

Task Force on Kai Tak Harbourfront Development

For discussion
on 14 January 2014

TFKT/02/2014

Proposed Short Term Tenancies for Public Fee Paying Carpark in Kai Tak

PURPOSE

The purpose of this paper is to give Members an overview of the public fee paying carpark in ex-Kai Tak Airport (ex-KTA) and to seek Members' views on the proposal to let out three unoccupied sites in order to meet the acute carpark demand of the industry.

BACKGROUND

(i) Overview of Kai Tak

2. Ex-KTA covers mainly the North Apron, South Apron and Runway with a total area of about 288 hectares (ha). Currently, about 49% of the total area, i.e. about 142 ha, is being occupied as works sites by way of Simplified Government Land Allocation (STLA) or works area under Temporary Government Land Allocation (TGLA) for the construction of public works projects such as the Shatin to Central Link (SCL), Kai Tak Nullah Improvement works, and other road works and related infrastructural projects. In addition, there is 33 ha of land (about 11% of the total area) permanently allocated to Government departments/offices for implementation of various projects such as the Kai Tak Cruise Terminal, Government Offices, Public Rental Housing, Centre of Excellence in Paediatrics, etc. Besides, private lots with a total area of about 13 ha (about 5% of total area) have been granted or will soon be granted for private residential developments or public utilities such as electricity substation.

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3. There are other temporary uses held under Short Term Tenancy (STT) with a total area of about 13 ha (about 5% of the total area). Among this, 8 ha has been used for public fee paying carpark (i.e. about 3% of the total area) while the remaining 5 ha is being used for open storage, a non-profit training school, bus parking and etc. In other words, only about 3% of land in ex-KTA has been put for public fee paying carpark purpose.

4. Setting aside the above, the remaining unoccupied land is about 87 ha (30% of the total area), comprising 42 ha (14%) in the North Apron, 16 ha (6%) in the South Apron and 29 ha (10%) in the Runway respectively.

5. As far as public fee paying carpark is concerned, unoccupied land in the South Apron and the Runway are either less accessible due to access problem or near the waterfront area and, thus, are considered not suitable to be used as carpark serving the general demand of the district and the industry. Hence, only unoccupied land in the North Apron is considered more suitable for public fee paying carpark purpose. The location plan showing the existing unoccupied land in the North Apron is attached in **Annex 1**.

(ii) Existing STT carparks in Kai Tak

6. There are altogether 5 existing STT fee paying carparks in ex-KTA and all of them are located in the North Apron, details of which are summarized as follows:

STT No.	Area	Location	Term	Zoning	Tentative Available Period
KX 2574	10,600m ²	Off Sung Wong Toi Road, Kai Tak	One year and thereafter quarterly commencing	partly "O" and partly "OU" annotated	Till 4 th Quarter 2014 for pre-construction works of the Stadium

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			from 1.1.2008	“Stadium”	
KX 2575	16,700m ²	Off Sung Wong Toi Road, Kai Tak	One year and thereafter quarterly commencing from 1.1.2008	partly “Road”, partly “O” and partly “OU” annotated “Stadium”	Till 4 th Quarter 2014 for pre-construction works of the Stadium
KX 2881	20,800m ²	Off Sung Wong Toi Road, Kai Tak	One year and thereafter quarterly commencing from 25.10.2012	“OU” annotated “Stadium”	Till 4 th Quarter 2014 for pre-construction works of the Stadium
KX 2882	20,000m ²	Off Sung Wong Toi Road, Kai Tak	One year and thereafter quarterly commencing from 29.10.2012	“OU” annotated “Stadium”	Till 4 th Quarter 2014 for pre-construction works of the Stadium
KX 2688	13,600m ²	At Concorde Road, Kai Tak	One year and thereafter quarterly commencing from 31.7.2009	“G/IC”	Part of the site will be required for Government building project in 2017

