

立法會
Legislative Council

LC Paper No. CB(3) 434/12-13

Ref : CB(3)/M/MM

Tel : 3919 3300

Date : 15 March 2013

From : Clerk to the Legislative Council

To : All Members of the Legislative Council

Council meeting of 20 March 2013

**Amendments to motion on
“Implementing the Kai Tak Planning
to dovetail with Kowloon East development”**

Further to LC Papers Nos. CB(3) 411/12-13 and CB(3) 423/12-13 issued on 7 and 13 March 2013 respectively, five Members (Hon Frederick FUNG, Hon CHAN Kam-lam, Hon WU Chi-wai, Hon Alan LEONG and Dr Hon LEUNG Ka-lau) have respectively given notices of their intention to move separate amendments to Hon WONG Kwok-kin’s motion on “Implementing the Kai Tak Planning to dovetail with Kowloon East development” scheduled for the Council meeting of 20 March 2013. As directed by the President, the respective amendments will be printed in the terms in which they were handed in on the Agenda of the Council.

2. The President will order a joint debate on the above motion and amendments. To assist Members in debating the motion and amendments, I set out below the procedure to be followed during the debate:

- (a) the President calls upon Hon WONG Kwok-kin to speak and move his motion;
- (b) the President proposes the question on Hon WONG Kwok-kin’s motion;
- (c) the President calls upon the five Members who wish to move amendments to speak in the following order, but no amendment is to be moved at this stage:

- (i) Hon Frederick FUNG;
 - (ii) Hon CHAN Kam-lam;
 - (iii) Hon WU Chi-wai;
 - (iv) Hon Alan LEONG; and
 - (v) Dr Hon LEUNG Ka-lau;
- (d) the President calls upon the public officer(s) to speak;
- (e) the President invites other Members to speak;
- (f) the President gives leave to Hon WONG Kwok-kin to speak for the second time on the amendments;
- (g) the President calls upon the public officer(s) to speak again;
- (h) in accordance with Rule 34(5) of the Rules of Procedure, the President has decided that he will call upon the five Members to move their respective amendments in the order set out in paragraph (c) above. The President invites Hon Frederick FUNG to move his amendment to the motion, and forthwith proposes and puts to vote the question on Hon Frederick FUNG's amendment;
- (i) after Hon Frederick FUNG's amendment has been voted upon, the President deals with the other four amendments; and
- (j) after all amendments have been dealt with, the President calls upon Hon WONG Kwok-kin to reply. Thereafter, the President puts to vote the question on Hon WONG Kwok-kin's motion, or his motion as amended, as the case may be.

3. For Members' ease of reference, the terms of the original motion and of the motion, if amended, are set out in the **Appendix**.

(Odelia LEUNG)
for Clerk to the Legislative Council

Encl.

(Translation)

**Motion debate on
“Implementing the Kai Tak Planning
to dovetail with Kowloon East development”
to be held at the Council meeting of 20 March 2013**

1. Hon WONG Kwok-kin’s original motion

That the Kai Tak New Development Area is currently the largest urban waterfront development project in Hong Kong with a total planning area of more than 320 hectares; as Kai Tak in the future will become a new core district in Kowloon and drive the overall development of Kowloon East, and the various works projects in the area will be completed one after another starting from this year, this Council urges the Government to expeditiously implement the various planning for the new development area and the ancillary work in nearby communities, including:

- (1) to expeditiously give the public a full account of any plan to revise and adjust the planning for Kai Tak (including proposals relating to increasing the plot ratios and resident population, and whether to build a helipad on the runway, etc.);
- (2) to closely keep in view the problem of big rent hikes in Kowloon East driven by the Kai Tak development, so as to ensure that small business traders and even workers in the creative and cultural sector in the district can continue their operation to provide residents with inexpensive and quality daily consumer goods amidst the transformation of Kowloon East;
- (3) to expeditiously discuss with the relevant District Councils plans for support arrangements after the commissioning of the first berth of the Kai Tak Cruise Terminal this year (including traffic and transport arrangements, and on-shore power supply facilities, etc.), so as to avoid impacting and pressuring the nearby communities and the environment after the commissioning of the terminal;
- (4) to ensure that the recreational and sports facilities in the Multi-purpose Sports Complex at Kai Tak are open for public use at all times in the future, so as to resolve the long-standing shortage of public sports facilities in Kowloon;

