residents. On another note, he was concerned about the traffic congestion problem in Kwun Tong District, particularly in Kwun Tong Town Centre. He pointed out that relying solely on the police to disperse vehicles was not enough to solve the traffic problem in the district. In addition, the smart traffic system launched earlier by the Energizing Kowloon East Office had yet to achieve notable results. He suggested further leveraging smart traffic technology, such as displaying real-time traffic congestion information to the public. On the other hand, he was pleased to see that the feasibility study on MTS would be carried out in the middle of this year, and urged relevant departments to expedite the progress. He considered it necessary to add Lam Tin North and Yau Tong Stations to the relevant alignment so as to provide more flexible and comprehensive services for the public. Furthermore, he was concerned about the shortage of parking spaces, including those for private cars, motorcycles or commercial vehicles, in Kwun Tong District. He hoped that relevant departments would explore ways to provide additional parking spaces in the district.

- 16.12 Mr MA Yat-chiu said that Members were committed to relaying public views to the Government so that the Government could progressively carry out projects beneficial to people's livelihood. The lift system at Kung Lok Road was a case in point. On the other hand, he mentioned the poor services of minibus operators, and suggested replacing the automatic contract renewal arrangement with a demerit point system, under which operators who accumulated a specified number of demerit points due to poor services would be suspended from service.
- 16.13 Mr TSANG Wing-fai urged the prompt commencement of the MTS project, and did not wish to see delays in overall planning and construction progress due to technical issues. He said that the stations of MTS should be provided with lifts, footbridges and other facilities for public convenience, and escalators were more effective than lifts in meeting the needs of residents. He cited the example of the overloaded lift tower from On Tai Estate to Sze Shun during peak hours. Relevant departments had learnt from this experience and switched to using escalators in the pedestrian linkage system from On Tat Estate to the Anderson Road Development Area ("ARDA"). Therefore, he recommended equipping the new MTS with more escalators to cope with high foot traffic. On another note, he mentioned that the existing vacant government sites in ARDA were used as temporary car parks. When these sites were later resumed by the Government for development purposes, the temporary car parks would have to cease operation, making it difficult for vehicles parked there to find nearby parking spaces. He learnt that a vacant site in ARDA would be developed into a government polyclinic. Hence, he suggested that the Government provide parking spaces at the polyclinic under the "single site, multiple use" principle. Furthermore, referring to the earlier remark by Ms FU Pik-chun about the changes in drop-off locations for minibuses travelling to Choi Hung MTR Station via New Clear Water Bay Road, he said that Members served as a communication link between the Government and the public, and TD had the responsibility to promptly inform Members about relevant traffic changes. He cited an example in which some Members had earlier participated in the Community Liaison Group of the Civil Engineering and Development Department ("CEDD") and thereby gained a better understanding of the latest progress of the road widening project on New Clear Water Bay Road. He urged government departments to strengthen liaison with Members to facilitate their role in ensuring effective communication between the Government and the public.
- 16.14 Mr CHENG Keung-fung was concerned about the traffic congestion problem in Kwun Tong District, urging government departments to expeditiously implement MTS and

build various transport facilities to improve the situation. Additionally, he said that many residents in the district came from the grassroots, and transportation costs had become a burden on their daily lives. If residents needed to interchange frequently, the expenses became even higher. On the other hand, he suggested that government departments handle the transportation problems listed in the paper in order of priority, starting with the easiest ones.

