

**Minutes of the Fifth Meeting of the
Seventh Term Central and Western District Council
Hong Kong Special Administrative Region**

Date: 5 September 2024 (Thursday)
Time: 10:00 am
Venue: Central and Western District Council Conference Room
14/F, Harbour Building
38 Pier Road, Central, Hong Kong

Present:

Chairman

Mr LEUNG Chee-kay, David, JP District Officer (Central and Western)

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
Mr YIP Wing-shing, SBS, BBS, MH, JP
Mr IP Yik-nam, JP
Ms CHIU Wah-kuen, MH
Mr LAU Tin-ching
Mr LAW Kam-fai

Absent:

Mr YOUNG Chit-on, Jeremy

Item 2

Ms LEE Chung-yan, Angela, JP
Mr CHOW Bing-kay

Ms YEUNG Min-jing, Anna

Commissioner for Transport
Assistant Commissioner / Urban,
Transport Department
Chief Transport Officer / Hong Kong,
Transport Department

Item 3

Mr WONG Wai-shun

Ms HUNG Yat-la

Miss IP Ka-yee

Mr WAN Fu-kwan

Mr TANG Kin-hing, Dantes

District Commander (Central District),
Hong Kong Police Force
Police Community Relations Officer (Central District),
Hong Kong Police Force
District Commander (Western District),
Hong Kong Police Force
Police Community Relations Officer (Western District),
Hong Kong Police Force
Senior Systems Manager
(Mainland and Industry Collaboration) 12,
Digital Policy Office

In attendance:

Mr WONG Wai-shun

Ms HUNG Yat-la

Miss IP Ka-yee

Mr WAN Fu-kwan

Mr WONG Chun-kin, Tommy

Ms HUI Man-wai

Ms LEE Suk-han

Ms LO Man-nin, Patty

Ms YEUNG Min-jing, Anna

Miss LIU Yuen-ting, Katherine

District Commander (Central District),
Hong Kong Police Force
Police Community Relations Officer (Central District),
Hong Kong Police Force
District Commander (Western District),
Hong Kong Police Force
Police Community Relations Officer (Western District),
Hong Kong Police Force
Chief Engineer / South 3,
Civil Engineering and Development Department
Chief Health Inspector (Central/Western) 3,
Food and Environmental Hygiene Department
Chief Leisure Manager (Hong Kong West),
Leisure and Cultural Services Department
District Leisure Manager (Central & Western).
Leisure and Cultural Services Department
Chief Transport Officer / Hong Kong,
Transport Department
Assistant District Officer (Central and Western),
Central and Western District Office

Secretary

Miss TANG Chui-kwan, Constance

Acting Senior Executive Officer (District Council),
Central and Western District Office

Chairman's report

(9:53 am to 9:56 am)

The Chairman said that the Secretariat had been notified by Mr YOUNG Chit-on, Jeremy that he could not attend today's meeting of the Central and Western District Council (C&WDC) because he was not feeling well. Based on section 64 of the C&WDC Standing Orders (the Standing Orders), the Chairman suggested that consent be given by the meeting to Mr YOUNG Chit-on, Jeremy's application for absence from the meeting provided that he could provide a medical certificate. The Chairman added that the Standing Orders stipulated that for applications for absence on the ground of sickness, a medical certificate should be provided within two clear working days after the submission of the notification form. But if a medical certificate could not be provided by the deadline, the application for absence shall not be accepted. As Members did not have any comments, the Chairman announced that consent would be given by the meeting to Mr YOUNG Chit-on, Jeremy's application for absence provided that he could provide a medical certificate.

[Post-meeting note: Mr YOUNG Chit-on, Jeremy provided a medical certificate on 5 September 2024.]

Item 1: Confirmation of the minutes of the fourth meeting of the C&WDC held on 4 July 2024

(9:56 am)

2. The Chairman said that the Secretariat had emailed the draft minutes of the fourth meeting of the C&WDC to Members. As Members did not have any comments on the draft minutes, the Chairman announced that the minutes were confirmed.

Discussion items

Item 2: Meeting the Commissioner for Transport

(9:56 am to 11:03 am)

3. The Chairman welcomed Ms LEE Chung-yan, Angela, Commissioner for Transport, and Mr CHOW Bing-kay, Assistant Commissioner / Urban, Transport Department (TD) to the meeting to introduce the TD's work.

4. Ms LEE Chung-yan, Angela said that the TD had been closely monitoring the traffic in the C&W District, and hoped to listen to Members' views. She said that the TD's work comprised five areas, namely: (i) traffic and transport planning – to respond to demand for transport arising from Hong Kong's social and economic development and population growth; (ii) traffic management – to manage traffic effectively with intelligent transport systems; (iii) public transport services – to plan public transport services based on district development and

changes in public demand; (iv) licensing services – to provide convenient services in organising various examinations and handling licence applications; (v) road safety – to monitor trends in the statistics of traffic accidents and aptly implement necessary improvement measures.

5. Ms LEE Chung-yan, Angela added that, regarding the traffic accident involving a tram last month, the TD had communicated with and requested that The Hongkong Tramways Limited (Hongkong Tramways) conduct a detailed investigation into the causes of the accident and take preventive measures accordingly. On the other hand, the police were investigating the accident and would take appropriate follow-up actions concerning the causes of the accident upon completion of the investigation.

6. Mr CHOW Bing-kay introduced the TD's work with PowerPoint slides (see Annex 1).

7. The Chairman welcomed Members' questions and discussions.

8. Mr YIP Wing-shing said that the C&W District was a hillside region with many narrow roads, posing a great challenge to the safety of cyclists and drivers. In fact, there were many types of cyclists on the road, ranging from professional athletes, youngsters to couriers, complicating traffic management. Mr YIP Wing-shing said that cyclists should equip themselves with basic safety equipment, such as wearing a helmet and fitting the cycle with lamps, to minimise the risk of accidents. He also emphasised that drivers should remain alert on narrow roads. Besides, he urged the government to step up publicity and education on road safety, in an effort to promote mutual respect and tolerance between cyclists and other road users and to remind pedestrians to stay alert, thus reducing the risk of collisions between pedestrians and cycles.

