(Translation)

Minutes of the 13th Meeting of the District Facilities and Works Committee
7th Term of Wan Chai District Council
Hong Kong Special Administrative Region

Date: 20 January 2026 (Tuesday)
Time: 3:00 p.m.
Venue: District Council Conference Room, Wan Chai District Office, 21/F Southorn Centre, 130 Hennessy Road, Hong Kong

Present	**Arrival**	**Departure**
Chairman		
Ms LAU Pui-shan, MH	3:00 p.m.	4:18 p.m.
Vice-Chairman		
Mr LEE Man-lung, Joey, MH	3:00 p.m.	4:18 p.m.
Members		
Mr NG Chak-sum, Sam	3:00 p.m.	4:18 p.m.
Ms LEE Pik-yee, Peggy, MH	3:00 p.m.	4:18 p.m.
Ms MOK Ruby	3:00 p.m.	4:18 p.m.
Mr MUK Ka-chun	3:00 p.m.	4:18 p.m.
Co-opted Member(s)		
Ms SUNG Chih-ling	3:00 p.m.	4:18 p.m.

Representatives of Core Government Departments

Miss YU Wing-wa, Judith	Assistant District Officer (Wan Chai), Home Affairs Department (HAD)
Mr LO Chun-man, Jonathan	Senior Executive Officer (District Management)/Wan Chai (Acting), HAD
Miss LEE Lai-kiu, Winnie	Senior Liaison Officer (Community Affairs)/Wan Chai, HAD

Mr WONG Bun	Senior Inspector of Works (Hong Kong), HAD
Mr YING Wing-chung	Inspector of Works (Hong Kong)1, HAD
Ms NG Sau-ling, Steffi	Chief Leisure Manager (Hong Kong East), Leisure and Cultural Services Department (LCSD)
Ms TSENG-chieh, Elsa	District Leisure Manager (Wan Chai), LCSD
Mr MA Che-kong, Edwin	Deputy District Leisure Manager (District Support)/Wan Chai, LCSD
Ms CHEUNG Pui-yee	Senior Librarian (Wan Chai), LCSD
Mr CHAN Chi-keung, Kaizer	Executive Officer (Planning)11A, LCSD
Mr KWOK Ting-him, Robert	Engineer/14 (South and Sustainable Lantau), Civil Engineering and Development Department
Dr CHAN Hang-chi, Simon	District Engineer/Wan Chai, Highways Department (HyD) (also Representative of the "Working Group on Social Prevention and Control" under the Three-tier Prevention Framework for Counter-Terrorism)
Mr LO Kin-on, Calvin	Engineer/Eastern 1, Drainage Services Department

Representatives of the "Working Group on Social Prevention and Control" under the Three-tier Prevention Framework for Counter-Terrorism

Mr CHAN Hin-kwan, Joe	Senior Superintendent of Police, Counter Terrorism and Major Incidents Division, Hong Kong Police Force (HKPF)
Mr YU Siu-chuen	Superintendent of Police, Counter Terrorism and Major Incidents Division, HKPF
Mr NG Yiu-ming, Harry	Senior Inspector of Police, Counter Terrorism and Major Incidents Division, HKPF

Mr SOO Wan-lok	Divisional Commander (Wan Chai), HKPF
Mr TSAI Tung-hung	Police Community Relations Officer (Wan Chai District), HKPF
Mr HO Ming-him, Donald	Senior Engineer/Road Safety 3, Transport Department (TD)
Mr WONG Chi-yuen, Sammy	Senior Engineer/Wan Chai, TD

Representatives of Other Government Departments and Organisations

Ms LAU Ping-ting	Representative of China Resources Longdation Co. Ltd. (CR)
Mr YIP Sai-keung	Representative of CR
Mr Tong YEUNG	Representative of CR
Mr Koni CHAN	Representative of CR

Secretary

Mr TSOI Kam-tak, Jacky	Executive Officer (District Council)1/Wan Chai, HAD

Opening Remarks

The Chairman welcomed Members and representatives of government departments to the 13th meeting of the District Facilities and Works Committee (DFWC) of the 7th term Wan Chai District Council (WCDC).