7. As advised by the Home Affairs Bureau (HAB), the area zoned “Other Specified Uses” annotated “Stadium” on the Kai Tak OZP No. S/K22/4 as shown in **Annex 2** which covers the existing public fee paying carparks and their surrounding area will be required for pre-construction works in the 4th quarter of 2014. Hence, the four STT carpark sites within the above zoning will probably have to be terminated by the end of 2014. The total area affected is about 6.81 ha representing a loss of about 1,600 parking spaces as assessed by the Transport Department (TD). By excluding unoccupied land required for stadium development together with less accessible land, right of way, access road,

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fragmented plots of land with awkward shape or inefficient layout, and landlocked sites, only about 7.4 ha of land in the North Apron, which is mostly facing Prince Edward Road East, is readily available for public carpark purpose to meet acute parking demand and compensate the loss of parking spaces mentioned in paragraph 10.

(iii) Demand and Supply for Temporary Car Parking Space

8. According to the data provided by TD, there are currently 34 STT sites for public parking with a total area of about 20 ha and providing about 6,600 parking spaces in Kowloon East. Around two-third of these carparks has an occupancy rate not less than 70% (more than one-third of not less than 80% and one-seventh over 90%) which is considerably high. A list showing, inter alia, occupancy rates of these carpark sites is attached at **Annex 3**. The high occupancy rate of the STT carparks reflects strong demand for parking spaces in Kowloon East.

9. The strong demand is further evidenced by TD's observation that there is a 12% increase (from around 3,000 to around 4,000) in the number of overnight illegal parking from February 2011 to March 2013 in Kowloon East.

10. Noting that four STT carparks in ex-KTA will be closed as mentioned in paragraph 7 and there are six other STT carparks providing about 767 private vehicle parking spaces, 85 heavy goods vehicle parking spaces, four bus/coach parking spaces, and 16 light goods vehicle parking spaces in Wong Tai Sin and Kwun Tong that will have to be terminated for other permanent developments in 2014 and 2015, TD considers that there is an imminent need to find replacement sites; otherwise, the parking problem would be disastrous.

11. Besides, a number of Kwun Tong District Council

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(KTDC) Members have recently written to the KTDC raising their grave concern on the acute shortage of parking spaces in Kwun Tong due to the reducing car parking area within Kai Tak. They requested for provision for more parking spaces especially for lorries, heavy goods vehicles and coaches. A copy of their letter dated 23.9.2013 to the Chairman of Kwun Tong Traffic and Transport Committee (KT T&TC) is at **Annex 4**.

12. In the meeting of KT T&TC held on 26.9.2013 (Agenda Item V), various KTDC Members stressed that illegal parking problem was very serious in the district and was endangering public safety. They urged the Government to utilize unoccupied Government land as far as possible for short-term or temporary car parking purposes (paragraph 25.3 of the meeting notes). An extract of the meeting notes is at **Annex 5**. The Chairman of KT T&TC had subsequently written to the Lands Department on 10.10.2013 and expressed his grave concern over illegal overnight parking problems resulting from the shortage of parking space and urged the release of more unoccupied Government land in the district for parking purposes in particular for heavy goods vehicles and coaches. A copy of the letter is at **Annex 6**.

13. According to the information provided by TD, KTDC continues to request for more proper heavy goods vehicle parking spaces, which they believe would alleviate the illegal parking in the district. TD also mentioned that the demand of coach parking in Wong Tai Sin District is consistently high because of famous tourist attractions such as Wong Tai Sin Temple. Furthermore, the transformation of San Po Kong from an industrial area to a commercial area also gives rise to an increased parking demand, which already drew the attention of the District Office (Wong Tai Sin) and the chairman of the Wong Tai Sin District Council. Besides, various LegCo members already reflected goods vehicle, coach and school bus trades' requests for more parking spaces among the entire territory.

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14. TD opines that unless sufficient replacement STT carpark sites could be provided in the vicinity of Kai Tak, the parking situation would become extremely acute and unbearable to the public.

15. Since the development of Kai Tak moves forward, the Government land available for car parking uses would be diminishing in the coming years. In particular, the four existing STT carparks falling within the area earmarked for stadium development as mentioned in paragraph 7 will be terminated by the end of 2014. Hence, replacement sites for car parking uses are considered in urgent need.