9. Mr YEUNG Hok-ming said that after route adjustment, Citybus Airport Route No. A12 no longer travelled via Water Street and Shek Tong Tsui. As an alternative, Citybus Airport Route No. A10 would serve residents in the Western District. As a result, the number of passengers travelling by No. A10 had drastically increased. However, the frequency of the route had not been adjusted accordingly and airport bus service in the Western District during the summer vacation was in a severe shortage. Thus, Mr YEUNG Hok-ming suggested increasing the frequency of No. A10 from every 30 minutes to every 20 minutes, and extending the route of No. A12 to the Western District during peak hours. He said that he had reflected the problem to the TD and bus companies and hoped that relevant departments could carry out follow-up actions actively to ensure C&W District residents a stable airport bus service. Besides, parking spaces in the C&W District had been in short supply. He said that he had been encouraging departments to provide more parking spaces for motorcycles, private cars and goods vehicles, and had secured the provision of parking spaces for goods vehicles underneath the flyover at Eastern Street in 2015, which had received overwhelming support from the sector. He hoped that the TD could expedite the study on providing more parking spaces at other vacant sites in the C&W District, such as adjacent to the tram depot near Ka On Street, to satisfy public demand.

10. Mr IP Yik-nam suggested setting up a smart car park in Sun Yat Sen Memorial Park to provide more parking spaces, and promoting smart parking technology to reduce the shortage of parking spaces. Besides, he raised an issue regarding the westbound bus-only lane on Caine Road, and suggested that relevant departments should conduct another study on the designation of the current bus-only lane in an effort to facilitate the traffic.

11. Mr YEUNG Hoi-wing requested that public transport services in the C&W District be enhanced to facilitate residents, especially the elderly, to travel to and from hospitals, including providing additional bus and minibuses routes to hospitals, and increasing the frequency of Green Minibus Route No. 59X. Besides, he enquired about the construction of a hillside escalator link and elevator system connecting Kennedy Town to Pokfield Road under the Universal Accessibility Projects, and hoped that relevant departments would inform the C&WDC of the construction progress and the system's detailed design, in the hope of an expeditious construction. Lastly, regarding diverting the traffic at the Western Harbour Crossing, Mr YEUNG Hoi-wing highlighted a number of suggestions, including connecting the tunnel to more roads so as to alleviate traffic congestion, and stressed that it was necessary to implement enhanced measures to divert the traffic to and from Sai Ying Pun, Central and Sheung Wan.

12. Ms JIN Ling said that residents were hoping for an automatic traffic enforcement system to tackle traffic irregularities that had existed for a long time. She enquired whether it was feasible to implement the system at other locations. She also appealed to departments to collect data for assessment during system testing so as to evaluate the effectiveness and reliability of using artificial intelligence, facial recognition technology and big data analytics for enforcement.

13. Dr FUNG Kar-leung said that he had reflected the problem of unloading goods on Bonham Strand West to relevant merchants' associations and the police. To save time and cost, personnel of most logistics companies had illegally parked their vehicles at the roadside but not within the designated area to unload goods, regardless of the risk of being fined. He urged relevant departments to face the problem and discuss with the transport sector how to restrict unloading of goods to designated areas, including the one on Whitty Street, at manageable costs in an effort to mitigate the impact on the district's traffic. Besides, he said that the TD had implemented measures to reduce the registration fee of electric vehicles this year, encouraging the public to use green public transport. Nevertheless, while there were insufficient parking spaces and charging facilities in the C&W District, the demand of electric vehicle users was constantly surging. He suggested that government departments, including the Environmental Protection Department and the TD, should discuss whether it was possible to provide more charging facilities. He also emphasised that Hong Kong, as an international city, had to work together to reduce carbon emission in order to achieve carbon neutrality in 2050. Lastly, Dr FUNG Kar-leung raised that Citybus Route No. 12A buses to Macdonnell Road were too crowded after school hours for students to board, so he asked relevant departments to consider arranging double-decker instead of single-decker buses for the route during peak hours in the hope of meeting the huge demand. Furthermore, given that minibus drivers had been successfully imported and trained for minibus companies before, he hoped that

the TD would consider importing bus drivers to Hong Kong as well. With stronger manpower, bus companies would thus provide more comprehensive bus service, shortening the waiting time of passengers.

14. Mr LAU Tin-ching said that, while the public currently had to download a mobile application to check the estimated time of arrival of trams, he suggested that the Hongkong Tramways should introduce more convenient means for passengers. For example, a QR code might be displayed, or a digital display panel might be installed at tram stops for elderly passengers in the district to know trams' destinations and arrival time. Besides, residents reflected that minibus service around Admiralty MTR Station and Pacific Place was in a shortage during peak hours. He suggested expanding the service area of Minibus Route Nos. 56 and 56A and implementing other traffic diversion measures to ensure adequate service for passengers at different stops during peak hours.

15. Mr SHIH Jan Noel thanked Ms LEE Chung-yan, Angela and Mr CHOW Bing-kay for visiting the C&WDC, and said that he would take this opportunity to reflect to the TD several traffic issues in the C&W District. First, since it was increasingly common for the public to order food through delivery platforms, the number of motorcycles for delivery in the district had drastically increased. However, some motorcyclists zigzagged through traffic and even violated traffic laws, such as making U-turns on Caine Road and right-turns on Aberdeen Street, posing a road safety threat. He hoped that the TD would pay attention to the problem and step up enforcement. Secondly, residents reflected that, despite the short distance, there was currently no minibus or bus route between Mid-Levels and Sheung Wan. He hoped for an additional minibus route directly connecting Mid-Levels West and Sheung Wan (such as the Hong Kong-Macau Ferry Terminal). Thirdly, with many schools in the vicinity, there had been a heavy flow of students in Sai Ying Pun and HKU MTR Stations during the morning and evening peak hours. As a result, the demand for elevators inside the stations was so high that students had to wait for an excessively long time. The two stations were thus very packed. Nonetheless, no effective measure was currently in place to improve the situation.

