

**Minutes of the Fourth Meeting of the  
District Facilities and Works Committee (2024 - 2025) of  
the Seventh Term of Central and Western District Council  
Hong Kong Special Administrative Region**

**Date** : 11 July 2024 (Thursday)  
**Time** : 10:00 am  
**Venue** : District Council Conference Room  
14/F, Harbour Building  
38 Pier Road, Central, Hong Kong

**Present:**

Chairman:

Mr YIP Wing-shing, SBS, BBS, MH, JP

Vice Chairman:

Mr IP Yik-nam, JP

Members:

Dr WONG Sin-man, Mandy

Mr NG Yin

Mr LUI Hung-pan

Mr LEE Chi-hang, Sidney, MH

Mr QIU Song-qing, MH

Ms JIN Ling, MH

Mr SHIH Jan Noel

Mr WU Man-hin

Dr ZHANG Zong

Ms CHEUNG Ka-yan

Dr CHAN Kin-keung, Eugene, SBS, BBS, JP

Dr FUNG Kar-leung

Mr YEUNG Hoi-wing

Mr YEUNG Hok-ming, MH

Ms CHIU Wah-kuen, MH

Mr LAU Tin-ching

Mr LAW Kam-fai

**Absent:**

Mr YOUNG Chit-on, Jeremy

**Guests:****Item 3**

Mr WONG Ka-keung	Environmental Protection Department	Senior Electrical & Mechanical Engineer (Electric Vehicle) 2
Dr ZHANG Yiqi, Jackie	Environmental Protection Department	Environmental Protection Officer (Electric Vehicle) 23
Mr LO Sai-nam, Anthony	Transport Department	Engineer / Central & Western 1
Mr CHENG Chi-wai, Raymond	Transport Department	Engineer / Central & Western 3
Mr HO Hon-tung	Highways Department	District Engineer / West

**Item 4**

Mr WONG Ka-keung	Environmental Protection Department	Senior Electrical & Mechanical Engineer (Electric Vehicle) 2
Dr ZHANG Yiqi, Jackie	Environmental Protection Department	Environmental Protection Officer (Electric Vehicle) 23

**Item 5**

Mr YUEN Wai-ki	Civil Engineering and Development Department	Senior Engineer / 7 (South)
Mr HO Hon-tung	Highways Department	District Engineer / West

**Item 6**

Ms LO Man-nin, Patty	Leisure and Cultural Services Department	District Leisure Manager (Central & Western)
Ms HUNG Yik-man, Fiona	Leisure and Cultural Services Department	Deputy District Leisure Manager (District Support) Central & Western
Ms CHOW Ka-yan, Chowee	Home Affairs Department	Architect (Works) 3
Mr LAU Wai-choi	Home Affairs Department	Senior Inspector of Works (Hong Kong)
Mr LUI Man-kit	Home Affairs Department	Inspector of Works (Hong Kong) 2
Mr WONG Ka-hei, Daniel	Central and Western District Office	Senior Executive Officer (District Management)
Mr WONG Ka-chun, Tommy	Central and Western District Office	Executive Officer (District Management) 1

**Item 7**

Mr LAU Wai-choi	Home Affairs Department	Senior Inspector of Works (Hong Kong)
Mr LUI Man-kit	Home Affairs Department	Inspector of Works (Hong Kong) 2
Mr WONG Ka-hei, Daniel	Central and Western District Office	Senior Executive Officer (District Management)
Mr WONG Ka-chun, Tommy	Central and Western District Office	Executive Officer (District Management) 1

**Item 8**

Mr WONG Ka-hei, Daniel	Central and Western District Office	Senior Executive Officer (District Management)
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**Item 9**

Ms LO Man-nin, Patty	Leisure and Cultural Services Department	District Leisure Manager (Central & Western)
Ms HUNG Yik-man, Fiona	Leisure and Cultural Services Department	Deputy District Leisure Manager (District Support) Central & Western

**Item 10**

Mr HO Hon-tung	Highways Department	District Engineer / West
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**In Attendance:**

Ms CHEUNG Kwok-ying, Sherry	Central and Western District Office	Senior Executive Officer (District Council)
Mr WONG Ka-hei, Daniel	Central and Western District Office	Senior Executive Officer (District Management)
Mr WONG Ka-chun, Tommy	Central and Western District Office	Executive Officer (District Management) 1
Miss LUK Ka-man, Carmen	Central and Western District Office	Executive Officer (District Management) 2
Ms LEE Suk-han	Leisure and Cultural Services Department	Chief Leisure Manager (Hong Kong West)
Ms LO Man-nin, Patty	Leisure and Cultural Services Department	District Leisure Manager (Central and Western)
Ms HUNG Yik-man, Fiona	Leisure and Cultural Services Department	Deputy District Leisure Manager (District Support) Central & Western
Ms CHAN Suk-ha	Leisure and Cultural Services Department	Senior Librarian (Central and Western)
Mr LI Yiu-kwan	Leisure and Cultural Services Department	Librarian (City Hall Public Library) Lending
Mr YUEN Wai-ki	Civil Engineering and Development Department	Senior Engineer/7 (S)
Mr WONG Tak-shing, Tommy	Drainage Services Department	Senior Engineer/West
Mr HO Hon-tung	Highways Department	District Engineer/West

