

In Attendance

Mr Ian CHENG	Assistant Secretary (Harbour)2, DEVB
Mr William CHAN	Project Manager (Harbour), DEVB
Mr Carlos FUNG	Engineer (Harbour), DEVB
Mr NG Shing-kit	Engineer (Harbour) Special Duties, DEVB
Mr TONG Hui-ching	Architect (Harbour)2, DEVB

Absent with Apologies

Ms Connie CHEUNG	Representing Hong Kong Institute of Landscape Architects
Mr Terence LEE	Representing Real Estate Developers Association of Hong Kong
Ms Christina LEE	Individual Member
Mr Alan LO	Individual Member
Dr Edmund LEE	Co-opted Member
Mr YUEN Hoi-man	Co-opted Member

For Agenda Item 3

Ms Kery KWOK	Senior Manager (Tourism) 31, Tourism Commission (TC)
Miss Venus SO	Assistant District Officer (Kowloon City), Home Affairs Department (HAD)
Ms Xenia AU YEUNG	Senior Estate Surveyor/Kowloon South (District Lands Office, Kowloon West), Lands Department (LandsD)
Mr Edward CHAN	Senior Engineer/Kowloon District Central, Transport Department (TD)

Action

Welcoming Message

The Chair welcomed all to the meeting. She informed the meeting that Ms Kery KWOK, Senior Manager of Tourism Commission, was attending the meeting on behalf of Mr Anson LAI, and Ms Caroline TANG, Senior Town Planner of Planning Department, was attending the meeting on behalf of Mr Derek CHEUNG.

Item 1 Confirmation of Minutes of the 33rd Meeting

- 1.1 **The Chair** informed Members that the draft minutes of the 33rd meeting was circulated on 25 March 2019. The revised draft minutes with Members' comments incorporated were circulated again on 26 March 2019. There being no further

amendment, the draft minutes were confirmed at the meeting.

Item 2 Matters Arising

2.1 No matters arising were raised at the meeting

Item 3 Proposed Extension of Short Term Tenancies for Fee-paying Public Car Park at (i) Wa Shun Street, and (ii) the Junction of Bailey Street/Sung Ping Street, Hung Hom, Kowloon (Paper No. TFK/01/2019)

Introduction

3.1 **The Chair** welcomed representatives from the Transport Department (TD), Kowloon City District Office (KCDO), Lands Department (LandsD) and the Tourism Commission (TC) to the meeting.

Presentation by the TD

3.2 **Ms Edward CHAN** briefed the Task Force on the re-tender proposal of the two Short Term Tenancies (STT) car parks with coach parking at (i) Wa Shun Street and (ii) the junction of Bailey Street/Sung Ping Street with the aid of a PowerPoint.

Discussion

Short-term measures to meet parking needs

3.3 **Mr Derek HUNG** and **Sr Francis LAM** supported in-principle the proposal as a short-term measure to meet local parking needs. **Prof Raymond FUNG** also supported the proposal, but opined that the future operators of the STT car parks should provide figures on the utilisation of the car parks for information, so that the Task Force could assess whether the car parks would be fully utilised.

- 3.4 Noting that the STT site at the junction of Bailey Street/Sung Ping Street was mainly zoned as “Government, Institution or Community” (G/IC) and there was no immediate use, **Mr Paul ZIMMERMAN** suggested allocating the site to a government department through Temporary Government Land Allocation (TGLA) to provide suitable picking-up/setting down (PU/SD) points for coaches. **The Chair** enquired and **Ms Caroline TANG** responded that part of the STT site at Bailey Street was zoned as G/IC and was earmarked for school development. The Education Bureau had confirmed that there was no plan to develop a school at the site at the moment. Should there be any suggestion, the relevant departments would consider the proposed temporary use at the site as appropriate.

Utilisation and demand of parking spaces

- 3.5 **Mr Ken SO** observed that the utilisation rate of the existing car park at Bailey Street was low. Illegal parking problem at To Kwa Wan was however serious, causing obstruction to pedestrians walking from the hinterland to harbourfront. He considered that it was important to encourage coach drivers to use these proper parking facilities provided by the STT car parks in order to resolve the illegal parking problem at the area. **Mr Derek HUNG** concurred. **Miss Venus SO** responded that joint operations among relevant government departments including the TC, the Hong Kong Police Force (HKPF), KCDO and TD were conducted from time to time to educate coach drivers and the tourism trade to park their coaches at proper facilities, instead of stopping illegally at the roadside and blocking road traffic. Starting from January 2019, HKPF had stepped up enforcement action at tourist hotspots during peak hours (i.e. from 12:00nn to 2:00pm and 6:00pm to 8:00pm). In response, **Mr Edward CHAN** said that a half-hourly concessionary rate arrangement, which allowed coach parking at \$6 per half an hour, had been implemented in the current STT site to incentivise utilization by coach drivers. Exploration was being made to extend the arrangement to the two proposed STT sites.
- 3.6 While the proposed STT car parks would serve as a short-term measure for meeting local needs, **Dr Eunice MAK** asked if TD had any plan to resolve the parking problem at the area in the long run. She also enquired whether the traffic measures adopted at the Avenue of Stars (AoS) such as

provision of additional lay-bys and designated picking-up/setting down (PU/SD) locations could apply to To Kwa Wan and Hung Hom. On the other hand, she considered that the additional 10 coach parking spaces and 4 coach lay-bys to be provided in the short run were insufficient to meet the demand in the area in the near future. **Mr Edward CHAN** responded that two sections of lay-bys at Chi Kiang Street would be formed for PU/SD of passengers. In the long run, TD would require private development sites to include public vehicle car parks as far as possible and would explore suitable locations for coach parking.