16. Dr WONG Sin-man thanked the TD for visiting and listening to the C&WDC's views. She expressed the following views. First, as mentioned by other Members, the current frequency of Citybus Airport Route No. A10 was every 30 minutes, falling short of passengers' demand. She thus suggested increasing the frequency of the route to 15 to 20 minutes to promote service efficiency. Secondly, some tram stops in the C&W District lacked safety facilities, posing a safety hazard to passengers. She suggested upgrading the safety signs at tram stops to make them clearer to be seen at night, and to clearly indicate the locations for boarding and alighting, ensuring passengers' safety. Thirdly, the prolonged occupation of motorcycle parking spaces in Kennedy Town had been a severe problem. Previously, she had discussed with the police enforcement actions against abandoned motorcycles and the prolonged occupation of motorcycle parking spaces. Constrained by existing legislation, the police could not carry out effective enforcement actions. She suggested amending relevant legislation to promote the efficient use of motorcycle parking spaces.

17. Mr LAW Kam-fai thanked the TD for adopting Members' suggestion on erecting a

safety sign at the tram stop in front of Kennedy Town Centre. He suggested improving the sign and installing adequate lighting to ensure that the sign was clear enough to be seen at night. He also suggested that the TD should, in the meantime, revamp the faded road marking of 'no stopping' zone to ensure its legibility. Furthermore, he enquired about the exact completion time of relevant safety enhancement works.

18. Ms LEE Chung-yan, Angela thanked Members for expressing concerns over matters including traffic management, road safety and public transport service in the C&W District. Her replies were summarised below:

- (i) Since the C&W District was developed relatively early in the history of Hong Kong, the construction of its hillside roads was subject to environmental factors and thus rather narrow. With inadequate safety awareness, some cyclists failed to equip their cycle with a headlamp and wore dark-coloured clothes, making them hardly recognisable on the road. Concerning the safety of cyclists and motorcyclists in the district, the TD had been carrying out different promotional and educational campaigns together with the police and the Road Safety Council to raise road users' safety awareness. Furthermore, the TD was drafting an amendment to the existing legislation, which would require all cyclists to wear helmets to promote road safety;
- (ii) Regarding the problem of insufficient car parking spaces in the district, the government's policy was to encourage the public to mainly take public transport. As the TD understood that some members of the public chose to commute by private cars or motorcycles for various reasons, the government had been actively pursuing a host of measures to aptly increase the supply of parking spaces where circumstances permitted. For instance, opening up more parking spaces at government buildings for public use during non-office hours, and utilising spaces underneath flyovers for designation of parking spaces. While the latter would require pedestrian crossing facilities be built for drivers' access, the TD hoped to look into the feasibility of designating parking spaces underneath the Connaught Road West flyover near the junction at Ka On Street upon reviewing the underground utilities at the location;
- (iii) The TD had previously called for tenders for the minibus route between Sheung Wan and Mid-Levels as raised by Members. However, no suitable operators of the route could be found in recent years. The TD had tried to adjust the routing, which still failed to appeal to operators. Besides, the TD would continue to closely monitor the travelling needs of residents and try to look into the feasibility of the route in due course;
- (iv) The TD had been communicating with the Citybus Limited closely regarding the service of Citybus Route No. 12A during morning peak hours. As per record, the frequency of the route had been increased to 16 buses per hour from 7 am to 8 am. Besides, the TD was discussing with the bus company the feasibility of arranging double-decker buses for the route;

- (v) Although Members suggested increasing the frequency of Citybus Airport Route No. A10 to meet passengers' demand, there were still adjustments to the service of some airport bus routes during designated hours, having regard to the volume of passengers at the airport in the wake of the pandemic. The TD would continue to monitor the actual patronage of the route and collect relevant data at different time slots to identify the basis for adjusting the frequency. Besides, the TD would continue to communicate with the bus company closely to keep abreast of the operation of No. A10 and to discuss the arrangement to enhance the service where necessary;
- (vi) Automatic traffic enforcement system utilised video analytics, artificial intelligence and vehicle licence plate identification technologies for real-time analysis of vehicle movements and recording of roadside traffic offences and the licence numbers of offending vehicles. While the system was still under testing, the TD would continue to communicate with the police to evaluate its effectiveness and explore the way forward for automatic traffic enforcement.

19. Mr CHOW Bing-kay added that:

- (i) In response to Members' views, the TD would discuss with Members the detailed design of the road marking to be added at the tram stop concerned. After finalising the design, the TD would commence relevant works as soon as possible;
- (ii) The TD had communicated with the Leisure and Cultural Services Department (LCSD) regarding the car park at Sun Yat Sen Memorial Park Sports Centre, and would further relay Members' views to the LCSD;
- (iii) Regarding the westbound traffic on Caine Road, releasing the prohibited zone at the westbound carriageway of Caine Road might stimulate the vehicle flow. Accordingly, roadside boarding/alighting would become more frequent. However, there were currently only two laybys along Caine Road westbound. With narrow carriageways and pavements, it was rather difficult to find spaces for any new layby there. Meanwhile, the additional vehicle flow and boarding/alighting would increase the traffic load, impeding the district's traffic. The TD would keep in view future development projects in the vicinity of the road sections concerned, request property developers to consider relocating the buildings to be developed further away from Caine Road in the hope of securing more roadside spaces for traffic enhancement;
- (iv) As for the construction of a hillside escalator link and elevator system at Pokfield Path, the TD had been communicating with the University of Hong Kong regarding the development of Pokfield Campus to look into the way to facilitate the flow of pedestrians around the periphery. The TD would report to Members relevant details in due course;

- (v) The TD had been communicating with the police closely to express concern and tackle illegal occupation of street spaces by shops in an effort to ensure smooth traffic. In the meantime, the TD had to consider designating suitable roadside areas for loading/unloading goods to meet relevant demand in the district. The TD would continue to communicate with the police and residents to balance the interest of various parties;
- (vi) The TD was very concerned about the management of elevators at HKU MTR Station during peak hours. The MTR had allocated manpower for diverting passengers during peak hours. The TD would continue to explore other measures with the MTR to deal with the situation.

20. To deal with abandoned vehicles in the long run, Ms LEE Chung-yan, Angela said that apart from the removal operations currently coordinated by the District Officer (Central and Western), the TD was preparing to amend the legislation to require registered owners whose vehicle licence had expired for two years or more to renew the licence within a designated period of time, or to apply to the TD for cancelling the registration of the vehicle, failing which would constitute an offence. The drafting of the amendments was in its final stage, and it was expected that the bill be introduced into the Legislative Council this year.

21. Regarding setting up display panels at tram stops to show information on tram arrivals, Mr CHOW Bing-kay added that some tram stops lacked underground pipework facilities to wire electricity cables, making it difficult to set up display panels. That said, the TD would continue to discuss with Hongkong Tramways the arrangement to better disseminate information.