Item 1: Confirmation of the Minutes of the 12th Meeting of DFWC

2. The Chairman said that the Secretariat had received no proposed amendments to the minutes of the 12th meeting from Members.

3. With a motion moved by Ms MOK Ruby and seconded by Mr MUK Ka-chun, the minutes of the 12th meeting were confirmed.

Item 2: <u>Management and Works Progress of Recreation and Sports Facilities in Wan Chai District by LCSD</u>
(DFWC Paper No. 1/2026)

4. Deputy District Leisure Manager (District Support)/Wan Chai of the LCSD introduced DFWC Paper No. 1/2026.

5. Members' questions and views are summarised as follows:

(i) They expressed concern about the utilisation rate of the lawn bowls green at Victoria Park and suggested stepping up publicity to groups and individual users so as to increase usage of the facility; and

(ii) They enquired why the usage rate of the fitness room at Lockhart Road Sports Centre during non-peak hours was higher than during peak hours.

6. District Leisure Manager (Wan Chai) and Deputy District Leisure Manager (District Support)/Wan Chai of the LCSD responded as follows:

(i) The Department would review the usage situation of the lawn bowls green and strengthen publicity; and

(ii) The Department organised a number of training courses and briefing sessions at the fitness room of Lockhart Road Sports Centre for public participation. More activities were held during non-peak hours than peak hours, hence the relatively higher usage rate during non-peak hours. In addition, there were several private fitness centres near Lockhart Road Sports Centre, offering the public more choices for fitness activities and thereby affecting the usage rate of the fitness room at Lockhart Road Sports Centre. The LCSD would continue to optimise the fitness room services in the centre.

Item 3: <u>Installation of Anti-collision Facilities at the Crossings outside 555 Hennessy Road and along the Full-time Pedestrian Street at Paterson Street in Causeway Bay</u>
(DFWC Paper No. 2/2026)

7. Senior Superintendent of Police (Counter Terrorism and Major Incidents Division) and Superintendent of Police (Counter Terrorism and Major Incidents Division) of the HKPF

introduced DFWC Paper No. 2/2026 to Members and gave a consolidated report as follows:

(i) Causeway Bay, being a core business district and tourist area on Hong Kong Island, had heavy pedestrian flow. If vehicles were to ram into crowds at the location, serious casualties could result. The project took community needs into account while safeguarding public safety. In the past few years, there had been many cases worldwide in which vehicles were used as weapons, resulting in serious casualties, indicating that the associated risks could not be ignored. After the Working Group's comprehensive assessment and feasibility study, it considered that installing sturdy anti-collision facilities that meet international safety standards at the crossings outside 555 Hennessy Road, Causeway Bay and the pedestrian street in Paterson Street was a necessary and urgent project. Through these facilities, the most direct physical separation method could be used to effectively prevent vehicles from deliberately ramming into pedestrian areas, thereby minimising the risk of casualties;

(ii) The Working Group proposed to install about 60 anti-collision bollards designed to internationally recognised anti-collision standards along the above road sections, including about 43 fixed anti-collision bollards and about 17 retractable anti-collision bollards. Sufficient spacing would be left between the bollards so that wheelchairs, baby strollers and stretchers could pass through smoothly without being obstructed. The spacing would help strike a balance between pedestrian accessibility and protective effectiveness;

(iii) The Working Group would adopt a phased construction arrangement to minimise the scope of affected road sections. Works at the crossings outside 555 Hennessy Road, Causeway Bay would mainly be carried out at night, while the road surface would be temporarily covered during daytime so that pedestrians and vehicles could continue to use the facilities normally. The Working Group would also maintain close communication with shops near the above road sections and promptly address and follow up on any problems arising at the works site;