- 3.7 **The Chair** opined that it might have adverse impacts on road traffic if lay-bys and STT car parks were not put to good use. She proposed setting double yellow lines and “No Stopping” sign at streets in To Kwa Wan as appropriate to facilitate law enforcement by the HKPF. **Mr Edward CHAN** responded that TD would continue to review if there was a need to set up more no stopping restriction zone.

Underground parking

- 3.8 **Prof Raymond FUNG** stressed that it was important to explore the feasibility of developing underground car parks underneath public open space so as to optimise land use. **Mr PY TAM** and **Mr Paul ZIMMERMAN** shared his views. **Mr ZIMMERMAN** suggested TD explore the feasibility of developing underground car park underneath Hung Hom Urban Park given the development was only at the preliminary planning stage. **Mr TAM** further suggested the application of automated parking system which could increase parking spaces. **Mr Edward CHAN** replied that TD would follow the principle of “single site, multiple-uses” to provide public car parking spaces in suitable G/IC facilities and public open space projects. The Government would explore feasibility of underground parking spaces at Hung Hom Urban Park.

Future planning and development of the harbourfront area

- 3.9 **The Chair** noted that the two STT sites were in the vicinity of the future Hung Hom Urban Park and Hoi Sham Park Extension Project (HSEP) respectively. She enquired for the

progress of the HSEP. **Mrs Doris FOK** responded that the HSEP was supported by the Panel on Home Affairs in February 2019. It would commence construction by end 2019 for completion in Q4 of 2022 if funding was approved by the Finance Committee of the Legislative Council in June 2019.

- 3.10 **Mr Andy LEWIS** was concerned about the future development of the STT site near Wa Shun Street as the area had been earmarked as part of the Hung Hom Urban Park. He noted that local residents had urged for the development of the Urban Park as soon as possible and was concerned if the provision of STT car park at Wa Shun Street would affect the timing of the commencement of the Urban Park.
- 3.11 **Sr Francis LAM** appreciated that TD had honoured its promise to surrender the Chi Kiang Street STT car park by end March 2019 to give way for the HSEP. Meanwhile, he suggested transforming the harbourfront of the area so that the public could walk along the harbourfront from Hung Hom to To Kwa Wan.
- 3.12 **Mr Freddie HAI** considered that action should be taken to create synergies between the pier and the future development of Hung Hom Urban Park. **Mr PY Tam** remarked that public views on the development should be well taken into account.

Other comments

- 3.13 **Ir Janice LAI** enquired about the percentage of greening at the proposed STT sites and whether it was movable given the sites were temporary in nature. **Mr Edward CHAN** responded that they would use movable planters for greening at the STT site located at the junction of Bailey Street/Sung Ping Street.
- 3.14 **Mrs Karen BARRETTO** was worried about the air quality at To Kwa Wan and Hung Hom as there were many coaches parked along the street. **Mr Edward CHAN** replied that the air quality would be improved if coaches could be parked in proper parking facilities.
- 3.15 **Mr Paul ZIMMERMAN** opined that the use of planters at metered coach parking spaces located at the junction of Bailey

Street/Hung Hom Road was good and he proposed the STT sites should consider using planters instead of chain-link fence. In addition, he said that the tenant of STT car park should be responsible for keeping the environment in a good condition. **Ms Xenia AU YEUNG** responded that the use of chain-link fence was a usual requirement for STT car park due to security and safety reasons. It might carry security implication if low railing or planters were used at STT sites. Besides, tenants had obligation to keep the STT sites in a good condition. Lands Department would issue warning letter to tenants when complaints were received from the public on the STT sites.

Way Forward

3.16 **The Chair** concluded that after considering information submitted by the departments, the Task Force supported the proposal for extension of STT for fee-paying car park at Wa Shun Street and the junction of Bailey Street/Sung Ping Street for a fixed term of one year certain and thereafter quarterly, with a view to meeting imminent demand for coach parking in Hung Hom, To Kwa Wan and Tsim Sha Tsui. TD should ensure optimum utilisation of these car parks so as to create a less obstructed pedestrian walking environment from the hinterlands to harbourfront. She asked TD to provide an updated utilization rate of STT carparks at an appropriate juncture for monitoring their effectiveness in mitigating the danger and various traffic problems caused by illegal coach parking in the district. On the other hand, Lands Department should ensure the tenant of STT car park would keep the environment in a good condition. The Chair praised TD that they had included Harbour Planning Principles and Guidelines (HPP&Gs) in their consultation paper and hoped they could continue to work closely with the Task Force for revitalisation of harbourfront.