CURRENT PROPOSAL

16. To ease the urgent demand as highlighted above, it is proposed to let out as early as possible three sites in the North Apron as shown coloured green on the plan at **Annex 7** for public carpark purpose, the details of which are summarized in the table below. The proposed sites are located far away from the waterfront area and adjoining the densely populated area. They have good accessibility and pedestrian connectivity with the neighboring built-up area which may help alleviating traffic congestion in the district.

Proposed STT No.	Location	Site Area (m ²) (about)	Zoning	Proposed Term
KX 2915	Government Land off Dakota Drive, Kai Tak	17,800	“Open Space”, “Comprehensive Development Area”, “Commercial” and “Road”	An initial term upto Feb. 2015 and thereafter quarterly
KX 2939	Government	5,000	“Open Space”	An initial

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Proposed STT No.	Location	Site Area (m²) (about)	Zoning	Proposed Term
	Land off Dakota Drive		and "Commercial"	term upto Feb. 2015 and thereafter quarterly
KX 2940	Government Land off Dakota Drive	9,700	"Open Space", "Comprehensive Development Area" and "Road"	An initial term upto Feb. 2015 and thereafter quarterly

18. Based on CEDD's advice that the construction works of the future Road D1 and the associated works at the North Apron will tentatively commence in February 2015, the proposed initial term of the proposed STT will be up to February 2015. Given the tight time frame, for KX 2915, tender will be invited in February 2014. For KX 2939 and KX 2940, subject to completion of necessary procedures, tender is tentatively scheduled to be invited in March 2014.

CONCLUSION

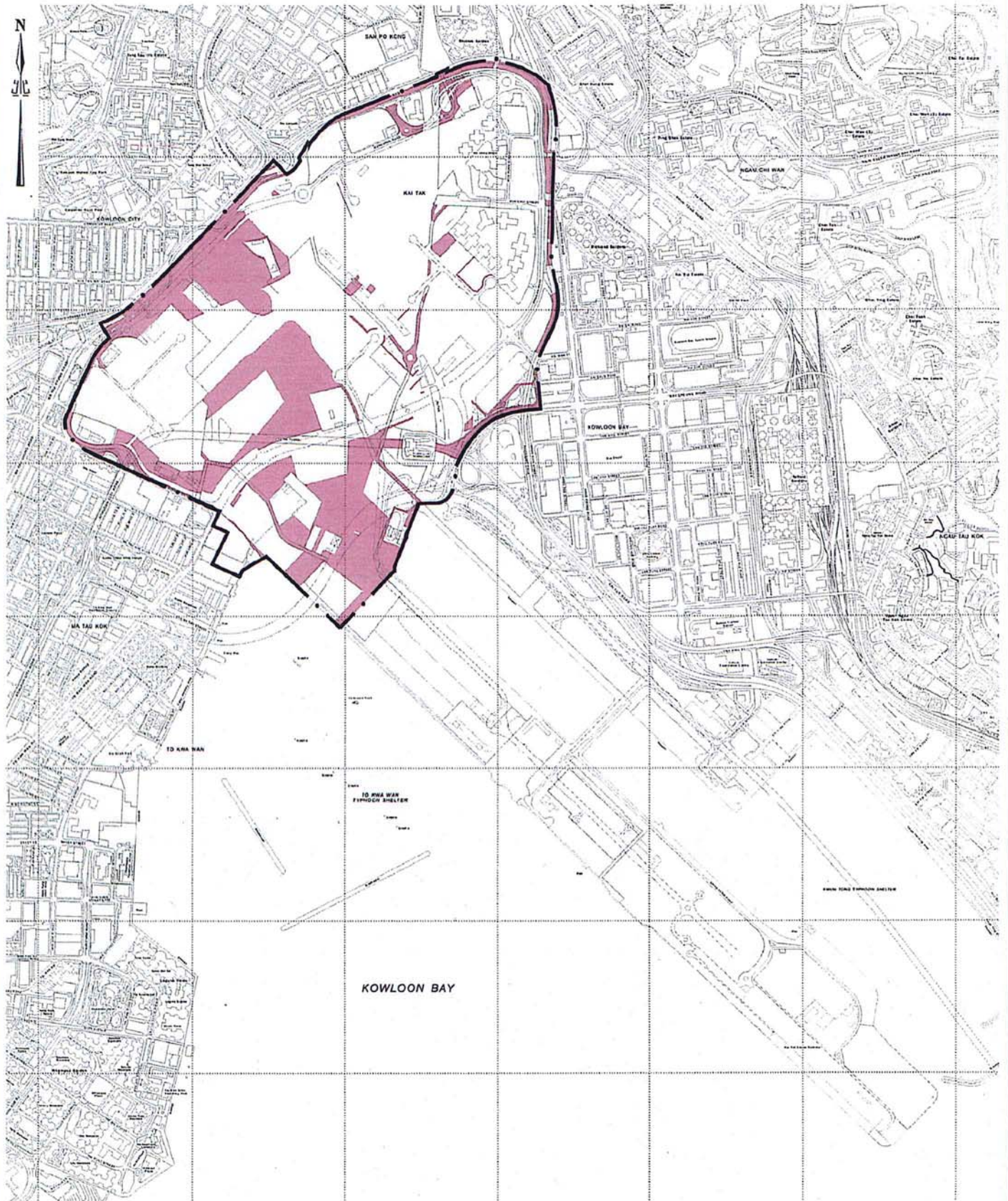
19. Given the strong demand and decreasing supply of carpark sites as mentioned in paragraphs 8 to 15 above, there is a severe shortage of parking spaces in Kowloon East especially for those heavy goods vehicles and coaches. As a result, there is an urgent need to make use of suitable unoccupied land in ex-KTA for public fee paying carpark purpose. As more permanent developments in Kai Tai commence in the near future and fewer sites are available for short term uses, it is considered necessary to let out the proposed three STT sites as soon as possible; otherwise, the illegal parking and other traffic problems will