- (5) to review the road transport network of Kowloon East, assess whether the traffic capacity of the existing roads in the various communities is adequate to meet the future development and population needs of Kai Tak and the various areas in Kowloon East, and expeditiously conduct improvement works in this regard;
- (6) to expeditiously implement the construction of a monorail system to connect Kai Tak with the various areas in Kowloon East, and at the same time, study the extension of the system to the mid-levels areas of Kowloon East, so as to better meet the transport needs of residents in these communities;
- (7) to expeditiously construct a general hospital in Kai Tak and expedite the expansion of the United Christian Hospital, so as to meet the medical needs arising from the future population growth and development of Kowloon East;
- (8) to perfect the pedestrian linking systems and barrier-free facilities in the old areas of Kowloon East and Kai Tak new area, deepen the connection between Kai Tak and adjacent areas, and develop semi-sunken open underground street networks to merge pedestrian flows and add special features to the areas;
- (9) to study the construction of cycle tracks along the waterfront and in the communities of Kowloon East to connect with the cycle track in the Kai Tak New Development Area, so as to develop an urban cycle track network;
- (10) to integrate the cultural monuments and existing waterways in Kai Tak and the nearby communities, such as linking Nga Tsin Wai Village, Longjin Bridge and Kai Tak River to form an area with historical and ecological values, and develop a special heritage trail embracing environmental protection, historical monuments, local culture and tourism;
- (11) to increase the space for greening and public art in Kai Tak and the various areas in Kowloon East, and introduce bazaars with local characteristics (e.g. temple fairs) to attract tourists and create employment opportunities;
- (12) to make use of the site of the former Tai Hom Village and San Po Kong Industrial Area, etc. to develop cultural and creative industries, so as to develop Kai Tak and the relevant areas into a tourist spot related to Hong Kong movies; and

- (13) to develop featured waterfront areas in Kai Tak and Kowloon East (including making good use of the vacant land under the flyovers near the Kwun Tong waterfront), so as to develop them into creative spaces, markets and community facilities with local cultural characteristics and styles.

2. Motion as amended by Hon Frederick FUNG

That, *given that* the Kai Tak New Development Area is currently the largest urban waterfront development project in Hong Kong with a total planning area of more than 320 hectares; as Kai Tak in the future will become a new core district in Kowloon and drive the ~~overall development of Kowloon East~~ *development of the whole Kowloon Peninsula*, and the various works projects in the area will be completed one after another starting from this year, this Council urges the Government to expeditiously implement the various planning for the new development area and the ancillary work in nearby communities, including:

- (1) to expeditiously give the public a full account of any plan to revise and adjust the planning for Kai Tak (including proposals relating to increasing the plot ratios and resident population, and whether to build a helipad on the runway, etc.);
- (2) to closely keep in view the problem of big rent hikes in ~~Kowloon East~~ *the adjacent areas* driven by the Kai Tak development, so as to ensure that small business traders and even workers in the creative and cultural sector in the district can continue their operation to provide residents with inexpensive and quality daily consumer goods amidst the transformation of ~~Kowloon East~~;
- (3) to expeditiously discuss with the relevant District Councils plans for support arrangements after the commissioning of the first berth of the Kai Tak Cruise Terminal *in June* this year (including traffic and transport arrangements, and on-shore power supply facilities, etc.), so as to avoid impacting and pressuring the nearby communities and the environment after the commissioning of the terminal;
- (4) to ensure that the recreational and sports facilities in the Multi-purpose Sports Complex at Kai Tak are open for public use at all times in the future, so as to resolve the long-standing shortage of public sports facilities in Kowloon;
- (5) to review the *overall* road transport network of ~~Kowloon East~~ *Kowloon*, assess whether the traffic capacity of the existing roads in the various

communities is adequate to meet the future development and population needs of Kai Tak and the various areas in ~~Kowloon East~~ **Kowloon**, and expeditiously conduct improvement works in this regard;