Item 4 Any Other Business

A. Revitalization of the Avenue of Stars

4.1 **Mrs Doris FOK** updated Members on the revitalized AoS following Members' visit in late January 2019 as well as

comments raised by **Mr Paul ZIMMERMAN** as follows-

- (a) two additional water-refilling stations would be provided in the AoS by June 2019. The operator would continue to review if more water drinking facilities should be provided;
- (b) taking into account sun path and relevant Emergency Vehicular Access requirements, it was not feasible to extend the umbrella to the waterfront side;
- (c) additional refuse and recycle bins would be arranged by mid-2019;
- (d) LCSD had liaised with the Mass Transit Railway Corporation (MTRC), which had agreed to repaint the Vent Shaft within this year;
- (e) in response to public needs, six additional mobile toilets had been arranged in the Tsim Sha Tsui Promenade. LCSD would continue to review and explore feasibility to set up more permanent toilet after taking into account usage of existing ones and available space; and
- (f) Mill barriers set up by HKPF for crowd management during the Chinese New Year fireworks show were removed as soon as practicable in order to keep clear the main path. They would keep in view the situation and maintain good coordination with HKPF on crowd control arrangement during festive occasion.

4.2 **Mr Paul ZIMMERMAN** thanked LCSD for the positive responses to his comments on the revitalised AoS. He opined that it was important to provide shading at promenade and hoped that there would be a better design of shading at promenade in future. He considered that the provision of fixed seats along the AoS was beneficial to people in normal days. However, HKPF would fence off the fixed furniture with mills barrier for public safety during festive occasions. The width that could be used by public was therefore greatly reduced. He wished to improve the design of promenade in future so that it could serve both purposes.

4.3 **Mr Derek HUNG** noted the high usage of toilets in the Tsim Sha Tsui Promenade. Moreover, he received comments from Anita MUI Fan Club that they wished to improve the hygiene of the toilet near the statue of Anita MUI. He hoped LCSD

could look into the situation and consider constructing a new public toilet to address public needs.

- 4.4 **The Chair** appreciated the efforts made by LCSD and the New World Development Limited in further improving the revitalised AoS. She would convey Members' concern on the provision of public toilets as well as crowd control measures during festive occasions to the Management Committee of AoS.

B. Enhancement of Tsuen Wan Waterfront

- 4.5 With the aid of a PowerPoint, **Miss Rosalind CHEUNG** briefed Members on the progress of Enhancement of the Tsuen Wan Waterfront, following the endorsement of the Harbourfront Commission at the meeting on 14 March 2019 to implement Phase 2 of the project under the \$6 billion funding earmarked in 2019-20 Budget.
- 4.6 **Ms Nixie LAM** thanked the efforts made by the Task Force and the Harbourfront Commission to take forward the enhancement project. Looking forward, she hoped that more place making events could be arranged during the Phase II project to collect local views.
- 4.7 **Mr Paul ZIMMERMAN** was glad to see the development of enhancement of Tsuen Wan Waterfront. For the Phase II project, he saw the opportunities for more outdoor seating and food and beverage facilities. However, he was concerned about the zoning of the area. He considered that the place-making exercise could be conducted in a constructive manner if information of the zoning and boundary of the site of Phase II could be provided to the public.
- 4.8 To facilitate a constructive public engagement exercise of the Phase II of the enhancement of Tsuen Wan Waterfront project, **the Chair** suggested organising a workshop including relevant government departments and key members of the Tsuen Wan District Council for discussing the way forward as well as the implementation strategy of the public engagement exercise.

[Post-meeting notes: The Workshop on Design and Public Engagement Strategy of Tsuen Wan Waterfront Enhancement (Phase II) was held on 14 May 2019 at the University of Hong Kong.]

Representatives from the Task Force, Architectural Services Department, Civil Engineering and Development Department, Leisure and Cultural Services Department, Planning Department, Tsuen Wan District Council as well as the volunteer team which had participated in the Tsuen Wan Waterfront Enhancement (Phase I) attended the workshop for brainstorming the design and public engagement strategy of the Tsuen Wan Waterfront Enhancement (Phase II). Prototypes were worked out to further collect public response.]

C. Hung Hom Urban Park – Market Sounding Exercise

- 4.9 **Miss Rosalind CHEUNG** briefed Members that the Market Sounding Exercise for the development of Hung Hom Urban Park was launched on 22 January 2019. A briefing session was held on 14 February 2019 for interested parties. By the close of submission on 21 March 2019, the Harbour Office received three proposals made by the private sector and about 70 comments were received from members of the public on activities they wished to be provided there. The Harbour Office would report to the Task Force and KCDC after collation of the proposals and comments.

D. Date of Next Meeting

- 4.10 **The Chair** said that the Secretariat would inform Members on the schedule of the next Task Force meeting in due course.
- 4.11 There being no other business, the meeting adjourned at 11:45 am.

**Secretariat
Task Force on Harbourfront Developments
in Kowloon, Tsuen Wan and Kwai Tsing
Harbourfront Commission
June 2019**