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become exacerbated to the nearby districts. Members are invited to comment on the above public fee paying carpark proposal.

**District Lands Office/Kowloon East, Lands Department
January 2014**



NOTE

 VACANT LAND

FOR IDENTIFICATION PURPOSES ONLY

 District Lands Office, Kowloon East
Lands Department

Plan Prepared by District Survey Office, Kowloon

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**SITE PLAN
NORTH APRON**

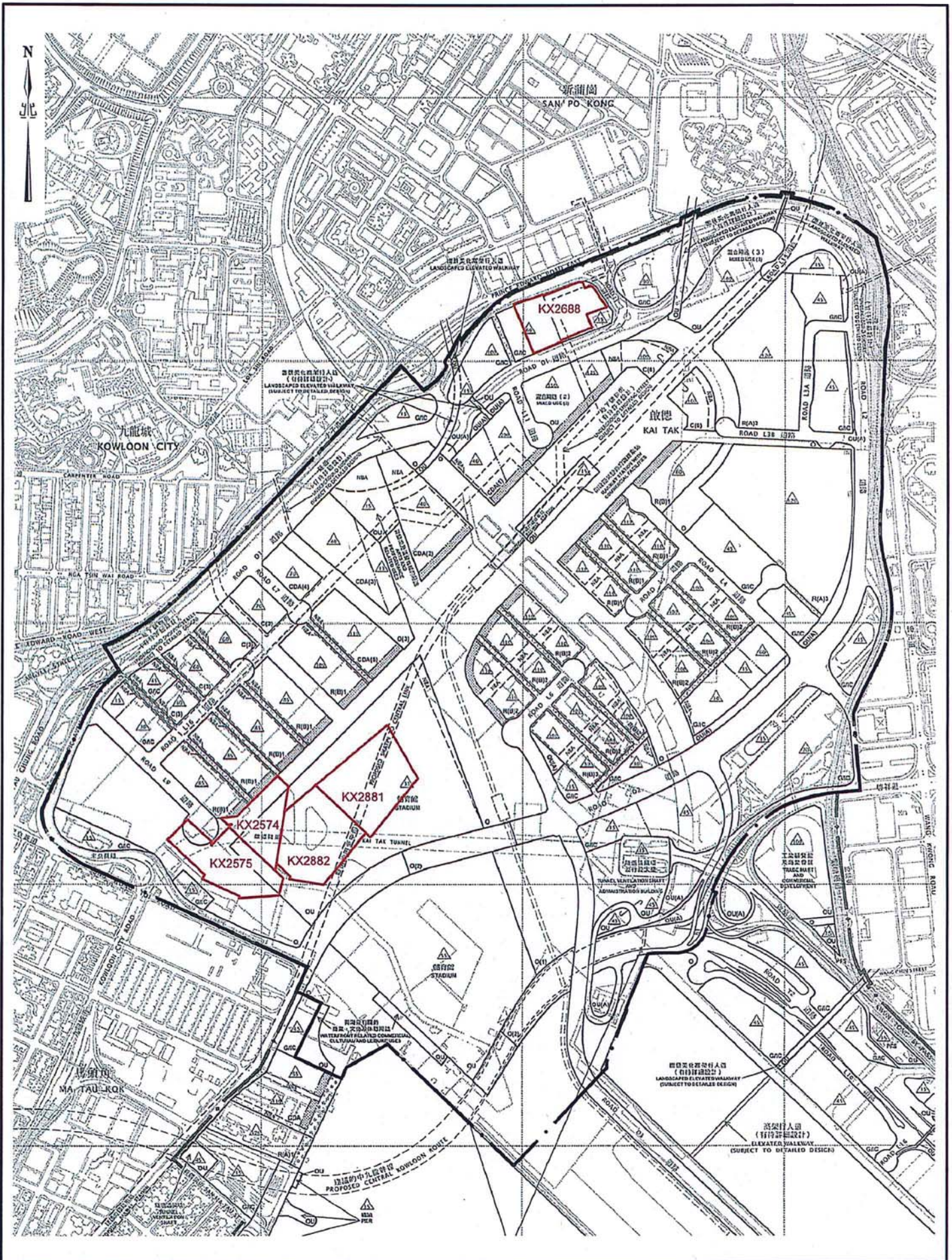
File No. DSO/K W623/1 III

Survey Sheet No. 11-NE-C

Layout Plan No.

Reference Plan No.

PLAN No. KM9028 (Sheet 1 of 3)



<p>FOR IDENTIFICATION PURPOSES ONLY</p> <p>District Lands Office, Kowloon East Lands Department</p> <p>Plan Prepared by District Survey Office, Kowloon</p> <p>© Copyright reserved - Hong Kong SAR Government</p>	<p>SITE PLAN EXISTING STT CARPARKS NORTH APRON</p>	<p>File No. DSO/K W623/1 III</p> <p>Survey Sheet No.</p> <p>Layout Plan No.</p> <p>Outline Zoning Plan No. S/K22/4</p> <p>PLAN No. KM9040</p>
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Parking Inventory of STT Sites in Kowloon East