**Secretary**

Mr HO Kai-yin	Central and Western District Office	Executive Assistant (District Council) 7
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## **Opening Remarks**

The Chairman said that as the quorum was reached, he announced that the fourth meeting of the District Facilities and Works Committee (DFWC) under the seventh term of the Central and Western District Council (C&WDC) (2024-2025) would begin, and welcomed all attendees to the meeting. First, on behalf of the DFWC, he extended a welcome to Ms HUNG Yik-man, Fiona, who succeeded Ms BOW Lok-sin, Rosaline as the Deputy District Leisure Manager (District Support) Central & Western. The Chairman pointed out that in order to identify the attendees, staff of the Secretariat would check the staff ID cards of persons entering the conference room and request for their business cards. Assistants of DC Members and media workers who entered the conference room for media reporting would also need to register their real names and mobile phone numbers for record purposes. To enhance discussion efficiency, he suggested that each agenda item should be discussed in a “4-minute-question-and-answer” format. He asked the representatives to make their speech and reply as concise as possible. Besides, the Chairman reminded Members that they were required to declare their interests as appropriate.

## **Item 1: Confirmation of the minutes of the third meeting of District Facilities and Works Committee (DFWC) (2024-2025) held on 23 May 2024**

(10:01 am)

2. The Chairman said that the Secretariat had not received any suggested amendments to the minutes (draft) of the third DFWC meeting (2024-2025) from Members prior to the meeting. As there were no further suggested amendments to the minutes (draft), the Chairman announced that the minutes were confirmed.

## **Item 2: Chairman’s Report**

(10:02 am)

3. The Chairman said that the Secretariat had received a Notification of Absence from Meetings submitted by Mr Jeremy YOUNG prior to the meeting, indicating that he could not attend the fourth meeting of the DFWC (2024-2025) due to the discharge of other public duty.

The Chairman advised that in accordance with Order 64 of the C&WDC Standing Orders, it was recommended that the DFWC should not accept Mr YOUNG's application for absence from the meeting. As Members did not raise any comment, the Chairman announced that the DFWC did not accept Mr YOUNG's application for absence from the meeting.

### **Discussion Items**

#### **Item 3: Request for re-consideration of converting the space beneath Connaught Road Central and Connaught Road West flyovers into car parking spaces (partially as charging facilities for electric vehicles) and mini community facilities for the public by relevant government departments**

**(C&W DFWC Paper No. 24/2024)**

(10:03 am – 10:27 am)

4. The Chairman welcomed representatives of the Environmental Protection Department (EPD), the Transport Department (TD) and the Highways Department (HyD) to the meeting, advising that the captioned paper had been submitted by all Members of the DFWC. The Chairman then opened the floor for a first round of comments on the item from Members. Members' views and enquiries are summarised as follows:

- (i) Apart from the locations mentioned in the discussion paper, there were many places in the Central and Western District (C&W District) where charging facilities for electric vehicles (EVs) could be added. Many private residential estates in the district had already installed charging facilities through the EV-charging at Home Subsidy Scheme (EHSS) promoted by the Government. As the installation of charging facilities involved connection to electricity supply, it was hoped that the Government would consider collaborating with the Hongkong Electric Company Limited (HK Electric) for the installation of charging facilities at more locations, such as at metered parking spaces, to benefit more residents.
- (ii) Believed that government departments should work together to increase the number of parking spaces in the C&W District and make a concerted effort in promoting economic development. It was pointed out that the space underneath

the Connaught Road West flyover opposite Water Street had been used to house offices of the Drainage Services Department and Water Supplies Department in the past; therefore, it should be feasible for the Government to convert the space into a car park. It was a shame that the space had all along been left vacant, which was a waste of land resources. It was hoped that the departments concerned could actively consider making better use of the space to achieve the cost-effective use of resources.

- (iii) Pointed out that the large area of land beneath the flyover on Connaught Road Central opposite the Infinitus Plaza had been left vacant for an extended period of time, which should be considered as a serious waste of land resource. Members further pointed out that none of the written replies from various government departments had ruled out the possibility of using the space in question for the development of community facilities. Members asked which department should be approached if an application was to be submitted, and whether the Government could take the initiative to explore the feasibility of developing the space into a place for leisure activities or meetings. Such development would help address the problem of insufficient community facilities in the district.
- (iv) Members enquired about the utilisation of the car park beneath the Connaught Road West flyover opposite Sun Yat Sen Memorial Park; whether the traffic had been affected by the car park since its opening; and whether there were plans to add on-street metered parking spaces at other locations beneath the flyover. Pointing out that there had been successful cases of using sites underneath the flyovers in Wan Chai District to house offices of community organisations, Members asked whether the Government would consider opening up similar sites underneath flyovers for use by various non-governmental organisations (NGOs).
- (v) Pointing out that the C&W District had all along been facing the problem of insufficient parking spaces, and that EVs had become increasingly popular, Members hoped that the Government would install charging facilities at existing parking spaces wherever possible. Members considered that the Government should not provide free EV charging for the public. Instead, it should offer discounts for paid EV charging at public parking spaces, which would help increase

Government revenue.