- (6) to expeditiously implement the construction of a monorail system to connect Kai Tak ~~with the various areas in Kowloon East~~, ***the various areas in Kowloon East and Kowloon City District***, and at the same time, study the extension of the system to the mid-levels areas of Kowloon East, so as to better meet the transport needs of residents in these communities;
- (7) to expeditiously construct a general hospital in Kai Tak and expedite the expansion of the United Christian Hospital, so as to meet the medical needs arising from the future population growth and development of Kowloon East ***and Kowloon City District***;
- (8) to perfect the pedestrian linking systems and barrier-free facilities in the old areas of Kowloon East, ***Kowloon City District*** and Kai Tak new area, deepen the connection between Kai Tak and adjacent areas, and develop semi-sunken open underground street networks to merge pedestrian flows and add special features to the areas;
- (9) to study ~~the construction of cycle tracks along the waterfront and in the communities of Kowloon East to connect with the cycle track in the Kai Tak New Development Area~~ ***and implement the construction of cycle tracks along the coastline of Kowloon East to the waterfront of Kowloon West via the Kai Tak New Development Area and Kowloon City District and linking the adjacent communities***, so as to develop an urban cycle track network;
- (10) to integrate the cultural monuments and existing waterways in Kai Tak and the nearby communities, such as linking Nga Tsin Wai Village, Longjin Bridge and Kai Tak River to form an area with historical and ecological values, and develop a special heritage trail embracing environmental protection, historical monuments, local culture and tourism;
- (11) to increase the space for greening and public art in Kai Tak ~~and the various areas in Kowloon East~~, ***the various areas in Kowloon East and Kowloon City District***, and introduce bazaars with local characteristics (e.g. temple fairs) to attract tourists and create employment opportunities;
- (12) to make use of the site of the former Tai Hom Village and San Po Kong Industrial Area, etc. to develop cultural and creative industries, so as to

develop Kai Tak and the relevant areas into a tourist spot related to Hong Kong movies; and

- (13) to develop featured waterfront areas in Kai Tak ~~and Kowloon East~~, ***Kowloon East and Kowloon West*** (including making good use of the vacant land under the flyovers near the Kwun Tong waterfront), so as to develop them into creative spaces, markets and community facilities with local cultural characteristics and styles.

Note: Hon Frederick FUNG's amendment is marked in ***bold and italic type*** or with deletion line.

3. Motion as amended by Hon CHAN Kam-lam

That ***Energising Kowloon East is a key development project of Hong Kong in the future, in which*** the Kai Tak New Development Area is currently the largest urban waterfront development project in Hong Kong with a total planning area of more than 320 hectares; as Kai Tak in the future will become a new core district in Kowloon and drive the overall development of Kowloon East ***and the adjacent areas***, and the various works projects in the area will be completed one after another starting from this year, this Council urges the Government to expeditiously implement the various planning for the new development area and the ancillary work in nearby communities, including:

- (1) to expeditiously give the public a full account of any plan to revise and adjust the planning for Kai Tak (including proposals relating to increasing the plot ratios and resident population, and whether to build a helipad on the runway, etc.);
- (2) to closely keep in view the problem of big rent hikes in Kowloon East driven by the Kai Tak development, so as to ensure that small business traders and even workers in the creative and cultural sector in the district can continue their operation to provide residents with inexpensive and quality daily consumer goods amidst the transformation of Kowloon East;
- (3) to expeditiously discuss with the relevant District Councils plans for support arrangements after the commissioning of the first berth of the Kai Tak Cruise Terminal this year (including traffic and transport arrangements, and on-shore power supply facilities, etc.), so as to avoid impacting and pressuring the nearby communities and the environment after the commissioning of the terminal;