- 16.15 Ms CHING Hoi-yan suggested adding Lam Tin North Station to MTS at Pik Wan Road. The station should be equipped with barrier-free facilities to facilitate access for residents of Pik Wan Road and the hills of Lam Tin, especially for the elderly.
- 16.16 Mr YU Siu-lun stated that Members had collected views from many members of the public on MTS. After collation, these views could be relayed to the Government during the consultation stage, so that the works company could offer a design option that better met public needs when the Government solicited technical proposals.
- 16.17 Ms FENG Yunsi said that the roundabout at New Clear Water Bay Road near Kwun Tong Road was often beset by traffic congestion. Although TD had changed the drop-off locations for minibuses in the hope of alleviating the traffic congestion, it seemed to be a stopgap measure. She considered it necessary for relevant departments to conduct an in-depth review of the traffic conditions on New Clear Water Bay Road and leverage the forthcoming redevelopment of Choi Hung Estate and nearby elderly centres to relocate public transport stops, so as to ease traffic congestion resulting from the pick-up and drop-off of passengers by public transport.
- 16.18 Ms LEUNG Sze-wan pointed out that there was a severe shortage of parking spaces in Kwun Tong District. She suggested that in addition to using smart traffic systems, it might be worth considering increasing parking spaces in public housing estates. As an example, she said that although there were a large number of households in Choi Hung Estate, the supply of hourly parking spaces and motorcycle parking spaces in the estate was severely insufficient. Some vehicle owners resorted to illegal parking due to the lack of parking spaces. She hoped that relevant departments would provide additional parking spaces for vehicles and motorcycles in the district, but the locations of additional parking spaces must be carefully selected. She cited an example in which a layby in Tak Bo Garden was not suitable for conversion into motorcycle parking spaces due to frequent use by trucks for loading and unloading.

- 16.19 Mr FONG Yat-kwan said that many residents of Lam Tin relayed that there was no minibus route from Lam Tin to UCH. Some residents had no choice but to take taxis, which added to their financial burden. He learnt that the minibus operators cited difficulties in hiring drivers as the reason for not operating the route. However, he questioned why the operators could successfully recruit drivers for more profitable minibus routes. He urged TD to actively follow up on the issue.
- 16.20 Mr LAM Wai learnt that TD recently conducted multiple consultations on the provision of additional parking spaces, but pointed out that some proposed parking locations were near road bends or had other problems. He said that the locations of parking spaces affected pedestrian safety, and suggested that TD should engage in more communication with residents or consult with Members on whether the proposed options met the needs of the district. On the other hand, he said that pedestrian linkage systems, such as footbridges, were crucial to residents living on the hills of Kwun Tong. In his view, the existing pedestrian linkage system connecting Sze Shun to On Tai Estate and the Tai Sheung Tok area was inadequate. He hoped that through the opportunity of building MTS, relevant departments could improve the pedestrian linkage facilities in the area, including the installation of lifts or escalators, so as to maximise the benefits of MTS.
- 16.21 Ms YU Juliana was concerned about the minibus services plying between Lam Tin and UCH, saying that many elderly residents relayed frequent lost trips on this minibus route, especially during the hospital visiting hours from 6 p.m. to 8 p.m. She urged TD to face up to and solve the problem of lost trips on this route, so as to prevent visitors from missing the visiting hours. Additionally, she said that there was a severe shortage of motorcycle parking spaces in Lam Tin. Although motorcycle parking spaces had been provided at Pik Wan Road near Tak Yan House in Tak Tin Estate, they still failed to meet the demand of local motorcycle owners. She hoped that TD would follow up on this issue.
- 16.22 Mr KWAN Kin-wing urged relevant departments to build MTS as soon as possible. On another note, he pointed out that most red minibuses had not been equipped with Octopus card readers, which prevented elderly passengers from enjoying fare concessions by using Octopus cards. He believed that as a smart community, Kwun Tong should promote the wider adoption of electronic payment like Octopus cards.
- 16.23 Ms CHU Lok-wai said that many residents with disabilities in Lam Tin relayed to her that they had to go to Yau Tong MTR Station to catch minibuses specially designed for

carrying disabled passengers back to their homes in Lam Tin. Sometimes, they even had to wait for more than 20 minutes. However, there were no feeder minibuses arranged at Lam Tin MTR Station, causing inconvenience to their daily lives. She hoped that relevant departments would follow up on the transportation issue of disabled people in Lam Tin in order to enhance their sense of happiness.