- (vi) Citing the written reply of the TD which stated that the Department was assessing the possibility of providing additional parking spaces for motorcycles at Connaught Road West near the junction with Ka On Street, a Member asked whether the location in question referred to the space beneath the Connaught Road West flyover opposite the tram depot, or the space opposite Upton.

5. The representative of the TD provided a consolidated reply in response to Members' comments and enquiries. The TD was considering the provision of additional motorcycle parking spaces at a location beneath the Connaught Road West flyover opposite Upton/near Ka On Street. The Department would conduct a technical feasibility study of the proposal in conjunction with relevant departments, which would include a review of the underground space and utility alignments at the location. If the results of the study indicated that the proposal was technically feasible, the Department would further refine the design of the parking spaces and carry out local consultation.

6. The representative of the HyD provided a consolidated response, stating that the HyD had been liaising with the TD and would provide advice on the feasibility of the parking space proposal.

7. The representative of the EPD said that the proposal of installing EV charging facilities beneath the Connaught Road West flyover would be considered by the Department as equivalent to a proposal for the provision of charging facilities at on-street metered parking spaces. As the proposal was related to Agenda Item 4 of the current meeting, "Concern over insufficient charging spaces for electric vehicles in the Central and Western District" (C&W DFWC Paper No. 32/2024), the Department suggested that a response should be provided later when Item 4 was discussed.

8. A Member pointed out that many motorcycles had already been parked illegally at the location opposite Ka On Street, and enquired about the expected completion date of TD's feasibility study for the provision of additional motorcycle parking spaces.

9. The Chairman asked the TD to provide a written reply to the enquiry. Noting that no

Members had indicated the intention to comment further on the item, the Chairman declared the discussion on the item closed.

*[Post-meeting note: The Secretariat has sent the written reply from the Transport Department to all Members by email on 31 July 2024.]*

**Item 4: Concern over insufficient charging spaces for electric vehicles in the Central and Western District**

**(C&W DFWC Paper No. 32/2024)**

(10:27 am – 10:45 am)

10. The Chairman welcomed the representative of the EPD to the meeting, and opened the floor for a first round of comments on the item from Members. Comments from Members are summarised as follows:

- (i) It was believed that more EVs of different brands manufactured in the Mainland would be imported into Hong Kong. It was also pointed out that many metered public parking spaces in Shenzhen and Guangzhou had been equipped with chargers for EVs, raising queries as to why Hong Kong was unable to do so. The Government was urged to expedite the installation of vehicle charging facilities in the C&W District and to strengthen communication with HK Electric to identify potential locations for the installation of additional chargers.
- (ii) Members enquired whether the Government had collaborated with public organisations or commercial buildings in the district to assist them in the installation of vehicle charging facilities, and whether it would consider strengthening further cooperation with commercial entities.
- (iii) Members pointed out that if standard metered public parking spaces were converted into EV charging spaces, an issue would arise as to whether EVs should be given priority access to such spaces or whether petrol vehicles and EVs should have equal usage rights. Under the existing legislation, no priority was granted to EVs for parking at individual parking spaces, and hence, legislative amendments would be



required to resolve the issue.

- (iv) It was pointed out that the current increase in parking spaces with EV charging facilities was unable to keep pace with the increase in the number of EVs. The Member asked whether the relevant departments could provide information on the number of additional parking spaces with EV chargers that could be provided each year from 2024 to 2027. In addition, the Member asked whether the Government had any plan to provide subsidies for shopping malls and commercial buildings for the installation of charging facilities at their parking spaces. While acknowledging there might be technical and legal issues involved in the installation of charging facilities at on-street metered public parking spaces, the Member still considered that retrofitting charging facilities at feasible locations and public car parks would help the Government in achieving its target of increasing the number of parking spaces with chargers to 200 000 by mid-2027.
- (v) Members enquired whether the Government would consider upgrading the slow charging stations to medium or quick charging stations, whether it would assess the feasibility of such upgrades, and whether this would involve some cumbersome procedures.

11. The representative of the EPD provided a consolidated reply in response to Members' comments, stating that it had all along been the Government's policy direction that owners of electric private cars should endeavour to charge their vehicles at their homes, workplaces, and frequently visited parking places. Public charging facilities were meant for private car owners to charge their cars for short periods of time as and when necessary while driving. To expand the charging network in private residential estates, the Government had been assisting existing private residential estates to install EV charging-enabling infrastructure through the EV-charging at Home Subsidy Scheme (EHSS). It was expected that upon completion of the scheme in 2027-2028, about 140 000 parking spaces in the car parks of about 700 existing private residential estates would be provided with charging facilities. Under the scheme, the EPD had approved applications from 110 private residential estates in the C&W District, involving a total of about 11 000 parking spaces. As of the end of June this year, installation works had been completed for 2 983 parking spaces across 26 private residential estates. For new private buildings, the Government had encouraged the provision of EV charging-enabling