- (4) to ~~ensure that~~ ***expeditiously implement the plan for*** the recreational and sports facilities in the Multi-purpose Sports Complex at Kai Tak, ***and ensure that such facilities*** are open for public use at all times in the future, so as to resolve the long-standing shortage of public sports facilities in Kowloon;
- (5) to review the road transport network of Kowloon East, assess whether the traffic capacity of the existing roads in the various communities is adequate to meet the future development and population needs of Kai Tak and the various areas in Kowloon East, and expeditiously conduct improvement works in this regard;
- (6) to expeditiously implement the construction of ***a bridge connecting Kwun Tong Ferry Pier and the ex-runway tip as well as*** a monorail system to connect Kai Tak with the various areas in Kowloon East, and at the same time, study the extension of the system to ***To Kwa Wan and*** the mid-levels areas of Kowloon East, so as to better meet the transport needs of residents in these communities;
- (7) to expeditiously construct a general hospital in Kai Tak and expedite the expansion of the United Christian Hospital, so as to meet the medical needs arising from the future population growth and development of Kowloon East;
- (8) to perfect the pedestrian linking systems and barrier-free facilities in the old areas of Kowloon East and Kai Tak new area, deepen the connection between Kai Tak and adjacent areas, and develop semi-sunken open underground street networks to merge pedestrian flows and add special features to the areas;
- (9) to study the construction of cycle tracks along the waterfront and in the communities of Kowloon East to connect with the cycle track in the Kai Tak New Development Area, so as to develop an urban cycle track network;
- (10) to integrate the cultural monuments and existing waterways in Kai Tak and the nearby communities, such as linking Nga Tsin Wai Village, Longjin Bridge and Kai Tak River to form an area with historical and ecological values, and develop a special heritage trail embracing environmental protection, historical monuments, local culture and tourism;
- (11) to increase the space for greening and public art in Kai Tak and the various areas in Kowloon East, and introduce bazaars with local

characteristics (e.g. temple fairs) to attract tourists and create employment opportunities;

- (12) to make use of *some land lots at* the site of the former Tai Hom Village and San Po Kong Industrial Area, etc. to develop cultural and creative industries, so as to develop Kai Tak and the relevant areas into a tourist spot related to Hong Kong movies; ~~and~~
- (13) to develop featured waterfront areas in Kai Tak and Kowloon East (including making good use of the vacant land under the flyovers near the Kwun Tong waterfront), so as to develop them into creative spaces, markets and community facilities with local cultural characteristics and styles; *and*
- (14) *to construct a new Kowloon harbourfront promenade from Lei Yue Mun to Sham Shui Po, construct a berthing area for yachts at the Kwun Tong Typhoon Shelter, and increase leisure water sports facilities, so as to perfect the planning for Kai Tak.*

Note: Hon CHAN Kam-lam's amendment is marked in *bold and italic type* or with deletion line.

4. Motion as amended by Hon WU Chi-wai

That *the 2013 Policy Address puts forward the plan of Energising Kowloon East, in which the Kai Tak Development Area, Kwun Tong and Kowloon Bay are important development areas, with* the Kai Tak New Development Area is *being* currently the largest urban waterfront development project in Hong Kong with a total planning area of more than 320 hectares; as Kai Tak in the future will become a new core district in Kowloon and drive the overall development of Kowloon East, and the various works projects in the area will be completed one after another starting from this year, this Council urges the Government to expeditiously implement the various planning for the new development area and the ancillary work in nearby communities, including:

- (1) to expeditiously give the public a full account of any plan to revise and adjust the planning for Kai Tak (including proposals relating to increasing the plot ratios and resident population, *how to reduce the impact on nearby residence and provide ancillary transport facilities*, and whether to build a helipad on the runway, etc.);
- (2) to closely keep in view the problem of big rent hikes in Kowloon East driven by the Kai Tak development, so as to ensure that small business traders and even workers in the creative and cultural sector in the

district can continue their operation to provide residents with inexpensive and quality daily consumer goods amidst the transformation of Kowloon East; ***and retain the two government factory buildings in Kowloon Bay for promoting the development of creative industries and meeting the needs of persons in the creative industry;***