22. The Chairman thanked Ms LEE Chung-yan, Angela and Mr CHOW Bing-kay for visiting the C&WDC. He said that Members might raise any further comments regarding the district's traffic and transport at the meeting of Traffic and Transport Committee.

Item 3: Request for the Government to expedite the retrofitting of CCTVs on lampposts and in government buildings in the Central and Western District, so as to enhance traffic management and the prompt handling of emergencies, and to consider installing smart lampposts in the long run to embrace digital life in the future

(C&WDC Paper No. 42/2024)

(11:03 am to 11:44 am)

23. The Chairman welcomed Mr WONG Wai-shun, District Commander (Central District), Hong Kong Police Force (HKPF), Ms HUNG Yat-la, Police Community Relations Officer (Central District), HKPF, Miss IP Ka-yee, District Commander (Western District), HKPF, Mr WAN Fu-kwan, Police Community Relations Officer (Western District), HKPF, and Mr TANG Kin-hing, Dantes, Senior Systems Manager (Mainland and Industry Collaboration) 12, Digital Policy Office (DPO) to the meeting. The Chairman said that the paper was

submitted by all Members, and he then welcomed questions and discussions on the paper.

24. Mr YEUNG Hok-ming said he understood that the CCTV coverage in the Western Police District was nearly 80%. He enquired how this coverage was calculated. Besides, he enquired about relevant coverage in the Central Police District, as well as the number of cases detected with the clues obtained from CCTV footages. Considering that CCTV footages contained privacy of members of the public, he would like to know how the government would protect the privacy of the public since cyber criminals might access relevant information through hacking into the government network.

25. Miss IP Ka-yee responded that apart from the six CCTVs in the Western Police District, CCTVs at shops participating in Project SAFE and various other facilities were also taken into account when calculating the coverage.

26. Mr WONG Wai-shun responded that no data regarding the CCTV coverage in the Central Police District could be made available at the moment. He said that, notwithstanding the use of technologies, the police still had to spend an extensive period of time to replay CCTV footages when investigating a case. Despite the lack of statistics on the number of cases detected with clues obtained from CCTV footages, he said that CCTV was an important tool for detecting crimes. He also pointed out that installing CCTVs was subject to a range of factors, including the availability of electricity, and thus stressed that the development of smart lampposts was very important in the process. The Police had installed 50 CCTVs at Lan Kwai Fong, together with a loudspeaker system, in an effort to prepare for large-scale events and facilitate crime detection. He said that before installing the CCTVs, the police had commissioned an independent consultant to assess relevant impact and ensure that the operational procedures of the CCTVs were in compliance with the Personal Data (Privacy) Ordinance (the PDPO) and other guidelines published by the Office of the Privacy Commissioner for Personal Data (OPCPD). To protect the privacy of the public, the police would continue to liaise with the OPCPD and put up a notice within the areas under surveillance.

27. Mr TANG Kin-hing, Dantes thanked the police for supporting the setting up of smart lampposts. He added that data collected by smart lampposts would be deleted after being transmitted to relevant departments, whereas no data would be stored in the smart lampposts per se, thus having no privacy or information security concerns.

28. Mr IP Yik-nam would like to know (i) whether the handling of personal data collected by the 20 newly installed CCTVs in the Central Police District had complied with the PDPO, (ii) how the police would handle footages involving shops and private properties, and (iii) for how long those footages were kept. He supported installing CCTVs in the C&W District as this measure was effective in preventing and combating crime. Furthermore, he hoped to know the number of CCTVs to be installed in the C&W District in the future. He also enquired whether there was a coordination mechanism between the police and the DPO to facilitate the simultaneous installation of smart lampposts and CCTVs, thus promoting the cost-effectiveness.

29. Mr WONG Wai-shun pointed out that the 50 CCTVs at Lan Kwai Fong and the 20 CCTVs newly installed in the C&W District adopted the same video management system, where collected data would be deleted 30 days after being deemed irrelevant to case investigation. He said that the police would liaise with the DPO actively to coordinate the simultaneous installation of smart lampposts and CCTVs. He stressed that both sides would work together proactively to install the devices more efficiently, and planned to install smart lampposts at popular locations in advance of large-scale events.

30. Mr TANG Kin-hing, Dantes added that the DPO had discussed with the police and other departments the installation of other smart devices including CCTVs on new smart lampposts. Concerning new development areas that required large-scale installation of smart lampposts, the DPO and the police had arranged for the coordination between the police, Civil Engineering and Development Department and relevant departments to ensure the simultaneous installation of smart lampposts and CCTVs.

31. Mr LEE Chi-hang, Sidney supported installing CCTVs on smart lampposts, and pointed out that in fact, many countries championing privacy and human rights had far more CCTVs than Hong Kong. Citing statistics in 2021, he highlighted that there were 25 million CCTVs (2.6 per person) in the United Kingdom, and 85 million in the United States (3.8 per person). In contrast, as per the current plan, only 2 000 CCTVs were going to be installed in Hong Kong, with only a few dozens in the C&W District, far less than the number of CCTVs in other countries. He hoped that the government might install CCTVs as soon as possible in the hope of stronger safeguard of public safety and higher quality of living.

32. Mr YEUNG Hoi-wing said that during the C&WDC's recent visit to Hangzhou, Zhejiang, he observed that Hangzhou's "City Brain" system collected all footages from different CCTVs around the city for combating crime and monitoring traffic. He pointed out that at the moment the police and the TD had separate CCTV systems without a common mechanism for information sharing. He thought departments should be encouraged to share information so as to widen the overall coverage of CCTVs for the police to combat crime, and for the TD to keep abreast of real-time traffic and make adjustments accordingly. He thought that Hong Kong should learn from the mainland's success in enhancing the city's governance through information sharing and big data analytics, with a view to keeping up with emerging management trends more effectively.