District	STT No.	Size (m ²)	Parking Inventory (No. of Parking Spaces)						Utilisation
			Bus / Coach	Medium Goods Vehicle/ Heavy Goods Vehicle	Light Goods Vehicle	Private Car / Goods Van / Taxi / Public Light Bus / Private Light Bus	Motorcycle	Total	
Kowloon City	KX 2010	4120	0	0	0	158	57	215	94%
	KX 2559	5640	0	0	80	157	0	237	87%
	KX 2574	10600	163	0	0	2	0	165	81%
	KX 2575	16700	91	0	57	179	0	327	73%
	KX 2688	13600	72	62	95	117	0	346	78%
	KX 2709	1680	0	0	0	94	0	94	71%
	KX 2809	1300	0	0	0	42	0	42	52%
	KX 2812	2190	0	0	38	30	0	68	88%
	KX 2833	3600	0	29	37	20	0	86	51%
	KX 2881	20800	342	0	0	0	0	342	81%
KX 2882	20000	0	103	133	478	0	714	74%	
Sub-total	11	100230	668	194	440	1277	57	2636	
Kwun Tong	KX 2409	3310	0	0	0	169	0	169	94%
	KX 2564	1580	0	0	0	73	0	73	15%
	KX 2722	2170	0	0	0	96	0	96	76%
	KX 2786	8230	0	0	79	314	0	393	38%
	KX 2810	2630	0	20	24	26	0	70	78%
	KX 2821	1310	0	0	0	62	0	62	81%
	KX 2822	4860	0	31	34	111	0	176	86%
	KX 2825	4700	0	0	11	204	0	215	59%
	KX 2826	6130	0	14	73	145	0	232	53%
	KX 2827	7860	0	37	53	176	0	266	60%
	KX 2837	3250	0	25	0	88	0	113	94%
	KX 2840	1640	0	0	0	64	0	64	72%
	KX 2866	5290	0	34	28	69	0	131	74%
	KX 2872	3240	39	0	0	1	8	48	70%
	KX 2892	6670	0	0	18	303	0	321	30%
	KX 2894	6090	0	29	44	140	0	213	94%
	KX 2902	5770	0	0	64	179	0	243	46%
KX 2916	1210	0	0	0	78	0	78	67%	
Sub-total	18	75940	39	190	428	2298	8	2963	
Wong Tai Sin	KX 2891	6730	94	0	16	0	0	110	22%
	KX 2700	3810	0	33	52	232	20	337	87%
	KX 2705	4170	18	15	33	222	13	301	95%
	KX 2888	5530	0	0	2	188	36	226	70%
	KX 2849	1130	0	0	0	45	3	48	80%
Sub-total	5	21370	112	48	103	687	72	1022	
TOTAL	34	197540	819	432	971	4262	137	6621	

觀塘區議會屬下
交通及運輸委員會文件第 41/2013 號
(第十二次會議：26.9.2013)

觀塘區議會
交通及運輸委員會
洪錦鉉主席

要求增加中大型貨車及旅遊巴停車位事宜

鑑於啟德舊機場用地被收回發展，令區內中、大型貨車及旅遊巴停車位短缺。市民在逼於無奈之下，晚上時份將上述車輛停泊在住區附近，導致區內晚上違泊情況轉趨嚴重。

我們敦促地政總署及運輸署，盡快展開短期及長期計劃，為區內上述車輛提供泊車位置，從源頭上減少觀塘區內違泊問題，加強路面安全，減少對居民帶來不必要之困擾。

在此感謝洪錦鉉主席、運輸署、警方及地政總署之關注！

簡銘東 何啟明 劉礎謙

謹上

2013 年 9 月 23 日

(擬稿)

第四屆觀塘區議會屬下

交通及運輸委員會

第十二次會議記錄

日期：2013年9月26日(星期四)

時間：下午2時30分

地點：九龍觀塘觀塘道392號創紀之城6期20樓05-07室

觀塘民政事務處會議室

出席者：

委員

洪錦鉉先生 (主席)

張琪騰先生 (副主席)

陳國華先生, MH

陳汶堅先生

陳華裕先生, MH

陳耀雄先生

張順華先生

蔡澤鴻先生

符碧珍女士

馮錦源先生

馮美雲女士

何啟明先生

簡銘東先生

郭必錚先生, MH

黎樹濠先生, BBS, MH, JP

馬軼超先生

麥富寧先生, MH

顏汶羽先生

柯創盛先生, MH

潘進源先生, MH

蘇冠聰先生

蘇麗珍女士, MH

施能熊先生

譚肇卓先生

鄧咏駿先生

謝淑珍女士

黃帆風先生, MH

黃啟明先生

葉興國先生, MH, JP

姚柏良先生

增選委員

金 堅女士

劉礎謙先生

凌志強先生

吳仕芬先生

余偉明先生

經常出席會議的政府部門代表

余嘉敏女士	觀塘民政事務助理專員
余以東先生	署理觀塘民政事務處高級行政主任 (區議會)
蘇鎮存先生	運輸署高級運輸主任(觀塘)
岑蕙琳女士	運輸署工程師(觀塘)1
鄭穎先生	運輸署工程師(觀塘)3
陳偉康先生	路政署區域工程師(觀塘)
陳就成先生	警務處觀塘區代表
司徒卓政先生	警務處觀塘區代表
羅偉旗先生	警務處秀茂坪區代表