infrastructure in new private buildings by granting exemptions from gross floor area (GFA) calculation. As for public charging facilities, the Government had started to progressively marketise the EV charging services in existing government car parks since the end of 2023, with charging fees being collected by car park operators. Among them, seven government car parks in the C&W District had already started to provide EV charging services at a fee. With the marketisation of EV charging services by the Government, it was expected that more private car park operators would install chargers in their public car parks to provide paid EV charging services for the public. In the long run, the Department believed that public charging services in Hong Kong would develop steadily in line with the increase in market demand. Currently, medium-speed chargers were primarily installed in both private residential estates and public car parks. Taking into account the increasing market demand for fast chargers, the Government was gradually converting some existing petrol stations into fast charging stations to support charging of different types of EVs. In November 2023, the Government had sent letters to relevant petrol station operators and invited them to submit preliminary proposals for retrofitting fast charging facilities at the petrol stations, and 99 initial proposals had been received from them. In March and June this year, the Government had issued letters to invite 83 of these petrol stations to submit detailed proposals, among which five were located in the C&W District, involving a total of 35 fast chargers. The final number of chargers to be installed and the implementation timetable would depend on the outcome of the approval of the proposals and the feasibility of the relevant electricity supply. As the scheme was currently under review, detailed location and information could not be provided at the meeting. In response to the enquiries about the upgrading of slow chargers, the Department cited the example of the Star Ferry Pier car park, where the operator concerned had fully upgraded the slow chargers to medium chargers in the course of marketisation. However, due to the constraints and limitations of the existing car parks, the installation of fast chargers at the car parks could be relatively difficult.

12. Another representative of the EPD provided additional information in response to Members' enquiries. Regarding the progress of the target of increasing the number of parking spaces with chargers to 200 000 by mid-2027, the EPD advised that that over 50 000 parking spaces were already equipped with EV charging-enabling infrastructure through the EHSS, the GFA exemptions for new private buildings and the retrofitting of charging facilities in public car parks. The number would continue to increase. Regarding the enquiry on the installation of charging facilities in shopping malls or other car parks, the Department advised

that a total of about 1 600 medium-speed chargers had been installed in more than 70 government car parks since 2019. Previously, these chargers provided EV charging services free of charge. However, since the implementation of marketisation by the Government at the end of 2023, all the relevant government car parks had switched to paid charging services in June this year. The Department found that the growth rate of available public chargers had been encouraging after the implementation of marketisation; for instance, the number of public EV chargers had increased from approximately 7 400 at the end of 2023 to about 8 700 by mid-2024, representing an increase of nearly 20%. The Department believed that with the introduction of the marketisation plan, more suppliers would be attracted to provide paid charging services. Regarding the introduction of EV brands from the Mainland, the Department welcomed the import of various EV brands from the Mainland into Hong Kong. The TD would vet and approve different models of EVs from different regions in accordance with the relevant legal requirements when they were imported into Hong Kong, and the EPD would also be involved in the vetting and approval of the EV models concerned. The EPD had found that in recent years, more and more importers had introduced different models of EVs from the Mainland. Although chargers compliant with the “European Standard” were predominantly used in Hong Kong, chargers compliant with the “Chinese National Standard” (CNS), would be added to fast chargers when newly built petrol stations were converted into fast charging stations in the future, so that EVs from the Mainland would be able to use the charging facilities in Hong Kong. In response to the enquiry on the installation of chargers at metered public parking spaces, the Department advised that the Secretary for the Environment and Ecology had earlier pointed out that despite the current rapid growth in the number of EVs, the proportion of EVs in the overall number of vehicles in Hong Kong remained relatively low. The Government would closely monitor the situation and consider whether there was a need to add charging facilities at metered public parking spaces in the future. The EPD was more than willing to provide technical assistance to other government departments in that regard.

13. Noting that no Members had indicated the intention to comment further on the item, the Chairman declared the discussion on the item closed.

**Item 5: Revitalising air-raid shelters in the Central and Western District to open up space for public use**

**(C&W DFWC Paper No. 24/2024)**

(10:45 am – 10:59 am)

14. The Chairman welcomed representatives of the Civil Engineering and Development Department (CEDD) and the HyD to the meeting, and opened the floor for comments from Members on the item. Members' enquiries and comments are summarised as follows:

- (i) In light of the lack of new land supply in the C&W District, it was not easy to find land for development. Therefore, regardless it was from the perspectives of heritage conservation, public education or the optimal use of land and community facilities, the Government should make greater use of the disused air-raid shelters in the district. It was understood that some of the disused tunnels in the district were located in relatively remote areas, making it difficult to carry out cleaning and revitalisation work. Members enquired about the current status of several disused tunnels near the Westwood, pointing out that these tunnels were located in the vicinity of residential areas, and it would be more cost-effective if they could be utilised.
- (ii) To both the local residents and the tourists, it would be meaningful if the commercial, historical and cultural elements of air-raid shelters or disused tunnels could be brought into full play for the development of in-depth cultural tourism. It was hoped that the Government could make reference to the successful example of Chongqing, where there were a total of 1 600 air-raid shelters in the city. With the adoption of the approach of “one shelter, one policy”, each shelter was opened to a different group, allowing for creative development that transformed each shelter into a unique tourist attraction.
- (iii) It was pointed out that Hong Kong had also tried to revitalise an air-raid shelter in Shouson Hill of the Southern District into a wine cellar for the storage of red wine. While it might not be necessary to revitalise all 28 air-raid shelters in the C&W District, the Government should explore the possibility of using those shelters that were still accessible and safe as pilot projects for revitalisation, rather than giving up on the idea due to difficulties. It was suggested that the relevant departments should provide photographs showing the current condition of these air-raid shelters, or even arrange site visits for Members.

- (iv) Members enquired about the areas and current conditions of the three air-raid shelters under the regular maintenance of the HyD. It was suggested that the Government should select a few of the 28 air-raid shelters in the district as pilot sites for revitalisation. It was also noted that currently, there was no government department responsible for coordinating and researching on the revitalisation of air-raid shelters. It was hoped that a government department would take on this responsibility. It was hoped that individual air-raid shelters could be identified for conversion into wine cellars, restaurants or cultural facilities with distinctive features, and even places for the Care Teams to work or serve the public.

15. The representative of the CEDD provided a consolidated reply in response to Members' comments and enquiries, stating that the Department was responsible for keeping information on the disused tunnels for the reference of the engineering industry. Where necessary, the Department would also provide geotechnical engineering advice on matters related to the disused tunnels for other policy bureaux and departments; however, the CEDD had not carried out any studies on the revitalisation of air-raid shelters. According to information available, the disused tunnels located on South Lane and Hill Road had been partially filled up and their entrances and exits had been sealed or difficult to locate. In response to the suggestion of the Member, the Department could provide the Member, after the meeting, with specific information and photographs regarding the conditions of the disused tunnels that were still accessible. As the tunnels had been abandoned for a long time and lacked ventilation, it was likely that they had become confined spaces. For the safety of both Members and departmental staff, a site visit to the abandoned tunnels could not be arranged for Members.

*[Post-meeting note: The Secretariat sent the supplementary information provided by the CEDD to all Members via email on 25 July 2024.]*

16. The representative of the HyD provided a consolidated reply in response to Members' comments and enquiries, stating that there were three disused tunnels in the C&W District that were currently maintained by the Department. These tunnels were located on New Street, Belcher's Street and Hospital Road. However, most of the sections and entrances of these disused air-raid tunnels had been blocked or filled up, and only some sections remained accessible. The Department could provide Members with inspection photos of maintenance

work of the disused tunnels maintained by the Department after the meeting. As mentioned by the representative of the CEDD, the disused tunnels were confined spaces and certain safety measures were required for entry. Therefore, it was not feasible to arrange a site visit for Members.

*[Post-meeting note: The Secretariat sent the supplementary information provided by the HyD to all Members via email on 29 July 2024.]*

17. Noting that no Members had indicated the intention to comment further on the item, the Chairman declared the discussion on the item closed.

**Item 6: Request for more pet gardens in the Central and Western District**

**(C&W DFWC Paper No. 26/2024)**

(10:59 am – 11:11 am)

18. The Chairman welcomed representatives of the Leisure and Cultural Services Department (LCSD), the Home Affairs Department (HAD), and the Central and Western District Office (C&WDO) to the meeting. The Chairman then opened the floor for comments on the item from Members. Members' enquiries and comments are summarised as follows:

- (i) It was pointed out that while Caine Lane Garden was not a pet garden or an inclusive park for pets, some members of the public still brought their dogs into the garden. As there was no inclusive park for pets in the vicinity of Caine Lane but a dog excreta collection bin was provided at Ladder Street, a Member enquired whether the LCSD would consider opening the Caine Lane Garden as an inclusive park for pets.
- (ii) It was pointed out that many residents in the C&W District, especially those living in the Mid-Levels, kept pets. Many dog owners had expressed concerns about the lack of large and centralised spaces for them to walk their dogs, which had led to the problem of dogs defecating everywhere and affecting environmental hygiene. It was suggested that the Department should consider opening up gardens with few visitors in the district as pet gardens to help foster a pet-friendly community.

- (iii) It was suggested that more activities could be organised in local parks and gardens for the participation of residents and their dogs. It was hoped that the setting up of more pet gardens could ameliorate the problem of dogs urinating and defecating everywhere in the district.
- (iv) It was suggested that the relevant departments should consider converting the green area at Ui On Lane, located between Second Street and Third Street, into a pet garden.
- (v) Members enquired whether the relevant departments would enhance the pet facilities near the Belcher Bay Promenade. It was pointed out that the existing inclusive park for pets was primarily paved with hard stones, which raised the concern that dogs might burn their paws if they stayed for too long during hot weather. It was hoped that the departments concerned would make improvements to address the issue.

