

**Minutes of the 17th Meeting of
Yau Tsim Mong District Council (2016-2019)**

Date : 12 July 2018 (Thursday)
Time : 2:30 p.m.
Venue : Yau Tsim Mong District Council Conference Room
4/F, Mong Kok Government Offices
30 Luen Wan Street
Mong Kok, Kowloon

Present:

Chairman

Mr IP Ngo-tung, Chris, JP

Vice-chairman

Ms WONG Shu-ming, MH

District Council Members

Mr CHAN Siu-tong, MH, JP	Mr HUI Tak-leung	Ms TANG Ming-sum, Michelle
Mr CHOI Siu-fung, Benjamin	Mr HUNG Chiu-wah, Derek	The Honourable TO Kun-sun,
Mr CHONG Wing-charn,	Mr JO Chun-wah, Craig	James
Francis, MH	Ms KWAN Sau-ling	Mr WONG Kin-san
Mr CHOW Chun-fai, BBS, JP	Mr LAM Kin-man	Mr YU Tak-po, Andy
Mr CHUNG Chak-fai	Mr LAU Pak-kei	
Mr CHUNG Kong-mo, BBS, JP		

Representatives of the Government

Mrs ARON Laura Liang, JP	District Officer (Yau Tsim Mong)	Home Affairs Department
Mr HO Chung-yin, Terrence	Assistant District Officer (Yau Tsim Mong) (1)	Home Affairs Department
Miss PONG Kin-wah, Katherine	Assistant District Officer (Yau Tsim Mong) (1) (Designate)	Home Affairs Department
Miss CHUNG Ka-wing, Rainy	Assistant District Officer (Yau Tsim Mong) (2)	Home Affairs Department
Mr CHAN Yiu-keung, Edward	District Environmental Hygiene Superintendent (Mong Kok)	Food and Environmental Hygiene Department
Mr CHEUNG Wai-man	District Environmental Hygiene Superintendent (Yau Tsim)	Food and Environmental Hygiene Department
Mr Kerry Paul Lee CAREW	District Commander (Mong Kok)	Hong Kong Police Force
Mr CHOW Yat-ming, Joe	District Commander (Yau Tsim)	Hong Kong Police Force
Mr CHOY Chik-sang, Mario	Chief Transport Officer/Kowloon	Transport Department
Mr HUNG Tak-chuen, Benjamin	Chief Leisure Manager (Hong Kong West)	Leisure and Cultural Services Department
Mr POON Hiu-tung, Felix	Senior Engineer/4 (South)	Civil Engineering and Development Department

Mr TSE Chick-lam	Chief Manager/Management (Kowloon West and Sai Kung)	Housing Department
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In Attendance:

Mr TONG Wing-po	Senior Liaison Officer (Building Management), Yau Tsim Mong District Office	Home Affairs Department
Mr NG Wing-keung, Henry	Senior Liaison Officer (1), Yau Tsim Mong District Office	Home Affairs Department
Mr MOK York-ye, Cyrus	Project Manager (Works), Signature Project Scheme Working Group, Yau Tsim Mong District Office	Home Affairs Department
Ms LEE Ka-mei, Patty	Senior Executive Officer (District Management), Yau Tsim Mong District Office	Home Affairs Department
Mr Henry LAI	Assistant Secretary (Harbour) 1	Development Bureau
Ms FUNG Chi-wai, Katy	District Planning Officer/Tsuen Wan and West Kowloon	Planning Department
Ms TANG Tsui-ye, Caroline	Senior Town Planner/Yau Tsim Mong	Planning Department
Mr LI Kuen-fat	District Leisure Manager (Yau Tsim Mong)	Leisure and Cultural Services Department
Mr AU Tze-wai, William	Senior Engineer/General Legislation 3	Electrical and Mechanical Services Department
Mr NGU Chi-vi, David	Chief Traffic Engineer/Kowloon	Transport Department
Mr WONG Wing-hing, James	Engineer/Energizing Kowloon East	Transport Department

Secretary

Ms CHUNG Siu-lan, Joanne	Senior Executive Officer (District Council), Yau Tsim Mong District Office	Home Affairs Department
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Absent:

Mr YEUNG Tsz-hei, Benny, MH	District Council Member
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Opening Remarks

The Chairman welcomed the representatives of government departments and the attendees to the meeting. He said that Mr Terrance HO, Assistant District Officer (Yau Tsim Mong) (1), would be posted out soon, and then welcomed Miss Katherine PONG, Assistant District Officer (Yau Tsim Mong) (1) (Designate), who was attending the meeting of the Yau Tsim Mong District Council (“YTMDC”) for the first time. He reported that the Secretariat had been notified of the absence with apologies of Mr Benny YEUNG, who had written to authorise Mr CHUNG Kong-mo to vote on his behalf on Item 8 “Amendments to the Draft

Mong Kok Outline Zoning Plan No. S/K3/30” at this meeting.

2. The Chairman then reported that Mr CHAN Ping-wa, Edmund, Chief Engineer/South 2 of the Civil Engineering and Development Department was absent due to duty commitments, and Mr Felix POON, Senior Engineer/4 (South), would stand in for him at the meeting. Besides, Mr CHAIONG David, Stanley, the former Chief Leisure Manager (Hong Kong West) of the Leisure and Cultural Services Department (“LCSD”), had been transferred, and his successor Mr Benjamin HUNG would attend the meeting.

Item 1: Confirmation of Minutes of 16th YTMDC Meeting

3. The minutes of the last meeting were confirmed without amendments.

**Item 2: Financial Position of YTMDC Funds as at 29 June 2018
(YTMDC Paper No. 63/2018)**

**Item 3: Applications from YTMDC Working Groups/Organising Committees for
2018-2019 YTMDC Funds
(YTMDC Paper No. 64/2018)**

**Item 4: Applications from Committees under Yau Tsim Mong District Office
(“YTMDO”) for 2018-2019 YTMDC Funds
(YTMDC Paper No. 65/2018)**

**Item 5: Vetting of Funding Applications for Organising Activities with District
Characteristics
(YTMDC Paper No. 66/2018)**

4. The Chairman proposed discussing the funding applications in Items 2 to 5 together. There was no objection. He reminded Councillors to fill in the Declaration of Interests Form, copies of which were on the table, and make verbal declarations as well, if necessary. He then welcomed Mr TONG Wing-po, Senior Liaison Officer (Building Management), and Mr Henry NG, Senior Liaison Officer (1), of the YTMDO.

5. The Chairman asked Councillors to note the financial position of the YTMDC Funds as at 29 June 2018 for Item 2 (Paper No. 63/2018) and to endorse the funding applications in Items 3 to 5 (Paper No. 64/2018 to Paper No. 66/2018). Preliminary vetting of the above funding applications had been conducted at the meetings of the Working Group on Community Funds and the Community Building Committee (“CBC”) held on 28 June 2018.

6. Mr WONG Kin-san said that, at the CBC meeting held on 28 June, he had suggested that the organisations holding YTMDC-funded activities with district characteristics print the wording “Activity/programme with district characteristics with funding support of the YTMDC” (literal translation) on the publicity materials concerned (e.g. banners, posters, leaflets, pamphlets, display panels, etc.) to highlight the uniqueness of the funding. He would like to know the progress in this respect.

7. The Chairman responded that the Secretariat had discussed with the organisations concerned, which had agreed with the arrangement. He then asked whether Councillors had noted the paper in relation to Item 2 (Paper No. 63/2018) and would endorse the funding applications in Items 3 to 5 (Paper No. 64/2018 to Paper No. 66/2018). There was no objection from Councillors.

(Ms Michelle TANG joined the meeting at 2:35 p.m.)

Item 6: YTMDO Work Plan 2018-19
(YTMDC Paper No. 67/2018)

8. The Chairman welcomed Mrs Laura ARON, District Officer (Yau Tsim Mong), Mr Terrence HO, Assistant District Officer (Yau Tsim Mong) (1), Miss Rainy CHUNG, Assistant District Officer (Yau Tsim Mong) (2), Mr TONG Wing-po, Senior Liaison Officer (Building Management), Mr Henry NG, Senior Liaison Officer (1), Mr Cyrus MOK, Project Manager (Works), Signature Project Scheme Working Group, Ms Joanne CHUNG, Senior Executive Officer (District Council), and Ms Patty LEE, Senior Executive Officer (District Management), of the YTMDO.