協助討論有關議程項目的代表

議程項目 II—安達臣道石礦場用地發展—工程可行性研究(交通及運輸部分)

李天生先生	土木工程拓展署總工程師/新界東 1
蔡志信先生	土木工程拓展署高級工程師/2
陳論明先生	土木工程拓展署工程師/6
朱家敏女士	奧雅納工程顧問項目經理
戴世強先生	奧雅納工程顧問規劃師
賴灼華女士	奧雅納工程顧問工程師

議程項目 III—建議增設公共小型巴士(專線)服務行走油塘高怡邨至九龍灣國際展貿中心

甄威麟先生	運輸署運輸主任/觀塘 2
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議程項目 IV—要求盡快擴展公共交通票價優惠計劃事宜

甄威麟先生	運輸署運輸主任/觀塘 2
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議程項目 V—要求增加中大型貨車及旅遊巴士停車位事宜

范柏泉先生	地政總署高級產業測量師/東南九龍 (九龍東區地政處)
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秘書

關彥彰先生

觀塘民政事務處行政主任(區議會)4

缺席者：

委員

陳俊傑先生

潘任惠珍女士, MH

呂東孩先生

黃春平先生

增選委員

劉漢民先生

開會辭

主席歡迎各委員及部門代表出席會議。

2. 主席報告，陳俊傑委員及黃春平委員因事未能出席是次會議。委員會備悉上述委員的缺席通知。

I. 通過上次會議記錄

3. 上次會議記錄無須修訂，獲得通過。

II. 安達臣道石礦場用地發展—工程可行性研究(交通及運輸部分)
(觀塘區議會屬下交通及運輸委員會文件第 38/2013 號)

4. 主席歡迎土木工程拓展署總工程師/新界東李天生先生、高級工程師蔡志信先生和工程師陳論明先生，以及奧雅納工程顧問項目經理朱家敏女士、規劃師戴世強先生和工程師賴灼華女士出席是次會議。

5. 土木工程拓展署李天生先生及奧雅納工程顧問朱家敏女士介紹有關文件。

規模，在會計項目上容易符合法例的要求，有關優惠計劃牽涉大量公帑，因此政府部門在實施計劃時必須考慮並堵塞可能出現的漏洞及灰色地帶；

20.2 全港的小巴公司營辦商多達百多間，而且規模較小，其車隊規模由數輛至數十輛不等，因此政府部門在監管方面需要較長的時間進行預備工作，讓營辦商作好準備；

20.3 署方已就擴展公共交通票價優惠計劃努力安排，與營辦商磋商，解決技術上的困難，以盡快推行有關計劃；以及

20.4 署方闡釋計劃有專責人員處理和跟進，只是現階段並無擴展優惠的時間表，並承諾將繼續跟進，適時向各委員匯報。

21. 主席表示會以委員會名義去信運輸署促請署方盡快擴展公共交通票價優惠計劃至小巴及電車服務，並交代署方專責處理有關事宜的人員與業界及八達通公司的磋商進展及成果。

(會後補註：秘書處已於 2013 年 10 月 10 日以交通及運輸委員會的名義去信運輸署表達委員對盡快擴展公共交通票價優惠計劃至小巴及電車服務的訴求，並於 2013 年 10 月 30 日收悉運輸署就有關事宜的回覆，有關回覆已轉交各委員參閱。)

22. 委員備悉有關文件。

V. 要求增加中大型貨車及旅遊巴停車位事宜

(觀塘區議會屬下交通及運輸委員會文件第 41/2013 號)