(iv) The project cost included all major works processes and the material cost of purchasing internationally certified anti-collision bollards. It also covered the design and application for temporary traffic arrangements, underground utilities detection, additional manpower costs for night or weekend works, use

of more durable stainless steel material, excavation and installation processes, reinstatement of the footpath surface, and future maintenance costs. The current budget represented a balance between ensuring public safety and prudent financial management;

(v) The project proposal was formulated after underground utilities investigation and related structural assessment had been completed. During the design process, full communication had been maintained with major stakeholders to ensure that the works would be safe, reliable and effective while taking into account district operations and public needs. The Working Group would also listen to Members' views at the meeting and make appropriate adjustments to the project proposal without compromising the protective effectiveness; and

(vi) The Working Group planned to introduce the arrangements in detail to visually impaired groups through the "Working Group on Access to Public Transport by People with Disabilities" under the TD in March 2026, and to seek their professional views and suggestions so as to further optimise the proposal.

8. Members' enquiries and comments were summarised as follows:

(i) They enquired about the criteria adopted by the Working Group for selecting the two locations in Causeway Bay for the first-phase installation of anti-collision facilities, and the impact of installing the anti-collision facilities on pedestrian and vehicular flows at those locations;

(ii) They enquired about the factors the Working Group would take into account when determining the spacing between the anti-collision bollards;

(iii) They raised concerns regarding the differences in anti-collision functions between fixed and retractable bollards. Furthermore, Members enquired about the criteria the Working Group adopted to determine the height of the bollards, as well as whether the current height complied with international standards and could effectively prevent vehicles from deliberately ramming into pedestrian areas;

(iv) They expressed concern about the noise generated during the installation of the anti-collision facilities and its impact on nearby residents and pedestrians. They also enquired about the specific night-time working hours for the

installation of the anti-collision facilities;

(v) They raised concerns about which government departments were responsible for the maintenance of the anti-collision facilities and the costs involved, and whether future maintenance works would impact public access and nearby traffic. In addition, they asked whether the relevant contractors for the works of the anti-collision facilities would be responsible for their future operation and maintenance of the facilities;

(vi) They suggested that the Working Group increase the number of retractable bollards on the north side of the crossings outside 555 Hennessy Road, Causeway Bay, to facilitate emergency vehicles in handling emergency incidents on Great George Street or East Point Road; and

(vii) They enquired whether there were any overseas examples where anti-collision facilities had successfully stopped vehicles, and whether the Working Group could provide any international test data on the maximum vehicle speed the anti-collision facilities could withstand.

9. Senior Superintendent of Counter Terrorism and Major Incidents of the HKPF and District Engineer/Wan Chai of the HyD responded as follows:

(i) The selection of Causeway Bay as a priority location was based on multiple factors, including the effectiveness of pedestrian-vehicle separation, road design, vehicle speeds, and whether it was a tourist hotspot, a crowded place, a transport hub, etc. After assessment, the area was regarded as the highest priority among high-risk locations;

(ii) For the northern entrance to the Paterson Street Pedestrian Precinct, it was recommended that the spacing between the bollards be approximately 1.2 metres, which complied with international standards. Furthermore, taking into account factors such as pedestrian space and urban landscape, the Working Group had adjusted the spacing of the bollards at the pedestrian crossing to 1.6 metres, while ensuring that small vehicles could not ram through. The spacing was sufficient to allow wheelchairs, ambulance stretchers and pushchairs to pass through. The Working Group emphasised that safeguarding public safety remained the top priority;

(iii) Both fixed and retractable bollards possessed reliable anti-collision functions and could be permanent used. The hydraulically designed retractable bollards utilised a purely mechanically driven system requiring no electricity supply. Personnel only needed to use a key to open the panel and lower the bollards through a simple manual procedure, thereby ensuring that emergency vehicles could enter the emergency access safely and without obstruction. The Fires Services Department was also a member of the Working Group and had agreed that the design would not affect rescue operations;