9. Mrs Laura ARON briefly introduced Paper No. 67/2018.

10. The Chairman asked whether Councillors had any comment on the paper, and there was none.

11. Mrs Laura ARON thanked Councillors for their support and welcomed any comments from Councillors after the meeting.

12. The Chairman thanked Mrs Laura ARON and the representatives from the YTMDO for joining the discussion on this item. Since the government representatives for Items 7 to 12 had not yet arrived, he proposed discussing Items 13 and 14 first. There was no objection.

Item 13: Progress Reports

- (1) **District Management Committee**
(YTMDC Paper No. 74/2018)
- (2) **Community Building Committee**
(YTMDC Paper No. 75/2018)
- (3) **District Facilities Management Committee**
(YTMDC Paper No. 76/2018)
- (4) **Traffic, Transport and Housing Committee**
(YTMDC Paper No. 77/2018)
- (5) **Food, Environmental Hygiene and Public Works Committee**
(YTMDC Paper No. 78/2018)
- (6) **Working Group on Women's Affairs**
(YTMDC Paper No. 79/2018)

- (7) **Working Group on Concern for Yau Ma Tei Fruit Market**
(YTMDC Paper No. 80/2018)
 - (8) **Working Group on Promotion of Tourism and Local
Community Economy**
(YTMDC Paper No. 81/2018)
 - (9) **Working Group on Care for the Community**
(YTMDC Paper No. 82/2018)
 - (10) **Working Group on Publicity and Promotion**
(YTMDC Paper No. 83/2018)
 - (11) **Working Group on Ethnic Affairs**
(YTMDC Paper No. 84/2018)
 - (12) **Working Group on Duty Visits**
(YTMDC Paper No. 85/2018)
 - (13) **YTM District Area Committees**
(YTMDC Paper No. 86/2018)
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13. Councillors noted the progress reports.

Item 14: Any Other Business

(1) Community Participation Programme in Environment Protection 2018/19

14. The Chairman said that the Environmental Protection Department (“EPD”) had written to all District Officers on 18 May 2018, reporting the results of the Community Participation Programme in Environmental Protection for 2017/18 and introducing the contents of the programme for 2018/19. To facilitate the implementation of the programme in the coming year, the EPD had cordially invited all District Councils to continue to support and engage in the programme by co-organising various environmental protection activities. On 29 May, the Secretariat had forwarded the message to Councillors for their information.

15. The Chairman said that under the programme for 2018/19, various activities would be organised with the theme of “Dump less, save more, recycle right”, with a view to expanding the scope of community mobilisation, instilling the concepts of “Use less, waste less” and “Clean recycling” in members of the public on the community level and encouraging the adoption of green practices in everyday life. The EPD would provide an allocation of \$200,000 to each of the 18 District Councils through the Home Affairs Department under the established funding mechanism to fund the programme.

16. The Chairman asked whether Councillors agreed that the Environmental Improvement Campaign Organising Committee under the YTMDC would coordinate the programme this year. There was no objection.

(2) “Sport For All Day 2018”

17. The Chairman said that, for the continuous promotion of “Sport for all” in the community, the LCSO would hold the “Sport For All Day” on Sunday, 5 August 2018, the slogan of which was “Stay Active, Healthy and Happy!” this year, with a view to further

promoting the importance of regular exercise to members of the public through this event as well as letting them enjoy the fun of sport and make exercise a habit. Earlier, the LCSD had written to call on District Councils to support the “Sport For All Day 2018” by considering the incorporation of publicity elements of the “Sport For All Day 2018” into the activities to be held in July and August, providing funds for district organisations to hold relevant recreation and sports activities on 5 August, or assisting in the promotion and publicity of the “Sport For All Day” in the district.

18. The Chairman asked whether Councillors agreed to incorporate publicity elements of the “Sport For All Day 2018” into the activities to be held in July and August. There was no objection.