23. 主席歡迎地政總署高級產業測量師/東南九龍(九龍東區地政處)范柏泉先生出席是次會議。

24. 何啟明委員介紹有關文件。

25. 五名委員提出意見及查詢如下：

25.1 希望署方提供觀塘區內空置土地的狀況及其用途等資料；

25.2 認為區內違例泊車的情況嚴重，憂慮過多的中大型車輛在住

宅區停泊會對居民構成危險，容易釀成意外；以及

25.3

強調泊車設施不足對駕駛中型及重型貨車和旅遊巴士的司機並不公平，而且旅遊業對大型旅遊巴士的需求亦日益殷切，因此署方必須盡快物色空地增加停泊設施，建議署方考慮把空置土地撥作短期或臨時用途作停車場之用。

26. 地政總署范柏泉先生的回應重點如下：

26.1 一般而言，政府土地如未有長遠的發展計劃或時間表，政府可考慮把有關土地轉作其他的短期用途；如有需要，可考慮以短期租約的方式，透過公開招標作收費停車場之用；

26.2 現時啟德一帶有五個停車場，總面積超過 83 000 平方米，而其中兩個停車場更於去年年底批出，面積合共 40 000 平方米；以及

26.3 在未來數月，署方亦打算把兩塊位於啟德的土地透過公開招標，以短期租約的方式經營停車場，署方會因應需求，尋找合適的土地發展作停車場的用途。

27. 主席表示會以委員會名義去信地政總署、運輸署及警方表達委員對在區內增加中型及重型貨車和旅遊巴士停車位的訴求。

(會後補註：秘書處已於 2013 年 10 月 10 日以交通及運輸委員會的名義去信地政總署、運輸署及警方轉達委員對在區內增加中型及重型貨車和旅遊巴士停車位的訴求。)

28. 委員備悉有關文件。

VI. 觀塘區道路工程進展報告

(觀塘區議會屬下交通及運輸委員會文件第 35/2013 號)

29. 一名委員查詢文件上「人人暢道通行」計劃內為何並沒有列出振華道/牛頭角道行人天橋的三台升降機及九龍灣港鐵站 B 出口橫跨觀塘道的兩台升降機。

() in HAD KTDC 13/15/6

電話號碼 Tel. No. 2171 7454

致： 地政總署署長
甯漢豪女士, JP

甯署長：

R & D Section
LANDS DEPARTMENT
HEADQUARTERS

2013 OCT 16 A 10:21

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要求增加中大型貨車及旅遊巴停車位事宜

觀塘區議會屬下交通及運輸委員會(下稱“委員會”)在2013年9月26日的第十二次會議上，就上述事宜進行了討論。地政總署代表於會上回應了委員就要求增加中大型貨車及旅遊巴停車位事宜的關注。

在討論時，委員十分關注啟德舊機場用地被收回另作發展，造成附近地區供中、大型貨車及旅遊巴的泊車位短缺，不少中、大型貨車及旅遊巴司機因而逼不得已將車輛停泊在觀塘區內的住宅區內。委員皆同意區內中、大型貨車及旅遊巴違例泊車的情況經常出現，而晚上的情況更為嚴重，擔心過多大型車輛在住宅區內停泊會對居民構成危險，容易釀成交通意外，委員亦強調現時香港供中、大型貨車及旅遊巴的泊車位供不應求，因此認為政府在未來必須盡快物色適合的土地，增加區內的泊車位以滿足需求，否則單靠警方對違例泊車的司機執法既不能治本，亦會影響大型車輛的司機的生計。

觀塘區人口稠密，因此大型車輛在住宅區停泊不但會對一帶居民造成不便，亦容易釀成交通意外，危害市民安全。故此，委員會現特函促請 貴署聯同運輸署及警方深入探討解決方案，盡快研究將區內的空置土地作短期或臨時停車場用途，解決中、大型貨車及旅遊巴泊車位不足的問題，亦請署方盡快透露有關進展及區內空置土地的狀況。

如有任何查詢，請致電 2171 7454 與委員會秘書關彥彰先生聯絡。

觀塘區議會屬下
交通及運輸委員會主席 洪錦鉉
(代行)



2013 年 10 月 10 日

副本抄送

香港警務處處長 曾偉雄先生
運輸署署長 楊何蓓茵女士, JP