33. Mr WONG Wai-shun agreed with Mr YEUNG Hoi-wing that implementing big data mechanism in the government would be the most convenient practice. He said that although departments were using separate CCTV systems, the police would ask for the TD's CCTV footages in major operations to keep track of traffic conditions and pedestrian flows. Having been used for some time in various departments, however, those CCTV systems displayed hardware limitations. In particular, the resolution of some CCTV footages were not high enough to perform facial recognition after the image had been magnified. Through Project SAFE, the police would utilise a diverse array of resources. To investigate crimes, the police would even ask for CCTV footages from shops. With higher stability, the 2 000 new CCTVs at Lan Kwai Fong were manufactured according to the latest specifications. Although

departments were using separate CCTV systems, which often displayed hardware limitations prone to loopholes, he believed that, with technological advances and relevant policies, the overall CCTV system of the government would become more comprehensive. When carrying out traffic enforcement actions along Queen's Road Central, for instance, the police would discuss with the TD to ascertain why vehicles were parked on the road at a particular time. While artificial intelligence was still performing machine learning on this matter, the police currently had to spend more time in resolving these issues. In any event, the police would continue to communicate closely with other departments and make good progress.

34. Dr ZHANG Zong pointed out that there were insufficient CCTVs at the moment. For example, 15 000 CCTVs, 7 000 facial recognition points and 5 000 vehicle recognition points were to be added in Nanshan District, Shenzhen between 2017 and 2020. While these figures were recorded five years ago, he believed that further progress and change had been made now. Nevertheless, the number of CCTVs to be added in Hong Kong still lagged far behind from that in Shenzhen five years ago. Dr ZHANG Zong hoped that the government could expedite the installation of CCTVs to promote public safety and law enforcement efficiency. Besides, he suggested studying how Shenzhen society became safer in the last two decades because of these policies.

35. Dr ZHANG Zong would also like to know how advanced the hardware and software of the existing CCTVs were. On the mainland, the CCTVs currently installed under the "Xueliang Project" by public security officers were already the third generation. Despite the very simple function of the first generation, it was now equipped with a video camera with artificial intelligence. The type of CCTVs installed would also vary with the district. For instance, a camera installed in a large piazza might cover 100 000 people within a kilometre. In contrast, CCTVs installed in Hong Kong could only have a range of around 30 metres. He suggested that the government should use different types of equipment under different circumstances.

36. Dr CHAN Kin-keung, Eugene said that he believed all law-abiding Hong Kong residents would support the installation of CCTVs, which would benefit the daily operation of the police and the government. Apart from national security, unity of the people was essential to the economic development of Hong Kong as an international financial hub. In the past few years, much information about Hong Kong had been distorted. Hence, he would like to study with the Public Relations Wing (PR Wing) of the police how to share accurate information with residents in the C&W District through the C&WDC and street counters, while collecting and relaying public views to the police, thus ensuring effective communication between the government and the people.

37. Mr QIU Song-qing pointed out that CCTVs were not only useful in combating crime, but also very important in promoting district governance and maintaining public order when used in conjunction with smart lampposts. He mentioned that members of the public had reported that refuse was found on the roadway of Caine Road and Castle Road. It might be easier to handle such problem had there been any CCTV surveillance. While CCTV coverage in the Western District was approximately 80%, there was limited information about

its coverage in the Central District except in Lan Kwan Fong.

38. Mr WONG Wai-shun responded that, after comparing the number of CCTVs overseas, the police agreed that CCTV installation should be expedited in Hong Kong. While the function and number of CCTVs to be installed were equally critical, new technology would be introduced. Moreover, the Secretary for Security said that the possibility of introducing facial recognition system was not ruled out. In the coming decade, the police would install 2 000 to 2 500 CCTVs every year. CCTVs would be installed in a stepwise manner so that members of the public might get used to and accept the policies. In the meantime, the DPO and the police would review the installation progress and study how to enhance the function of the CCTVs. Besides, the police continued to welcome Members' views on CCTV installation. Mr WONG Wai-shun said that members of the public might call the police to report problems concerning district governance and public order maintenance, enhancing the safety of the community, which warranted the concerted effort of government departments, the public and the DC. He would relay Dr CHAN Kin-keung, Eugene's suggestion to the PR Wing for further study on the feasibility of sharing CCTV information with the public through Members or the Home Affairs Department. Police Community Relations Officers would maintain close contact with the C&W District to help the public familiarise with the new policies.

39. Mr YIP Wing-shing said that many members of the public were concerned about installing CCTVs. However, guiding principles for handling personal privacy were already in place to allay public concern. Personally, he strongly supported the use of CCTVs. Apart from being useful in maintaining public security and order, it might also generate deterrent effect when tackling community governance problems including wild pigs, feral pigeons and fly-tipping. In many aspects, the use of CCTVs was the prerequisite for urban development. Apart from CCTVs, the installation of smart lampposts should also be expedited. In Hong Kong, an international financial hub, various types of data had to be included in the development of big data. If the city was still lagging behind in this aspect, its urban development would be hindered. For instance, apart from handling public order problems, the Operation Command Centre of Hangzhou "City Brain" System would instantly divert traffic from the congested road sections during peak hours with reference to the traffic record in the system. Thanks to the system's surveillance, drivers would also be reminded to avoid travelling to areas under construction, thus ensuring a smoother urban development. To conclude, he strongly agreed to and supported the proposed application of technology in the district.

40. As Members did not have any further comment, the Chairman declared closure of this discussion item.

Item 4: Sharing of learning experiences in a training programme in Zhejiang by C&WDC members

(11:44 am to 12:28 pm)

41. The Chairman first shared his experience in the training programme on district governance in Zhejiang for DC Members. He pointed out that with a rich itinerary of site visits

and exchange sessions with local officials, Members were able to learn and reflect on the matter. In particular, the Chairman mentioned that application of information technology on the mainland were very sophisticated. Members were inspired by “Fengqiao Experience,” which emphasised the importance of resolving problems locally. He also highlighted examples where local governments resolved local problems through public participation and discussion. The Chairman then invited Members to share their learning experiences.

42. Mr YIP Wing-shing said that the visit to the 1954 Constitution Archives Exhibition Hall was impressive, through which he learnt that the Constitution was an important foundation of national development, and that the Basic Law was important to the continuous development and various safeguards of Hong Kong after returned to the motherland. He suggested stepping up public education on the Constitution and national development. Besides, he mentioned that the district management experiences learnt from the training programme, especially solving problems through negotiation, could be applied in areas in the C&W District that were jointly managed by several buildings. He thought that these experiences were very useful for the work of the C&WDC, and hoped to apply them when serving the community.