19. The Chairman asked whether Councillors agreed to provide funds for district organisations to hold recreation and sports activities or other activities in response to the “Sport For All Day” on 5 August.

20. Ms KWAN Sau-ling asked how much the allocation would be.

21. The Chairman responded that the amount of allocation would be determined by the YTMDC, but the YTMDC had never funded the “Sport For All Day” before.

22. Mr CHUNG Kong-mo considered that the time frame would be short if the funding procedures had to be completed before 5 August. After all, the YTMDC had put in place an established mechanism for handling funding applications, under which all applications were subject to endorsement at various meetings. He suggested that the LCSD bring forward the funding application in relation to the “Sport For All Day” to the YTMDC earlier in future.

23. The Chairman asked whether Councillors agreed not to fund the “Sport For All Day” given the short time frame. There was no objection.

24. The Chairman asked whether Councillors agreed to assist in the promotion and publicity of the “Sport For All Day” in the district by, for example, publicising the event at the meetings of the YTMDC and its Committees or during district activities, giving event details on the YTMDC homepage, or displaying posters at suitable offices and venues. There was no objection.

(3) 7th Hong Kong Games – Selection of Head and Other Members of Delegation of YTM District

25. The Chairman said that the 7th Hong Kong Games (“HKG”) Organising Committee had written to the YTMDC on 29 June 2018, inviting nomination of a District Councillor as the head of the Yau Tsim Mong (“YTM”) District delegation to the 7th HKG to engage in the continued collaboration in organising the HKG.

26. The Chairman asked whether there were any nominations from Councillors as the head of the YTM District delegation to the 7th HKG, and said that Mr CHUNG Chak-fai was currently a member of the 7th HKG Organising Committee. Councillors agreed that Mr CHUNG Chak-fai would also be the head of the district delegation.

27. The Chairman said that the Secretariat would circulate a letter after the meeting, inviting Councillors to be or nominate representatives to be other members of the YTM District delegation to the 7th HKG.

Item 7: Concern over Planning of Waterfront in YTM District Calling for Construction of Promenade to Connect West Kowloon Cultural District with Tai Kok Tsui (YTMDC Paper No. 68/2018)

(Mr Craig JO joined the meeting at 2:44 p.m.)

28. The Chairman said that the written response of the Development Bureau (“DEVB”) (Annex 1) had been emailed to Councillors on 11 July 2018 for their perusal. He then welcomed Mr Henry LAI, Assistant Secretary (Harbour) 1 of the DEVB.

29. Mr CHUNG Kong-mo provided supplementary information on the paper and raised the following enquiries and views: (i) in the past, a number of Councillors of the YTMDC had fought for the extension of the promenade from Tsim Sha Tsui to Tai Kok Tsui. It had been reported a few days earlier that the Government was likely to invite tenders for a two-year consultancy study. The consultancy company would be commissioned to study a 500-metre-long harbourfront in Tsim Sha Tsui East and a 400-metre-long harbourfront at Hoi Fai Road, Tai Kok Tsui. However, he did not consider studying the two selected areas helpful in addressing the problem of unconnected promenades; and (ii) at present, a number of facilities in the YTM District were interrupting the promenades, including Harbour City and the typhoon shelter and cargo working area between the West Kowloon Cultural District (“WKCD”) and the Tai Kok Tsui harbourfront. In this regard, he asked whether the DEVB had any concrete solution especially for connecting the WKCD with the Tai Kok Tsui Promenade.

30. Mr Henry LAI responded as follows:

- (i) The DEVB had set out a long-term vision to progressively provide continuous promenades on both sides of Victoria Harbour through effective resource allocation, depending on the actual land use on the harbourfronts.
- (ii) Regarding the development of the harbourfronts in the YTM District, in recent years, the YTMDC and the Harbourfront Commission (“HFC”) had cooperated in the implementation of a number of harbourfront enhancement projects, progressively extending the promenades in the YTM District. From Star Ferry Pier in Tsim Sha Tsui to the Hung Hom harbourfront, a promenade of about four kilometres long was fully opened. In future, the project of Open Space Development at Hung Hom Waterfront, stretching across the YTM and Kowloon City Districts, would be carried out. In the WKCD, harbourfront facilities would be commissioned in stages. On the Tai Kok Tsui harbourfront, a promenade of about 800 metres long had been completed, and the planning for the Hoi Fai Road open space and the Hoi Fan Road open space had been incorporated into the Five-year Plan for Sports and Recreation

Facilities of the Home Affairs Bureau (“HAB”). Besides, the dry weather flow interceptors currently being installed by the Drainage Services Department (“DSD”) at a site to the east of Hoi Fai Road Promenade would be set back, and a promenade would be built for public use, thereby further extending the existing promenade.