(iv) The installation works would be carried out in phases to minimise the scope of affected road sections as far as possible. The works at the crossings outside 555 Hennessy Road, Causeway Bay, were scheduled to be conducted at night and would mainly involve low-noise processes such as manual excavation and avoid the use of heavy machinery. During daytime, the road surface would be temporarily covered to allow pedestrians to use the relevant road sections normally;

(v) Generally speaking, works commencing from 7:00 p.m. were considered to fall within night-time working hours. However, having regard to the busy nature of the district, the actual working hours might be postponed until late night to minimise the impact on pedestrian flow. The exact working hours could only be confirmed after a successful application for a construction noise permit from the Environmental Protection Department;

(vi) The HyD would be responsible for the maintenance of the anti-collision facilities. The maintenance costs accounted for a relatively small proportion of the entire project of HK$5 million in the provisional budget. The actual costs would be determined after tendering. The HyD would arrange dedicated staff to inspect the lifting and lowering function of the anti-collision facilities on a weekly basis to ensure their proper operation, and would keep spare parts in stock so that repairs could be carried out as soon as possible when problems were identified;

(vii) The current project costs already included maintenance work during the contract period carried out by the HyD's existing term contractor. Future maintenance work would be incorporated into the new term contract;

(viii) After underground investigation works carried out on both sides of the crossing

outside 555 Hennessy Road, Causeway Bay, it was found that the area was densely packed with underground cables and water pipes, leaving space only enough for accommodating fixed bollards; and

(ix) The proposed bollards were required to comply with internationally recognised vehicle crash test standards, covering collision testing methods, performance grading and so on. The specific brand, model or supplier of the anti-collision facilities would be decided through the tendering process.

[*Post-meeting note: After the meeting, the Working Group provided internationally recognised vehicle crash test standards, including IWA 14-1 published by the International Organization for Standardization (ISO), the PAS 68 standard formulated by the British Standards Institution (BSI), and the latest ISO 22343 standard. These were the authoritative international standards specifically currently used to evaluate the performance of vehicle safety barriers and bollards, covering collision testing methods, performance grading, and the design requirements specifically for preventing malicious vehicle attacks. Actual tests conducted in accordance with these standards demonstrated that bollards could still effectively stop a 7.2-tonne lorry traveling at 48 km/h in a head-on collision, significantly shortening the vehicle's penetration distance and therefore substantially reducing potential harm to pedestrians. The Working Group also provided a short video of a crash test on a bollard, and an example of a vehicle being successfully stopped by anti-collision facilities at Times Square in New York, USA in May 2017, for Members' reference.]*

Item 4: <u>Written Questions from Members of DFWC – Further Improvements to the Pavement at Hing Fat Street (Islands Eastern Corridor Bound) Adjacent to Tung Lo Wan Fire Station</u>
(DFWC Paper No. 3/2026)

10. Senior Engineer/Wan Chai of the TD stated that the TD, the HyD and the Harbour Office of the Development Bureau (DEVB) had submitted written replies on DFWC Paper No. 3/2026, titled "Further Improvements to the Pavement at Hing Fat Street (Islands Eastern Corridor Bound) Adjacent to Lo Wan Fire Station". The TD's response was summarised as follows:

(iii) The Department had previously planned to install additional railings at suitable

locations opposite the Causeway Bay Power Station Building on Hing Fat Street to guide pedestrians to walk on the pavement, and the relevant works were completed in late October 2025. However, as part of the pavement had to be reserved for the fire hydrants and vehicular entrance/exit of the station building, it was not possible to install railings along the entire pavement;

(iv) The Department pointed out that the Eastern Corridor was a trunk road and expressway, and the section of Hing Fat Street served as a connecting road to the Eastern Corridor. Due to heavy traffic, two traffic lanes had to be maintained, leaving no spare space to widen the pavement; and

(v) In view of the actual conditions of Hing Fat Street, the Department would design and install appropriate traffic signs along that road section to alert pedestrians not to walk on the carriageway and to remind drivers to watch out for pedestrians ahead.