43. Mr YEUNG Hok-ming opined that the training course, held about six months after the C&WDC started this new term, was a good timing for conclusion and reflection. He pointed out that, although Hangzhou had a lower urban density than Hong Kong, there was much to learn from on district governance. Ranging from “Fengqiao Experience,” Party-People Service Centre to People’s Congress Service Centre, these district governance measures emphasised the importance of immediately resolving problems locally without escalating them to higher authorities or delaying the handling process. He mentioned that Hangzhou’s grid management model had inspired governance of the C&W District. Furthermore, he stressed that it was important to coordinate C&WDC Members serving in various professions, Care Teams and other service teams to offer the public with more comprehensive service. He thought that Members should continue to bridge the gap between the government and the public with a view to raising the latter’s sense of well-being.

44. Ms JIN Ling shared her thoughts on learning about “Fengqiao Experience” and “Pujiang Experience.” She stressed that, despite the difference in the systems of Hong Kong and the mainland, primary-level governance on the mainland would become useful in promoting the effectiveness of district governance in Hong Kong through constant learning. She then made four observations. First, there was a sound system of primary-level organisations on the mainland. Similarly, there were DCs, Care Teams and various district organisations in Hong Kong. She suggested integrating these organisations to cover different communities in the district in an effort to provide comprehensive service. Secondly, she thought that a negotiation mechanism was very important. With reference to “Fengqiao Experience,” Hong Kong might rely on the people to resolve primary-level problems through street counters, surveys and home visits. Thirdly, she thought that incentive measures and relevant training would be effective in encouraging public participation in district governance. Lastly, she pointed out that a top-down approach was adopted in “Fengqiao Experience” to resolve problems. She suggested that the Meet the Public Scheme of the C&WDC should make reference to “Pujiang Experience” so that different departments could coordinate their efforts to resolve problems

locally, thus creating a Hong Kong version of “Fengqiao Experience” and “Pujiang Experience” that met the city’s needs.

45. Mr NG Yin said that he had learnt a lot from the training programme, which comprised multiple informative sessions including thematic lectures and site visits in just four days. He mentioned that the training programme covered important discussions on building professionalised community teams and district governance, as well as topics including “Fengqiao Experience.” With a mix of theories and examples, the programme had offered him extensive new knowledge. Through site visits, he was impressed by Hangzhou’s big data application and “Fengqiao Experience,” which, in particular, introduced the concept of resolving conflicts at the primary level. Moreover, he said that visiting the 1954 Constitution Archives Exhibition Hall sharpened his understanding of the Constitution, whereas visiting the Pujiang County enabled him to learn how President Xi led the handling of public complaints and proposals from the primary level in the past. Citing his exchanges with local residents’ committees, Mr NG Yin pointed out that these committees offered a wide range of services, including supplies distribution, community events and care service, thus promoting public sense of well-being and the effectiveness in community governance. He stressed that despite the difference in the systems and conditions for governance between the mainland and Hong Kong, primary-level governance on the mainland was a huge inspiration to the city. Realising the importance of primary-level work through this training programme, he believed that Hong Kong would see the historic moment of advancing from stability to prosperity upon rallying people’s support. Mr NG Yin ended his speech with a saying he learnt at the Fengqiao Experience Exhibition Hall to encourage himself and other Members: “Raising people’s satisfaction is a journey that can never be concluded, serving the people is a book that can never be completed.”

46. Dr ZHANG Zong shared his thoughts on the training programme in Zhejiang. First, he agreed that it was important to reach out to the public at the primary level, and stressed that the coverage area of meeting the public should be expanded to collect more views. He pointed out that the principle of “collaboration, participation and shared benefits” on the mainland was worth learning. Exhibiting a lower degree of community participation, members of the public at the primary level were mainly concerned about personal issues and were less proactive in helping tackle community issues. He thought that members of the public at the primary level should be further mobilised to help tackle problems in the future. Secondly, he highlighted that “Pujiang Experience” put forward the idea that government officials should proactively reach out to the primary level, listen to public views in person, and to resolve problems locally. He believed that adopting such practice would promote public confidence in the government. Last but not least, he suggested introducing advanced technology into primary-level governance to promote its effectiveness. He also remarked that Hong Kong might learn from Hangzhou’s “City Brain” system as this type of smart governance was able to resolve problems swiftly. He stressed that “one country, two systems” was an unprecedented achievement. Despite their difference in legal systems and conventions, both the mainland and Hong Kong shared the core objective of resolving problems for the public, promoting their satisfaction and sense of well-being. He urged everyone to be more open and pragmatic to push forward changes, and believed that Hong Kong might also create its own “Fengqiao Experience” to meet public needs more effectively from the perspective of primary-

level governance.

47. Dr FUNG Kar-leung raised two points. First, Hangzhou's local residents might reflect to the government their requests concerning transport, medical service, public order and community issues through the "City Brain" mobile application, a platform enabling the government and enterprises to work together in analysing big data. Using the HKSOS mobile application introduced by the police as an example, he thought that a platform similar to the "City Brain" might also be implemented in the 18 districts and different departments in Hong Kong. He suggested consolidating existing mobile application resources from different departments, and authorising Members to operate the newly invented platform since data collection required substantial manpower and resources. As a result, Members would be able to exchange information with and learn from other Members, as well as to review the handling of various issues in the community. The platform would also centralise the management of data obtained from different departments, such as the number and type of complaints handled for Members' analysis. On the other hand, residents might look for the address and contact information of Members' ward offices nearby via the platform. Secondly, Dr FUNG Kar-leung shared his thoughts on "Fengqiao Experience." It pointed to the core principle of "mobilising and relying on the people to resolve conflicts locally without escalating them to higher authorities" introduced by government officials in Zhuji City, Zhejiang in the 1960s. He thought that, with digital and smart technologies, "Fengqiao Experience" might be applied to different aspects of governance in the community nowadays. Intertwined with the history of the mainland from multiple eras, the current Hong Kong should synergise the experiences and cultures of the mainland, the local communities and overseas, and make reference to "Fengqiao Experience" within the framework of "one country, two systems" and the Basic Law, in an effort to fully utilise the strengths of Hong Kong and all communities.