19. The representative of the LCSD provided a consolidated reply in response to Members' comments, stating that the Department had all along been aiming at providing quality recreational venues and services. Currently, there were five pet gardens and 14 inclusive parks for pets in the C&W District. Generally, pet gardens required larger areas with double fencing and basic facilities for dogs. Due to differing opinions among the public regarding the use of park facilities by dogs, the Department needed to strike a balance between the different views while taking into account factors such as environmental hygiene and facility management. The LCSD launched the inclusive park for pets initiative in 2019, allowing pet owners to enjoy existing park facilities with their pets. To avoid causing nuisance to other users or pets, owners were required to keep their pets on a leash and keep their dogs under proper control. The LCSD had all along adopted an open attitude towards the provision of additional pet gardens or inclusive parks for pets and would identify suitable sites to assess the feasibility. Additionally, the representative noted that over the past five years, the Department had received four requests for the provision of pet gardens or related facilities in the C&W District, and all cases had been resolved.

20. The representative of C&WDO gave a consolidated reply in response to Members'

comments, stating that two pet gardens were expected to be completed in the next two years, namely the Pok Fu Lam Road Pet Garden and the Fung Mat Road Promenade Pet Garden. As regards the concerns raised by Members about the materials used for the pet garden facilities, the representative explained that the design needed to take into account the area size and drainage issues. Therefore, the Pok Fu Lam Road Pet Garden would continue to use a stone surface, while the Fung Mat Road Promenade Pet Garden, set to open next year, would have grassed areas for use by pets.

21. A Member noted that the Pok Fu Lam Road Pet Garden had been originated from a District Minor Works Programme project initiated in 2019, and was finally set to be completed this year. He expressed concerns that the location, situated underneath a flyover, might have insufficient lighting. As some of the planters in the area fell under the jurisdiction of the LCSD, he hoped that the C&WDO and the LCSD could collaborate to enhance the facilities there.

22. Noting that no Members had indicated the intention to comment further on the item, the Chairman declared the discussion on the item closed. He added that the Vice Chairman would take over from him and chair the remainder of the meeting.

**Item 7: Proposal for providing benches at the entrances/exits of the pedestrian subway at Pok Fu Lam Road (near Pokfield Road and Academic Terrace)**  
**(C&W DFWC Paper No. 27/2024)**

(11:11 am – 11:16 am)

23. The Vice Chairman welcomed representatives of the HAD and the C&WDO to the meeting. The Vice Chairman invited the representative of the C&WDO to present the paper first, to be followed by comments on the item from Members.

24. The representative of the C&WDO said that the office was very attentive to the needs of local residents, and would construct and/or improve facilities in the district through the implementation of projects under the District Minor Works Programme every year. This year, the C&WDO had already carried out handrail and staircase enhancement works at Sands Street and Tai Pak Terrace, and would provide two to three additional benches on the walkway along



Caine Road for public use. In adding the benches, the C&WDO had to consider the feasibility and safety of the works, including whether the width of the walkway was sufficient and whether the placement of the benches could pose any danger to users. The C&WDO would send its staff to conduct on-site inspections at the entrances and exits of the pedestrian subway at Pok Fu Lam Road and would collaborate with relevant departments to assess the feasibility of the project.

25. A Member pointed out that the suggestion had been made in response to the feedback from the residents, and photographs of the proposed locations of the benches and the related design could be provided for the C&WDO after the meeting. It was hoped that the C&WDO would consider the suggestion seriously.

26. The representative of the C&WDO said that once they had received the information provided by the Member, they would conduct another site visit and follow up accordingly.

27. Noting that no Members had indicated the intention to comment further on the item, the Vice Chairman declared the discussion on the item closed.

### **Item 8: Concern over the facility issues at Community Hall, Sai Ying Pun Community Complex**

**(C&W DFWC Paper No. 28/2024)**

(11:16 am – 11:29 am)

28. The Vice Chairman welcomed the representative of the C&WDO to the meeting. He then opened the floor for a first round of comments on the item from Members. Members' comments and enquiries are summarised as follows:

- (i) It was pointed out that the sound system for performances in the Community Hall of the Sai Ying Pun Community Complex had been funded by the former District Works and Facilities Management Committee under the C&WDC in the past. Unfortunately, the facilities had become dilapidated, with only a few sets of wireless microphones still operational, and the spotlights were frequently malfunctioning. It was therefore hoped that the C&WDO could update the

facilities as soon as possible.

- (ii) A Member enquired about the completion date of the renovation of the changing rooms in the Community Hall.
- (iii) A Member had received complaints regarding the environmental hygiene issues near the Sai Ying Pun Community Complex. It was hoped that the relevant government departments would pay more attention to the issues.
- (iv) It was reminded the staff of the C&WDO that they should notify the venue hirers of any damage to the facilities as early as possible so that preparations could be made in advance. A complaint had been received regarding a kindergarten that had hired the Community Hall for a graduation ceremony. Due to problems with the facilities, the hirer had been unable to install a backdrop, which severely affected the quality of the photos taken, causing great disappointment to the graduating pupils and their parents.
- (v) It was considered that there was an urgent need to improve the sound system in the Community Hall, especially so since most of the loudspeakers were not functioning, and one of the projectors had been out of order for a long time. It was suggested that C&WDO should install a microphone stand and a lectern in the Community Hall, as well as an LED screen wall on the stage. Furthermore, many members of the public were not clear about the location of the Community Hall, so it was suggested that the C&WDO should install proper signage inside the Sai Ying Pun MTR Station.