- 16.24 Mr LEE Ka-hang reckoned that in recent years, the resources allocated to improving the traffic conditions in Kwun Tong District had been primarily directed towards hilly areas with a growing population, while Kwun Tong mid-levels and town centre had benefited less. He hoped that after the completion of MTS, the released road space and transport resources could be used to improve transportation in the mid-levels and town centre of Kwun Tong. On the other hand, he mentioned that the new housing project in Sam Choi would soon be completed, saying that additional transport resources should be allocated correspondingly to this area, such as building connecting facilities to major interchange stations and diverting local residents to these stations, to relieve the road traffic burden in Kwun Tong Town Centre. Besides, he suggested the provision of bus routes from Diamond Hill MTR Station to the mid-levels in Kwun Tong, including Sam Choi, Lok Wah and Sze Shun, to ease the road traffic burden in the Hip Wo Street area.
- 16.25 Mr NG Ting-fung said that other than a red minibus route, there was no public transport between Wo Lok Estate and Yuet Wah Street. Local residents had to travel uphill, walk to Tsui Ping Estate, or go downhill to the area near Hip Wo Street to catch public transportation. He suggested providing short-haul public transport routes through this area, such as red or green minibuses, to facilitate local residents' travel, especially to and from UCH.
- 16.26 Ms KAM Kin was concerned about the noise problem along the MTR line, hoping that the MTR Corporation Limited would improve the railway tracks and other facilities to reduce the noise impact on nearby residents. Additionally, she hoped that the MTS works would commence as soon as possible.
- 16.27 Ms ZHAN Baoyu said that the views she had collected earlier through an electronic questionnaire focused primarily on three aspects: bus routes, parking facilities and traffic congestion. She mentioned that many Members had suggested providing various bus or minibus routes, expressing the hope that TD would assist in following up. In addition, she pointed out that the service frequency of GMB route no. 60

running from Sze Shun to Lam Tin was insufficient, with a headway of 30 minutes. She hoped that the operator would increase the service frequency.

16.28 Mr CHEUNG Pui-kong mentioned that a vacant site at On Sau Road would be developed into a government polyclinic, and suggested that the Government provide parking spaces at the polyclinic under the “single site, multiple use” principle.

17. The representative of TD gave the following consolidated response:

17.1 MTS: the Highways Department (“HyD”) had set up a team to press ahead with the MTS project. Currently, the team was conducting preliminary studies and was expected to start geological investigation works in the middle of the year. TD agreed with Members’ suggestion and would first collate the views collected by Members on MTS, so that the consulting company could focus more on issues of public concern and exchange views with district personalities in future. To TD’s understanding, HyD had removed barriers as far as possible to advance the MTS project, so that the related works could be carried out expeditiously. HyD also had earlier attended a meeting of the Traffic and Transport Committee (“TTC”) under KTDC to gauge the views of Members and would report the progress to KTDC in due course.

17.2 Transport issues: TD had been taking a three-pronged approach to meet travel needs. The first was demand management: planning different transport facilities to allow the public to choose between driving, using public transport or walking. The second was traffic management: allowing the public to make good use of existing traffic and transport facilities and road space, such as appropriate provision of roadside loading and unloading bays and parking spaces. The third was the provision of traffic infrastructure. Examples included widening roads to enhance the traffic capacity or installing additional traffic lights or pedestrian facilities like footbridges.

17.3 New Clear Water Bay Road: regarding Members’ suggestion to add a junction at New Clear Water Bay Road near St Joseph’s Anglo-Chinese School leading to Choi Hing Road, TD learnt that this site was designated as “government, institution or community” use and there were plans to build various community facilities, including facilities for the elderly. TD had once planned to set up an at-grade slip road at the site linking New Clear Water Bay Road (westbound) and Choi Hing Road, so as to divert vehicular flow and optimise traffic circulation. Yet, some departments initially conveyed that the slip road would affect future community facilities and thus expressed reservations about TD’s recommendation. To TD’s understanding, CEDD was currently studying

how to best utilise this site and would consider TD's recommendation concurrently. On another note, TD relocated the minibus pick-up and drop-off point at Choi Hung Interchange upstream to improve the traffic conditions at the interchange. However, as a result of the change, passengers might have to walk another 100 metres to the MTR station entrance. TD would learn from this experience and enhance future communication with Members regarding measures that would have a relatively large impact on the public.