11. The comments and enquiries raised by Members in response to the written replies and reports from the TD, the HyD and the Harbour Office of the DEVB were summarised as follows:

(i) Members welcomed the Department's overall policy on connecting and enhancing the harbourfront area, but hoped that the enhancement works on nearby road sections could be expedited to ensure pedestrian safety;

(ii) They were pleased to learn that the Department had installed railings on nearby road sections to guide pedestrians to walk on the pavement and would install appropriate traffic signs to alert pedestrians; and

(iii) They suggested that the Department inform Members of the timetable and the specific improvement works for future plans to improve the nearby road sections, so that the public could understand the relevant details.

12. Senior Engineer/Wan Chai of the TD responded to Members' comments and enquiries, stating that the Harbour Office of the DEVB was responsible for the overall planning and policy concerning the harbourfront area, including pedestrian links in areas such as the East Coast Park and the Revitalised Typhoon Shelter in Causeway Bay. The TD, meanwhile, would review the traffic conditions in the district and implement improvement measures at appropriate times.

Item 5: <u>Planning and Design Proposal for Installation of the Nine Dragon Wall at</u>

Harbour Road Garden
(DFWC Paper No. 4/2026)

13. Representatives of the CR briefed Members on the "Planning and Design Proposal for Installation of the Nine Dragon Wall at Harbour Road Garden", with key points summarised as follows:

(i) In response to the policy direction of "promoting Chinese culture" set out in the 2025 Policy Address, and in line with cultural conservation and tourism development strategies, the CR proposed installing the Nine Dragon Wall at Harbour Road Garden. Together with several cultural landmarks of historical value in the vicinity, such as the Blue House, the Hung Shing Temple, the Woo Cheong Pawn Shop and 7 Mallory Street, it would form a rich cultural cluster in the community and effectively enhance local cultural tourism value;

(ii) The CR would add seating and erect protective railings near the Nine Dragon Wall, maintaining a one-metre safety distance from the Wall to ensure orderly visits and public safety;

(iii) According to a questionnaire survey conducted by the CR in late October 2025, 81% of the respondents supported the installation of the Nine Dragon Wall at Harbour Road Garden; and

(iv) The CR would engage contractors to carry out the construction works and undertake to be responsible for maintenance, including structural and functional maintenance, routine upkeep, regular inspections and improvements, and emergency response. Tendering was expected to commence in March this year, and the works would be completed within this year.

14. The comments and enquiries raised by Members in response to the report by the representatives of the CR were summarised as follows:

(i) Members enquired about the species of the trees to be removed to make way for the Nine Dragon Wall, and whether they would be replanted elsewhere in the garden. They also asked whether the LCSD was aware of the relevant arrangements;

(ii) They enquired about the duration of the works for the Nine Dragon Wall and whether the works would affect other park users. Members also expressed concerns over the possibility of people hiding behind the Nine Dragon Wall; and

(iii) Members were concerned about the location and orientation of the Nine Dragon Wall, and suggested that the CR install more signage near the Wall to remind members of the public to avoid accidents caused by the slope at the back of the Wall.

15. Representatives of the CR responded as follows:

(i) The installation of the Nine Dragon Wall would affect a Lotus Magnolia tree. The CR had submitted a tree compensation report to the LCSD and planned to replant one tree within the garden. Furthermore, the location of the Nine Dragon Wall had been adjusted to accommodate a nearby Chinese banyan tree;

(ii) The works were expected to take 3.5 months, covering foundation works, wall construction, and installation of the Nine Dragon Wall components. As the Nine Dragon Wall was to be illuminated on both sides and feature an open design, there would be no issue of people hiding behind it; and

(iii) On the safety aspect, the CR would work closely with the LCSD to strengthen signage for the slope to ensure public safety.

Item 6: <u>Any Other Business</u>

16. Members raised no other discussion items.

Item 7: <u>Date of Next Meeting</u>

17. <u>The Chairman</u> announced that the next meeting would be held at 3:00 p.m. on 17 March 2026.

18. There being no further business, the meeting was adjourned at 4:18 p.m.

Wan Chai District Council Secretariat
March 2026