- (iii) Concerning the Consultancy Study on Enhancing Visitors’ Experience and Connectivity from the Hinterland to and within Harbourfront Areas, at the meeting held on 25 June, the HFC had agreed to study the two areas, namely Tai Kok Tsui and Tsim Sha Tsui East, to enhance pedestrian experience and the accessibility to the harbourfront. This study was one of the Harbour Office’s highlighted harbourfront enhancement measures with the use of a dedicated funding of \$500 million. In other words, the study was just one of the many projects to be conducted using the \$500 million funding. The DEVB was confirming the particulars of the study based on HFC’s views.
- (iv) Lastly, regarding the proposed pedestrian walkway from the WKCD to the Tai Kok Tsui harbourfront, the two-kilometre-long area was home to New Yau Ma Tei Public Cargo Working Area, a facility that was crucial to Hong Kong’s logistics and shipping industry and with a very high utilisation rate, alongside relevant facilities of the Water Supplies Department (“WSD”) and the Marine Department (“MD”). After discussing the proposed walkway at the meeting of the Food, Environmental Hygiene and Public Works Committee (“FEHPWC”) under the YTMDC held in November 2017, the DEVB had explored the feasibility of opening up the area with the departments concerned. However, there were a lot of challenges. For example, the space was narrow for the construction of the proposed walkway between the public cargo working area and the road, with the narrowest part being just 0.5 metres wide. Further exploration on this aspect would take time. Meanwhile, the DEVB would follow up on the matter and study the feasibility of opening up certain sections based on Councillors’ suggestions.

31. Mr LAU Pak-kei raised the following enquiries and views: (i) over half a year had passed since the discussion at the FEHPWC meeting held in November 2017, and there had been no remarkable progress so far. He hoped that the DEVB would actively study how to overcome the difficulties, including the public cargo working area and the narrow walkway; (ii) he asked whether the DEVB had drawn up any preliminary plan in its study for Councillors’ consideration, such as how to connect the WKCD with the Tai Kok Tsui harbourfront with a walkway; and (iii) the DEVB had concluded in its written response that, for the proposed walkway from the WKCD and the Tai Kok Tsui harbourfront, it would continue to pay close attention to the demand for such a walkway after the commissioning of the WKCD. He considered that there was a significant public need for a connected promenade and hoped that the DEVB would give more details of the technical studies mentioned at the meeting and draw up feasible plans.

32. Mr Benjamin CHOI raised the following enquiries and views: (i) he considered that ever since the discussion at the FEHPWC meeting held in November 2017, the DEVB had not drawn up any concrete plan for connecting the promenades. Instead, it had just contemplated, for example, widening the walkway by setting back the facilities, which was inadequate to

meet public needs; and (ii) he understood that some facilities were interrupting the promenades, including those of the WSD and the MD as well as the public cargo working area. He said that some members of the public had suggested building footbridges or subways to connect the promenades. He asked whether this was feasible.

33. Ms KWAN Sau-ling raised the following enquiries and views: (i) the response from the representative of the DEVB was vague. Even though the bureau was aware of the causes of the difficulties in connecting the promenades, it had been procrastinating, without adopting any solution; (ii) she suggested that the DEVB discuss feasible plans with its subordinating departments including the Lands Department (“LandsD”) and the Highways Department, such as widening the walkway inwards; and (iii) members of the public had longed for a connected promenade. She would like to know when a finalised plan would be available.