- 17.4 Shortage of parking spaces: TD was concerned about the shortage of parking spaces in On Tai Estate and On Tat Estate. The department said that a public car park would be built in the Anderson Road Quarry Development Area, which would provide about 170 parking spaces and was expected to be completed in three to four years. Additionally, the newly completed housing projects in the development area had been designed with parking spaces in accordance with new planning standards, and the proportion of parking spaces would be much higher than that of On Tai Estate and On Tat Estate. On the other hand, TD, along with other departments, such as the Lands Department, kept conducting inspections of buildings in the district, especially industrial buildings in the business area, to check whether loading and unloading bays were illegally used for other purposes. The move was intended to free up parking spaces and indoor loading and unloading bays in the business area, thus reducing traffic congestion caused by illegal roadside parking and the loading and unloading of passengers and goods.
- 17.5 Public transport for UCH: TD stated that currently GMB route nos. 50, 76A and 76B passed through the Sau Nga Road entrance of UCH. Additionally, members of the public could take multiple bus routes to the "UCH" stop on Hip Wo Street and then use a lift system to access a hospital block of UCH. Furthermore, there were barrier-free rebus services plying between residential areas and UCH or other polyclinics. In the long run, TD anticipated improvements in transport and pedestrian facilities to and from UCH after the completion of the hospital's expansion. This would make it more convenient for members of the public to access various hospital blocks from the bus stop at Hip Wo Street. They could also choose to walk from the newly built entrance on the north side of the hospital to the bus stop on Sau Mau Ping Road near Ning Po No.2 College. By then, members of the public would have more bus route options for commuting to different destinations.
- 17.6 Minibus services: TD elaborated on the situation faced by the minibus industry from a macro perspective, saying that there was a severe shortage of labour in the public transport industry. The Government attached great importance to the problem of

manpower shortage in the public light bus (“PLB”) trade and launched the first round of the “Labour Importation Scheme for Transport Sector - Public Light Bus/Coach Trade” in June 2023. Under the scheme, the PLB trade was allowed to appropriately import drivers on the premise of safeguarding the employment priority for local labour. TD hoped that these measures could alleviate the shortage of drivers and maintain the reliability of public transport services. In terms of strengthening local labour training, TD and the Employees Retraining Board would explore the promotion of relevant training courses funded by the Employees Retraining Levy for local drivers who were interested in joining the PLB trade, so as to attract manpower to the sector. TD would also continue to collaborate with the Labour Department (“LD”) to encourage the transport industry to make use of the job matching and recruitment services provided by LD. TD encouraged minibus operators to increase salaries and improve benefits to attract more drivers to join the sector. If operators applied for fare adjustments due to cost increases, TD would consider it based on their operational and financial position. It was hoped that this would enable operators to improve their financial position and recruit drivers with better remuneration packages. TD added that regarding the service performance of GMB route nos. 76A and 76B plying to and from UCH, the department had met and urged the operator to improve service quality. The concerns of KTDC and residents were also raised during the meeting. TD learnt that the operator had adjusted driver salaries twice last year to attract more drivers for these routes. Additionally, to TD’s understanding, during UCH’s mid-day visiting hours, the operator had redeployed drivers from other routes to run route nos. 76A and 76B, in order to alleviate the problem of inadequate service frequency caused by driver shortages. As for the Passenger Service License (“PSL”) of minibuses, TD had been monitoring whether the minibus operators had provided services in compliance with the requirements of the Schedule of Service through on-site and on-board surveys, review of the operators’ operational records and feedback from the public. If the service quality of a minibus operator was found to be unsatisfactory during the midterm review, TD would urge the operator to make service improvements. At the same time, due consideration would be given to the renewal of its PSL.

- 17.7 Adding or adjusting bus or minibus services: regarding Members’ recommendations to add or adjust bus or minibus services, such as increasing the frequency of minibuses to and from UCH, adding bus routes to and from Kowloon East and boundary crossings and introducing new routes passing through Sam Choi and other areas, TD stated that it would discuss the feasibility of these recommendations with the relevant public transport operators in due course based on the established standards, passenger needs and district development.