- (3) to expeditiously discuss with the relevant District Councils plans for support arrangements after the commissioning of the first berth of the Kai Tak Cruise Terminal this year (including traffic and transport arrangements, and on-shore power supply facilities, etc.), so as to avoid impacting and pressuring the nearby communities and the environment after the commissioning of the terminal;
- (4) to ensure that the recreational and sports facilities in the Multi-purpose Sports Complex at Kai Tak are open for public use at all times in the future, so as to resolve the long-standing shortage of public sports facilities in Kowloon;
- (5) to review the road transport network of Kowloon East, assess whether the traffic capacity of the existing roads in the various communities is adequate to meet the future development and population needs of Kai Tak and the various areas in Kowloon East, and expeditiously conduct improvement works in this regard;
- (6) to expeditiously implement the construction of a monorail system to connect Kai Tak with the various areas in Kowloon East, and at the same time, study the extension of the system to the mid-levels areas of Kowloon East, so as to better meet the transport needs of residents in these communities;
- (7) to expeditiously construct a general hospital in Kai Tak, ***expeditiously implement the expansion of Our Lady of Maryknoll Hospital***, and expedite the expansion of the United Christian Hospital, so as to meet the medical needs arising from the future population growth and development of Kowloon East;
- (8) to perfect the pedestrian linking systems and barrier-free facilities in the old areas of Kowloon East and Kai Tak new area, deepen the connection between Kai Tak and adjacent areas (***including the various MTR stations such as Ngau Tau Kok MTR station***), and develop semi-sunken open underground street networks to merge pedestrian flows and add special features to the areas;

- (9) to study the construction of cycle tracks along the waterfront and in the communities of Kowloon East to connect with the cycle track in the Kai Tak New Development Area, so as to develop an urban cycle track network; *and include a cycling policy in the scope of the comprehensive public transport policy to encourage cycling as a means of transport;*
- (10) to integrate the cultural monuments and existing waterways in Kai Tak and the nearby communities, such as linking Nga Tsin Wai Village, Longjin Bridge and Kai Tak River to form an area with historical and ecological values, and develop a special heritage trail embracing environmental protection, historical monuments, local culture and tourism;
- (11) to increase the space for greening and public art in Kai Tak and the various areas in Kowloon East, and introduce bazaars with local characteristics (e.g. temple fairs) to attract tourists and create employment opportunities;
- (12) to make use of the site of the former Tai Hom Village and San Po Kong Industrial Area, etc. to develop cultural and creative industries, so as to develop Kai Tak and the relevant areas into a tourist spot related to Hong Kong movies; ~~and~~
- (13) to develop featured waterfront areas in Kai Tak and Kowloon East (including making good use of the vacant land under the flyovers near the Kwun Tong waterfront), *and expeditiously construct a continuous harbourfront promenade connecting Lei Yue Mun to Sham Shui Po directly*, so as to develop them into creative spaces, markets and community facilities with local cultural characteristics and styles;
- (14) *to expedite the progress of building the Trade and Industry Tower in Kai Tak, and enable government building clusters to move into Kai Tak expeditiously, so as to drive the economic development of the adjacent areas and create employment;*
- (15) *to develop waterborne transport, to enable Lei Yue Mun to dovetail with the Kai Tak Cruise Terminal development, and promote the development of local featured tourism projects;*
- (16) *to expedite the development of the commercial facilities near the cruise terminal and inside the Kai Tak Development Area, and encourage the development of local creative industries and shopping facilities, so as to support local culture and create employment; and*

- (17) *through improving the population planning criteria, to appropriately relax the plot ratios in Kai Tak and increase land supply, so as to construct more subsidized housing.*

Note: Hon WU Chi-wai's amendment is marked in *bold and italic type* or with deletion line.