48. Mr LAU Tin-ching shared his thoughts on the training programme in Zhejiang. From "Fengqiao Experience" to "Pujiang Experience," he had learnt how to enhance district governance, resolve conflicts and problems at the primary level, and correctly handle internal conflicts of the people as well as other district issues. He opined that the current way of collaboration between the C&WDC and government departments echoed the principle of "Fengqiao Experience." For instance, the C&WDC Members and Care Teams recently dealt with the unattended refuse at Hoi Tao Building, and, during the pandemic, sent volunteers to deliver food to the homes of residents in need. These examples embodied the principle of "resolving primary-level problems by utilising primary-level resources" put forward in "Fengqiao Experience." He thought that Hong Kong might be further developed in this direction. If problems and conflicts could not be resolved at the district level, Mr LAU Tin-ching thought that "Pujiang Experience" would serve as a useful reference. When more resources or social infrastructure were involved, apart from the consultation carried out by the DC, senior officials of government departments should listen to public views in person. Where necessary, mobilising more resources and manpower to resolve problems would promote district development and improve residents' life as well. Echoing Ms JIN Ling's suggestion concerning the Meet the Public Scheme, he remarked that in addition to Members, representatives from government departments might be invited to listen to public views, with a view to helping resolve problems for the public.

49. Dr WONG Sin-man, Mandy made two observations on the training programme in Hangzhou, Zhejiang. First, she had a better understanding of quality and professional community work there through an itinerary comprising thematic lectures on theories and site visits. In particular, the “City Brain” system understood people’s needs with data and aptly provided services. She said that, apart from digital technology and infrastructure enhancement, it was more critical to have an accurate grasp on the genuine needs of the people. To achieve this objective, DCs and government departments had to collaborate with one another, collect public views in multiple ways such as investigation and study and home visit, as well as utilise data analysis system, in an effort to boost handling rate and public satisfaction while saving resources, thus fulfilling the objective of promoting residents’ quality of living and sense of well-being. In addition to those technological advances, she hoped to cooperate with the government in providing more care and support services to the public first at the primary level. She thought it was key to upgrade and transform the mindset in this new era. Secondly, regarding the application of “Fengqiao Experience” to primary-level community governance, Dr WONG Sin-man, Mandy visited the community of Dongsheng and had exchanges with local community service organisations, such as residents’ committees and Street Offices. In this process, she had learnt how these organisations applied the principle of “resolving conflicts locally without escalating them to higher authorities” to different types of communities. She opined that the crux of “Fengqiao Experience” lay in fully utilising neighbourhood network and resources in the community and grasping others’ views upon consulting multiple parties. Apart from the Meet the Public Scheme and regular street counters, she suggested that government departments should carry out regular publicity work in the district based on topics and projects, or cooperate with Members and Care Teams to expand the coverage. Before further applying “Fengqiao Experience” in Hong Kong, she thought that exploration and transformation were necessary, alongside continuous learning and practice, in order to troubleshoot and resolve problems effectively.

50. Mr WU Man-hin shared his thoughts on this training programme. As for the development of primary-level governance, he referred to Hangzhou’s “City Brain” system, which utilised big data in the first place to construct a live map of city traffic, thus facilitating coordination and management of various transport systems. During the training programme, he found that the “City Brain” system had already covered 11 major systems, ranging from public transport, urban management, health and hygiene, and primary-level governance. He reflected that the key to effectiveness lay in the accurate mobilisation and application of resources. For example, the crux of providing support service in the district was to accurately identify the residents in need. He hoped that an electronic system would be implemented in the future to manage cases in the district, which could be co-managed and updated by the government, Members and Care Teams. Carers, elderly singletons, the disabled and ordinary residents might all make updates in the electronic database so that relevant progress could be followed up on. The system would help ensure that home visits were effectively paid, thus promoting residents’ sense of well-being and satisfaction. Furthermore, “Fengqiao Experience” had inspired him to reflect on how to implement patriotic education progressively for specific groups in the community so that relevant curriculum could be precautionary and educational. He believed that, youths would be able to understand the country objectively and

genuinely, as long as they received relevant education at an early stage, for example, through visiting the country in person. He thanked the government, the Chairman and the C&WDO staff for organising the training programme, which he considered very fruitful. From now on, he hoped to apply these experiences in serving the public more effectively.

51. The Chairman thanked Members for their sharing. He then declared closure of this discussion item.

Item 5: Reports on meetings of the committees and working groups under the C&WDC
(C&WDC Paper No. 45/2024)

(12:28 pm)

52. The Chairman asked Members to take note of the paper. As Members did not have any further comment, the Chairman declared closure of this discussion item.

Item 6: Any other business

The 14th Central and Western District Festival

(12:28 pm to 12:34 pm)

53. The Chairman spoke on the 14th Central and Western District Festival (the Festival). First, he declared that he was the Chairman of the Festival Organising Committee, and reminded Members to make appropriate declarations of interest as required. While he was happy to see that the Festival could be resumed after the pandemic, he also pointed out that the Festival had been a major event of the C&W District. With an eclectic array of recreational and cultural activities, the Festival would enrich public understanding of and sense of belonging to the C&W District, encourage people from different strata to live together harmoniously and participate in community affairs actively. Out of all the Festival activities, the Chairman highlighted that the winter harbourfront bazaar event to be held at Belcher Bay Promenade in December this year had been nominated as a signature event of the C&W District under “Day x Night Vibes @ 18 Districts.” The Chairman urged Members to support the Festival activities and encourage active participation of the public. He then asked if Members had anything to add concerning the Festival.

54. Mr YIP Wing-shing declared that he was the Executive Director of the Festival Organising Committee.

55. Mr LAW Kam-fai declared that he was the Director of District Celebration Activities of the Festival Organising Committee.

56. Mr YEUNG Hok-ming declared that he was the Director of Environmental Conservation Activities of the Festival Organising Committee, and said that he would fully support the activities.