17.8 Red minibus services: the current operation model of red minibuses was relatively flexible. TD did not strictly regulate their routes, vehicles or fares. In response to Members' recommendations to revise red minibus routes to make them run through designated sub-districts and have red minibuses participate in the fare concession scheme, TD would relay these views to the trade.

18. The Chairman stated that KTDC was very concerned about the transport issues in the district, especially the progress of MTS, including its alignment, timetable and design. HyD earlier attended a meeting of TTC under KTDC to conduct consultation on MTS and would report the progress to KTDC in due course.

19. The Chairman said that the Secretariat would analyse the views collected by Members, classify them based on short, medium and long-term issues and responsible departments, and continue to follow up on them.

20. The meeting noted the paper.

Item IV – Work Reports of Committees and Working Group under KTDC
(KTDC Paper No. 10/2024)

Annex 1: District Facilities and Works Committee

21. The meeting noted the paper.

Annex 2: Community Involvement, Culture and Recreation Committee (“CICRC”)

22. The meeting noted the paper.

Annex 3: Food, Environment and Hygiene Committee (“FEHC”)

23. The meeting noted the paper.

Annex 4: TTC

24. The meeting noted the paper.

Annex 5: Housing and Development Planning Committee

25. The meeting noted the paper.

Annex 6: Social Welfare and Women Development Committee

26. The meeting noted the paper.

Annex 7: Youth Committee

27. The meeting noted the paper.

Annex 8: National Education Promotion Committee

28. The meeting noted the paper.

Annex 9: Working Group on Boosting Local Economy

29. The meeting noted the paper.

**Item V — Progress Report on Setting Up Photo-taking Landmarks with Characteristics of Kwun Tong District
(KTDC Paper No. 11/2024)**

30. The Chairman presented the paper.

31. The Chairman said that the large-scale lighting decorations at Yue Man Square would display paintings showcasing the characteristics of Kwun Tong District. KTDO was currently seeking the views of district personalities on the selection of items that could represent Kwun Tong District, which would then be used to create the relevant designs to be displayed on the above-mentioned large-scale lighting decorations.

32. The meeting noted the paper.

**Item VI — Report on Activities to Drive Economic Development in the District – “Kwun Tong Night Market in the Year of Dragon” and “Kwun Tong District Lunar New Year Lantern Carnival”
(KTDC Paper No. 12/2024)**

33. The Chairman presented the paper.
34. Mr WONG Chun-ping commended the “Kwun Tong Night Market in the Year of Dragon” as a great success, attracting a large number of residents from Kwun Tong District and other areas to visit.
35. The meeting noted the paper.

Item VII — Any Other Business

(A) Invitation for Members to Serve as Sports Ambassadors

36. The Chairman reported that LCSD had written to invite KTDC to nominate Members to serve as the new-term “Sports Ambassadors” of Kwun Tong District to participate in the community sports activities organised by LCSD, and assist in encouraging the people of Kwun Tong District to actively take part in sports activities.

37. After deliberations, the meeting agreed to pass the relevant matters to CICRC for follow-up.

(B) Invitation for Members to Join the Hawker Management Consultative Committee and the Market Management Consultative Committee

38. The Chairman reported that the Food and Environmental Hygiene Department had written to invite KTDC to nominate Members to join the Hawker Management Consultative Committee and the Market Management Consultative Committee of Kwun Tong District to provide views on matters relating to hawker management and market management in the district.

39. After deliberations, the meeting agreed to pass the relevant matters to FEHC for follow-up.

(C) Invitation for Members to Join the Community Green Ambassador Scheme

40. The Chairman reported that LCSD had written to invite KTDC to nominate Members to serve as the “Community Green Ambassadors” of Kwun Tong District to assist in promoting community greening, tree care and other work.

41. After deliberations, the meeting agreed to pass the relevant matters to FEHC for follow-up.

Item VIII — Date of Next Meeting

42. The next meeting was scheduled to be held on 2 May 2024 (Thursday).

43. There being no other business, the meeting was adjourned at 5:08 p.m.

The minutes of the meeting were confirmed on 2 May 2024.

Kwun Tong District Council Secretariat

May 2024