5. Motion as amended by Hon Alan LEONG

That, *given that* the Kai Tak New Development Area is currently the largest urban waterfront development project in Hong Kong with a total planning area of more than 320 hectares; ~~as Kai Tak~~ in the future, *it* will become a new core district in Kowloon and drive the overall development of Kowloon East, and the various works projects in the area will be completed one after another starting from this year, this Council urges the Government to expeditiously implement the various planning for the new development area and the ancillary work in nearby communities, including:

- (1) to expeditiously give the public a full account of any plan to revise and adjust the planning for Kai Tak (including proposals relating to increasing the plot ratios and resident population, and whether to build a helipad on the runway, etc.);
- (2) to closely keep in view the problem of big rent hikes in Kowloon East driven by the Kai Tak development, so as to ensure that small business traders and even workers in the creative and cultural sector in the district can continue their operation to provide residents with inexpensive and quality daily consumer goods amidst the transformation of Kowloon East;
- (3) to expeditiously discuss with the relevant District Councils plans for support arrangements after the commissioning of the first berth of the Kai Tak Cruise Terminal this year (including traffic and transport arrangements, and on-shore power supply facilities, etc.), so as to avoid impacting and pressuring the nearby communities and the environment after the commissioning of the terminal;
- (4) *to request ocean-going vessels to switch to low-sulphur diesel, install on-shore power supply facilities at the Kai Tak Cruise Terminal, and encourage cruise companies to deploy cruises equipped with on-shore power supply systems to Hong Kong, so as to reduce the air pollution in Hong Kong caused by cruises at berth;*

- (4)(5) to ensure that the recreational and sports facilities in the Multi-purpose Sports Complex at Kai Tak are open for public use at all times in the future, so as to resolve the long-standing shortage of public sports facilities in Kowloon;
- (6) *to actively study and respond to community proposals on fine-tuning the layout of the Multi-purpose Sports Complex at Kai Tak, on the premises of not reducing any public space under the original plan and retaining the original facilities of the Multi-purpose Sports Complex at Kai Tak, to build more public housing and Home Ownership Scheme units;*
- (5)(7) to review the road transport network of Kowloon East, assess whether the traffic capacity of the existing roads in the various communities is adequate to meet the future development and population needs of Kai Tak and the various areas in Kowloon East, and expeditiously conduct improvement works in this regard;
- (6)(8) to expeditiously implement the construction of a monorail system *or other more efficient green transportation systems* to connect Kai Tak with the various areas in Kowloon East, and at the same time, study the extension of the system to the mid-levels areas of Kowloon East, so as to better meet the transport needs of residents in these communities;
- (7)(9) to expeditiously construct a general hospital in Kai Tak and expedite the expansion of the United Christian Hospital, so as to meet the medical needs arising from the future population growth and development of Kowloon East;
- (8)(10) to perfect the pedestrian linking systems and barrier-free facilities in the old areas of Kowloon East and Kai Tak new area, deepen the connection between Kai Tak and adjacent areas, and develop semi-sunken open underground street networks to merge pedestrian flows and add special features to the areas;
- (9)(11) to study the construction of cycle tracks along the waterfront and in the communities of Kowloon East to connect with the cycle track in the Kai Tak New Development Area, so as to develop an urban cycle track network;
- (10)(12) to integrate the cultural monuments and existing waterways in Kai Tak and the nearby communities, such as linking Nga Tsin Wai Village, Longjin Bridge and Kai Tak River to form an area with historical and ecological values, and develop a special heritage trail

embracing environmental protection, historical monuments, local culture and tourism;

~~(11)~~**(13)** to increase the space for greening and public art in Kai Tak and the various areas in Kowloon East, and introduce bazaars with local characteristics (e.g. temple fairs) to attract tourists and create employment opportunities; *to find ways to prevent large chain enterprises from monopolizing all business spaces and reserve some areas for the development of small and medium enterprises, so as to create a diversified business environment; and at the same time, to conduct public consultation and make reference to foreign experience such as Covent Garden in London for the formulation of rules to enable street arts performers to stage performances freely and orderly, so that all can share the gaiety;*

~~(12)~~**(14)** to make use of the site of the former Tai Hom Village and San Po Kong Industrial Area, etc. to develop cultural and creative industries, so as to develop Kai Tak and the relevant areas into a tourist spot related to Hong Kong movies; and

~~(13)~~**(15)** to develop featured waterfront areas in Kai Tak and Kowloon East (including making good use of the vacant land under the flyovers near the Kwun Tong waterfront), so as to develop them into creative spaces, markets and community facilities with local cultural characteristics and styles.