57. Mr IP Yik-nam declared that he was the Director of Youth Activities of the Festival Organising Committee, and said that a three-on-three basketball tournament would be held to encourage youths in the district to embark on long-term development and training in basketball, and to participate in community affairs more actively.
58. Mr LEE Chi-hang, Sidney declared that he was the Director of Elderly Activities of the Festival Organising Committee, and said that he would fully support the whole Festival.
59. Mr LUI Hung-pan declared that he was the Executive Member of the Festival Organising Committee, and said that he would fully support the activities.
60. Ms JIN Ling said that she was the Director of Parent-child Activities of the Festival Organising Committee, and would organise a mid-autumn parent-child carnival event. She expressed support for all the activities.
61. Ms CHEUNG Ka-yan declared that she was the Director of Activities Boosting Local Economy of the Festival Organising Committee. The Working Group on Boosting Local Economy would meet later to discuss the C&W District winter harbourfront bazaar event to be held in December.
62. Mr NG Yin declared that he was the Executive Member of the Festival Organising Committee, and said that he would fully support the Festival.
63. Mr ZHANG Zong declared that he was the Executive Member of the Festival Organising Committee and would actively support the activities.
64. Dr CHAN Kin-keung, Eugene declared that he was the Director of Mental Wellbeing Activities of the Festival Organising Committee.
65. Ms CHIU Wah-kuen declared that she was the Director of Women Activities of the Festival Organising Committee, and said that she would staunchly support the Festival.
66. Dr FUNG Kar-leung declared that he was the Executive Member of the Festival Organising Committee.
67. Mr LAU Tin-ching declared that he was the Executive Member of the Festival Organising Committee, and would organise a three-on-three football match and a bazaar event at Belcher Bay Promenade from 20 to 22 September. He hoped that Members would come and support.
68. Mr QIU Song-qing declared that he was the Director of Care and Inclusion Activities of the Festival Organising Committee. He said that he would support the Festival and the bazaar event, and encourage the public to actively participate as well.

69. Mr SHIH Jan Noel declared that he was the Executive Member of the Festival Organising Committee and would fully support the activities.

70. Dr WONG Sin-man, Mandy declared that she was the Executive Member of the Festival Organising Committee, and would fully support the activities.

71. Mr WU Man-hin declared that he was the Executive Member of the Festival Organising Committee, and would fully support the Festival.

72. Mr YEUNG Hoi-wing declared that he was the Executive Member of the Festival Organising Committee.

73. With no other Members intending to speak, the Chairman concluded the discussion on the Festival.

Item 7: Date of the next meeting

(12:34 pm)

74. The Chairman said that the next meeting would be held on 7 November 2024. The paper submission deadline for government departments and Members would be 23 October 2024.

The minutes were confirmed on 7 November 2024

Chairman: Mr LEUNG Chee-kay, David, JP

Secretary: Ms CHEUNG Kwok-ying, Sherry

C&WDC Secretariat
November 2024

運輸署署長出席 中西區區議會



2024年9月5日

道路基建及交通管理

- 理順過海交通及善用隧道用量；
- 推展道路基建、優化連接道路；
- 優化步行環境；
- 改善交通設施、提升安全配套；及
- 推展智慧出行。

2

推動公共交通服務方向

- 維持多元選擇，並以鐵路為骨幹的公共交通服務政策；
- 提供高效率和覆蓋面廣的公共交通網絡；及
- 提供更便捷及環保的公共交通服務。

3

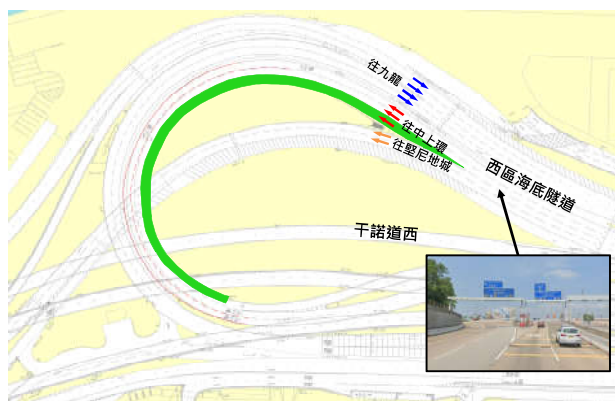
最新過海交通情況

- 繼實施「易通行」及分時段收費後，過海擠塞有所紓緩，整體行車較暢順；
- 非過海交通亦有所改善。



4

西隧港島出口增建行車線

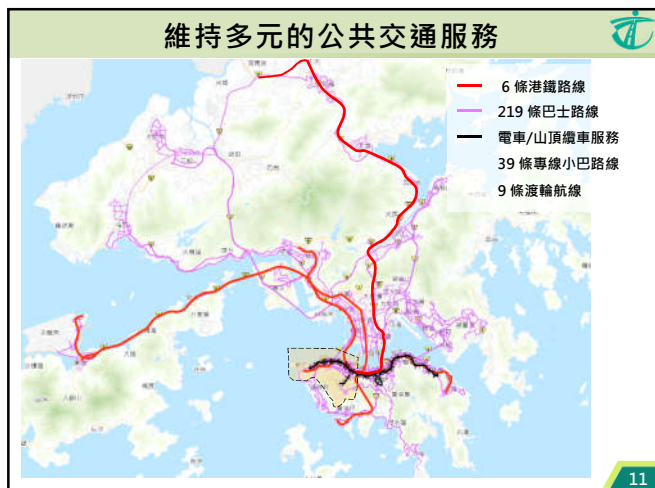


5

西隧連接道路交通改善工程



6



中西區內專線小巴服務改善項目



• 專線小巴服務改善

- 現時共有10組(39條)專線小巴線途經中西區，當中有165部(70%)已更換為19座小巴較全港為高
- 專線小巴第56號線系列(羅便臣道 - 天后/北角)已於本年6月額外增加一部19座小巴，提升服務水平
- 專線小巴第59X號線(堅尼地城站往葛量洪醫院)由本年8月19日起由1班增至2班，以方便居民前往覆診
- 中西區內的9組專線小巴營辦商已透過兩輪運輸業輸入勞工計劃增加司機人手，改善服務穩定性

13

提供更便捷的公共交通服務



• 設施改善

- 在政府資助計劃下，專營巴士公司已於中西區內62個有蓋巴士站安裝137張座椅及49個實時巴士到站資訊顯示屏



• 電車實時到站資訊

- 電車公司現正開發手機應用程式，提供實時到站資訊。預計手機應用程式可於本年底/明年初推出



(電車公司提供的模擬圖)

14

提供更環保的公共交通服務



• 推動環保

- 推動香港綠色運輸的發展，鼓勵巴士公司引入新能源巴士
- 提供配套支持，協助業界轉型至使用電動公共小巴及的士



15

加強溝通 聆聽意見



16