34. The Vice-chairman raised the following views: (i) the last-term Government had mentioned in the Policy Address the provision of promenades and the promotion of a water-friendly culture. However, after the current-term Government had taken office, DEVB’s study was still at the stage of study. She hoped that the DEVB would be consistent in serving the original intent of putting forward the project. The initial concept was that a promenade would be provided for members of the public to go jogging and engage in leisure activities, which she considered was necessary. Therefore, she sincerely hoped that the representative of the DEVB would relay to the bureau the view shared by the vast majority of Councillors on the prompt realisation of a connected promenade; and (ii) harbourfront planning in Singapore was excellent, to which she hoped that the Government would make reference, incorporating “smart city” features into harbourfront planning, such as smart lamp posts and wireless internet connection or docent services. She pointed out that the Tsim Sha Tsui section was managed by a private developer, whose “smart” concepts were better than those of the Government. Therefore, she hoped that the Government would expedite “smart city” development.

35. Mr Derek HUNG raised the following views: (i) at the FEHPWC meeting held in November last year, he and Mr CHAN Siu-tong had jointly submitted a paper proposing harbourfront enhancement, particularly in the section between the WKCD and Tai Kok Tsui. According to the written response from the DEVB, one of the areas covered in the Consultancy Study on Enhancing Visitors’ Experience and Connectivity from the Hinterland to and within Harbourfront Areas was the area to the east of the Avenue of Stars. The enhancement of the Avenue of Stars project had been discussed at the YTMDC meetings for not less than ten times. The reprovisioning of the Avenue of Stars adopted a number of harbourfront concepts, such as leisure and water-friendliness. Therefore, DEVB’s study of the area to the east of the Avenue of Stars was particularly important in terms of its connectivity with the Avenue of Stars; and (ii) he had previously deliberated with members of an HFC task force on the walkway connecting the WKCD with the Tai Kok Tsui harbourfront, and was aware that the Government had been investing resources in various harbourfront enhancement plans. He understood that the DEVB had put in place measures to release harbourfront land for enhancement, such as the setback of the dry weather flow interceptors by the DSD, but some facilities such as New Yau Ma Tei Typhoon Shelter were more difficult to handle. Earlier, he had met with the Secretary for Development, during which one of the matters discussed had concerned the safe walkway at the Yau Ma Tei typhoon shelter, and the proposed harbourfront enhancement had been involved. At that meeting, he had raised some suggestions for DEVB’s consideration.

36. Mr WONG Kin-san said that not only were Councillors looking forward to harbourfront planning, but also they hoped that it would be of high quality. Nevertheless, a number of promenades in Hong Kong were sharing the odour problem. Members of the public would not be comfortable while using the promenades with an unpleasant smell notwithstanding the availability of auxiliary facilities. He hoped that the DEVB would study the issue thoroughly with the HFC and other departments as members of the public would expect promenade users' comfort and enjoyment on top of accessibility.

37. Mr CHUNG Kong-mo raised the following views: (i) Councillors had been requesting a connected promenade for many years. The Government had put a lot of efforts into the promenades from Hung Hom to Tsim Sha Tsui and at Hoi Fai Road in Tai Kok Tsui in the past decade or so. Besides, a promenade would be available in the future WKCD. Nonetheless, these three promenades were not connected with each other. He hoped that the promenades in the YTM District would be connected, passing through the existing public cargo working area and typhoon shelter in Yau Ma Tei in particular. However, according to the response from the DEVB, there seemed to be no way to overcome the difficulties for the time being. He understood that both facilities were essential and difficult to relocate elsewhere. He asked since the departments were aware that the relocation of the facilities was unlikely to take place in the next decade or so, whether there would be other plans for connecting the separate sections; and (ii) given the unlikeliness of the relocation and that lorries entering and leaving the area were dangerous to pedestrians, he suggested considering other plans, such as building a footbridge in the narrow section to connect the two promenades without occupying road space so that members of the public could walk from the Tai Kok Tsui promenade to the WKCD via the footbridge.