Note: Hon Alan LEONG's amendment is marked in *bold and italic type* or with deletion line.

6. Motion as amended by Dr Hon LEUNG Ka-lau

That the Kai Tak New Development Area is currently the largest urban waterfront development project in Hong Kong with a total planning area of more than 320 hectares; as Kai Tak in the future will become a new core district in Kowloon and drive the overall development of Kowloon East, and the various works projects in the area will be completed one after another starting from this year, this Council urges the Government to expeditiously implement the various planning for the new development area and the ancillary work in nearby communities, including:

(1) to expeditiously give the public a full account of any plan to revise and adjust the planning for Kai Tak (including proposals relating to increasing the plot ratios and resident population, and whether to build a helipad on the runway, etc.);

- (2) to closely keep in view the problem of big rent hikes in Kowloon East driven by the Kai Tak development, so as to ensure that small business traders and even workers in the creative and cultural sector in the district can continue their operation to provide residents with inexpensive and quality daily consumer goods amidst the transformation of Kowloon East;
- (3) to expeditiously discuss with the relevant District Councils plans for support arrangements after the commissioning of the first berth of the Kai Tak Cruise Terminal this year (including traffic and transport arrangements, and on-shore power supply facilities, etc.), so as to avoid impacting and pressuring the nearby communities and the environment after the commissioning of the terminal;
- (4) to ensure that the recreational and sports facilities in the Multi-purpose Sports Complex at Kai Tak are open for public use at all times in the future, so as to resolve the long-standing shortage of public sports facilities in Kowloon;
- (5) to review the road transport network of Kowloon East, assess whether the traffic capacity of the existing roads in the various communities is adequate to meet the future development and population needs of Kai Tak and the various areas in Kowloon East, and expeditiously conduct improvement works in this regard;
- (6) to expeditiously implement the construction of a monorail system to connect Kai Tak with the various areas in Kowloon East, and at the same time, study the extension of the system to the mid-levels areas of Kowloon East, so as to better meet the transport needs of residents in these communities;
- (7) to expeditiously construct a general hospital in Kai Tak and expedite the expansion of the United Christian Hospital, *and to reserve sites in Kai Tak for planning the construction of private hospitals, Integrated Community Centres for Mental Wellness, elderly health centres, residential care homes for the elderly and residential care homes for persons with disabilities*, so as to meet the medical needs arising from the future population growth and development of Kowloon East;
- (8) to perfect the pedestrian linking systems and barrier-free facilities in the old areas of Kowloon East and Kai Tak new area, deepen the connection between Kai Tak and adjacent areas, and develop semi-sunken open underground street networks to merge pedestrian flows and add special features to the areas;

- (9) to study the construction of cycle tracks along the waterfront and in the communities of Kowloon East to connect with the cycle track in the Kai Tak New Development Area, so as to develop an urban cycle track network;
- (10) to integrate the cultural monuments and existing waterways in Kai Tak and the nearby communities, such as linking Nga Tsin Wai Village, Longjin Bridge and Kai Tak River to form an area with historical and ecological values, and develop a special heritage trail embracing environmental protection, historical monuments, local culture and tourism;
- (11) to increase the space for greening and public art in Kai Tak and the various areas in Kowloon East, and introduce bazaars with local characteristics (e.g. temple fairs) to attract tourists and create employment opportunities;
- (12) to make use of the site of the former Tai Hom Village and San Po Kong Industrial Area, etc. to develop cultural and creative industries, so as to develop Kai Tak and the relevant areas into a tourist spot related to Hong Kong movies; and
- (13) to develop featured waterfront areas in Kai Tak and Kowloon East (including making good use of the vacant land under the flyovers near the Kwun Tong waterfront), so as to develop them into creative spaces, markets and community facilities with local cultural characteristics and styles.

Note: Dr Hon LEUNG Ka-lau's amendment is marked in ***bold and italic type***.