29. The representative of the C&WDO provided a consolidated reply in response to Members' comments, stating that the sound system in the Community Hall of the Sai Ying Pun Community Complex had been in use for a long time, and some equipment was showing signs of aging. In this connection, the C&WDO had arranged for the replacement and repair of damaged equipment. Besides, the office had also applied for funding under the District Minor Works Programme to replace the sound system in the Community Hall in question, as well as the sound system in the activity room of the Kennedy Town Community Complex, starting from next year. Consideration would also be given to the installation of microphone stands

and a lectern in the Community Hall. Furthermore, noting that some speakers in the hall were malfunctioning, the C&WDO had temporarily borrowed two floor-standing speakers from the Electrical and Mechanical Services Department (EMSD) and placed them in the Community Hall. Apart from replacing the sound systems next year, the C&WDO had previously recognised the ageing issues of the Sai Ying Pun Community Complex. After discussions with the Architectural Services Department (ArchSD), the office had made arrangements for the gradual renovation of the facilities in the building since last year, including the walls and flooring of the auditorium. This year, the changing rooms and restrooms would be renovated, with the changing room renovations completed and the rooms reopened in June. The renovations for the men's restroom had also been completed and the restroom re-opened to the public. Renovations for the women's restroom and the accessible toilet would commence at the end of this year. The C&WDO would coordinate with relevant departments to resolve the environmental hygiene issues near the Community Hall and step up cleaning efforts. The office would also remind the resident site staff to conduct regular inspections of the facilities, ensuring that any damage would be reported promptly to the EMSD or the ArchSD for inspection and repair, and that hirers would be informed of any issues so they could make prior arrangements.

30. The Vice Chairman opened the floor for a second round of comments from Members. Members' views and enquiries are summarised as follows:

- (i) It was pointed out that the sound system in the Community Hall was of professional grade and of considerable value. It was suggested that the C&WDO should assign a dedicated person to operate the system, so that the performance of the system would not be compromised by venue users who did not know how to operate the system.
- (ii) Members reminded the C&WDO of the need for good coordination during the renovation of the women's restroom and the accessible toilet, to avoid causing inconvenience to users due to the lack of available facilities.

31. The representative of the C&WDO provided a consolidated reply in response to Members' comments, stating that the EMSD would provide training for the staff on the operation of the new sound system, and the staff of the C&WDO would also provide assistance for the venue

hirers. In addition, the C&WDO indicated that the renovation of the women's restroom and the accessible toilet would be carried out separately, with the accessible toilet renovation scheduled to begin in July and continue until mid-September, while the women's restroom renovation was expected to be carried out from October to December. Since the renovations of the changing rooms had been completed, individuals in need could also use the women's restroom in the changing rooms.

32. Noting that no Members had indicated the intention to comment further on the item, the Vice Chairman declared the discussion on the item closed.

**Item 9: Request for more facilities in the Children's Play Room at Smithfield Sports Centre**

**(C&W DFWC Paper No. 29/2024)**

(11:29 am – 11:37 am)

33. The Vice Chairman welcomed the representative of the LCSD to the meeting and opened the floor for comments on the item from Members. Members' comments and enquiries are summarised as follows:

- (i) It was pointed out that the Children's Play Rooms in the Shek Tong Tsui Sports Centre and the Sun Yat Sen Memorial Park Sports Centre had been refurbished in recent years, making their facilities more appealing. In comparison, the facilities in the Children's Play Room at the Smithfield Sports Centre appeared to be less satisfactory. The Member asked when the Children's Play Room at the Smithfield Sports Centre had been last refurbished.
- (ii) It was pointed out that the three Children's Play Rooms in the C&W District were very popular, and it seemed that the Children's Play Room at the Smithfield Sports Centre had not undergone any major renovation since its commissioning, resulting in the current dilapidated condition with a lack of facilities. It was hoped that the Department would carry out proper renovation. In addition, the Member reminded the Department that they should notify Members as soon as possible after the implementation of the project so that Members could notify the residents as

early as possible.

- (iii) A Member enquired when the Department would implement the addition of play equipment for children to explore freely in in the Children's Play Room at the Smithfield Sports Centre.

34. The representative of the LCSD provided a consolidated reply in response to Members' comments. She first explained the content outlined in the paper, stating that the Children's Play Rooms in the Sun Yat Sen Memorial Park Sports Centre and the Shek Tong Tsui Sports Centre had been renovated in 2021 and 2024, respectively. She noted that the Children's Play Room at the Smithfield Sports Centre had never undergone major renovations, but the Play Room had been supplied with safety mats and toys each year. She added that the Children's Play Room at the Smithfield Sports Centre was very popular among residents, and the Department had not received any feedback regarding the venue over the past year. Currently, the Play Room was very spacious, equipped with simple building blocks for children to play with and create their own space. The Department planned to complete the installation of larger soft blocks of different shapes in the next quarter, in the hope that children could give full play to their creativity there and the fun and appeal of the Play Room could be enhanced.

*[Post-meeting note: The LCSD purchased new soft building blocks for the Children's Play Room in the Smithfield Sports Centre in mid-July for children's use.]*

35. Noting that no Members had indicated the intention to comment further on the item, the Vice Chairman declared the discussion on the item closed.

**Item 10: Concern over slippery gully gratings at the pedestrian crossings along Hollywood Road**

**(C&W DFWC Paper No. 30/2024)**

(11:37 am – 11:47 am)

36. The Vice Chairman welcomed the representative of the HyD to the meeting, and opened the floor for a first round of comments on the item from Members. Members' comments and enquiries are summarised as follows:

- (i) It was said that recently some residents had fallen and sustained injuries after stepping on the slippery gully gratings at the Hollywood Road pedestrian crossing, i.e. the location mentioned in the discussion paper. As the written reply from the HyD had mentioned that the Department had recently designed a new type of roadside gully gratings, a Member asked when the Department would switch to the new gratings and whether the Department would consider installing non-slip steel grits at individual slippery locations.
- (ii) Members had received more than one complaints regarding the newly painted double yellow lines on the road surface in front of No. 65 Peel Street, which were said to make the surface slippery for pedestrians. It was suggested that the HyD should conduct a comprehensive review of the slippery road surfaces and the safety issues in the C&W District.
- (iii) Members had conducted inspections in the district and found that many pedestrian crossings were equipped with gully gratings which would become very slippery during rainy and humid weather. To prevent further incidents of pedestrians slipping and getting injured, the Member hoped that the Department would actively follow up on the issue. Additionally, it was suggested that the Department should introduce the new type of roadside gully gratings in detail, for instance, whether the anti-slip function had been improved as compared to the previous design.

37. The representative of the HyD provided a consolidated reply in response to Members' comments, stating that the Department would conduct slip resistance tests at specific locations of the Hollywood Road and Peel Street pedestrian crossings to assess whether the slip resistance was adequate. If it was found to be insufficient, the Department would carry out corresponding repair work to improve road conditions. The new type of gully gratings mentioned in the written reply was a rectangular grid. The Department was currently testing this new gratings and would consider adding textured patterns or anti-slip materials to them. Since the primary purpose of the gullies was to collect rainwater, the Department had to make sure that the design of the new gratings would not affect the water harvesting function. Furthermore, the Department would try to relocate the gullies away from the pedestrian crossing, where feasible, when roadworks were implemented. However, the locations of

gullies were often restricted by topography and underground utilities, and most of the roads in the C&W District were relatively narrow, resulting in greater constraints on the placement of gullies.

38. The Vice Chairman opened the floor for a second round of comments from Members. Members' views and enquiries are summarised as follows:

- (i) It was suggested that the Department should provide the design drawings of the new gully gratings in a timely manner, and enquired whether the Department would conduct regular inspections of the slip resistance index of the gully gratings at the pedestrian crossings to ensure pedestrian safety.
- (ii) It was pointed out that the pedestrian crossings were often fitted with various metal gully gratings, which could gradually wear out and become smooth and slippery. The Department should conduct regular inspections to ensure public safety and prevent pedestrians from slipping and causing traffic accidents.

39. The representative of the HyD provided a consolidated reply in response to Members' second round of comments, stating that the Department had all along conducted regular inspections of public roads under its jurisdiction, including monitoring the conditions of the roadside gully gratings and checking for any damage. The Department would arrange for repairs as required.

40. Noting that no other Members had indicated the intention to comment further on the item, the Vice Chairman declared the discussion on the item closed. He then indicated that the remainder of the meeting would be chaired by the Chairman.

### **Information Items**

#### **Item 11: Report on the usage of the public libraries in the Central and Western District by the Leisure and Cultural Services Department** **(C&W DFWC Paper No. 31/2024)**

(11:47 am)

41. The Chairman said that the paper had been submitted by the LCSD, and asked Members to take note of the paper.

**Item 12: Report on the management of recreational and sports facilities in the Central and Western District by the Leisure and Cultural Services Department**

**(C&W DFWC Paper No. 32/2024)**

(11:47 am)

42. The Chairman said that the paper had been submitted by the LCSD, and asked Members to take note of the paper.

**Item 13: Any Other Business**

(11:47 am)

43. The Chairman said that there was no other business for discussion.

**Item 14: Date of the Next Meeting**

(11:48 am)

44. The Chairman advised that the next meeting would be held on 12 September 2024 and the paper submission deadline would be 28 August 2024.

45. The meeting was adjourned at 11:48 am.

The minutes were confirmed on 12 September 2024

Chairman: Mr YIP Wing-shing, SBS, BBS, MH, JP

Secretary: Mr HO Kai-yin



Central and Western District Council Secretariat  
September 2024