38. Mr Henry LAI responded as follows:

- (i) The DEVB was sharing with Councillors the same attitude towards and vision of creating a vibrant, diversified, accessible and enjoyable Victoria Harbourfront for members of the public. He was looking forward to maintaining the good cooperation with all District Councils and the HFC in future.
- (ii) In respect of harbourfront development, although the DEVB was primarily responsible for developing and implementing harbourfront enhancement measures, Councillors were welcomed to express their views to the bureau or the departments concerned on the operation of existing facilities or environmental hygiene issues, with a view to optimising public experience in using the facilities.
- (iii) Supplementary information on the arrangement for the walkway connecting the WKCD with the Tai Kok Tsui harbourfront had been provided in the written response. A further study would be conducted accordingly after listening to Councillors' views at the meeting.

39. The Chairman said Councillors had told the Secretary for Development that a lamp post on MD's site occupied much space and obstructed the pavement. He hoped that the DEVB would consider handling this matter first as it was relatively simple.

40. Mr Derek HUNG raised the following views: (i) at present, there were many containers stacked up in the area beside the public cargo working area, and the walkway was just about one metre wide, which was rather difficult to comply with the five-metre recommended minimum width of the proposed walkway set out in the written response of the DEVB. He suggested that the container yard be set back for one to two metres upon the expiry of the lease of the public cargo working area so that the walkway could be widened to ensure pedestrian safety. Besides, this involved the recent proposal made by the Harbour Business Forum for incorporating the improvement of the peripheral area to enable safe public use; and (ii) regarding the facilities on MD's site mentioned by the Chairman, as far as he was aware, an emergency response and rescue facility for Victoria Harbour was located there, alongside others. He suggested maintaining close communication with the MD if any facilities needed to be relocated.

41. The Chairman said that he was referring to the lamp post on MD's site, not the facilities there.

42. Ms Michelle TANG considered that the response from the DEVB failed to address the odour problem at the promenades raised by Mr WONG Kin-san. She suggested that the DSD or its commissioned consultancy company explore solutions. Otherwise, no one would be attracted to the promenades however beautiful they were.

43. Mr Henry LAI said that he would follow up on the odour problem with the departments concerned. Besides, the DEVB would study the problem of the lamp post on MD's site.

44. The Chairman thanked the representative of the DEVB for joining the discussion on this item.

Item 8: Amendments to the Draft Mong Kok Outline Zoning Plan No. S/K3/30
(YTMDC Paper No. 69/2018)

45. The Chairman welcomed Ms Katy FUNG, District Planning Officer/Tsuen Wan and West Kowloon, and Ms Caroline TANG, Senior Town Planner/Yau Tsim Mong, of the Planning Department ("PlanD").

----- 46. Ms Katy FUNG and Ms Caroline TANG gave a PowerPoint presentation to briefly introduce the paper (Annex 2), covering the background of and major amendments to the draft Mong Kok Outline Zoning Plan No. S/K3/30 ("OZP"), other amendments to the Notes and the Explanatory Statement of the OZP as well as the plan for public consultation. It was hoped that Councillors would raise their views on the amendments to the OZP.

47. Mr HUI Tak-leung raised the following views: (i) he expressed his regret at the discussion paper and did not understand why the item was being brought forward again after the submission to the YTMDC in 2013; (ii) he recalled Councillors had suggested that the Town Planning Board ("TPB") categorise the projects on the OZP in detail. For example, the Soy Street site and the WSD site should be separate. He considered the consolidation of the sites a "bundled" approach, disregarding Councillors' views and resulting that Councillors

could not support or oppose individual projects; (iii) regarding the revision of the building height restriction (“BHR”) at Soy Street on the OZP from 80 metres above Principal Datum (“mPD”) to 100 mPD, the YTMDC had supported it in 2013 since the PlanD had stipulated that the site would be used as community facilities for local residents at that time. However, the use of the site had been revised to social welfare facilities on the OZP submitted this time. He pointed out the difference between them was that community facilities (e.g. community halls) were for public enjoyment, while social welfare facilities were for the provision of services by social welfare organisations upon application; (iv) he had once supported the item at the YTMDC meeting but was holding an opposite view on the amendments this time. This was because the item had been brought forward many years before. Besides, at the YTMDC meeting held in 2013, the then District Planning Officer/Tsuen Wan and West Kowloon Mr CHAN Wai-shun, Wilson had said that the PlanD had been paying attention to the need of the residents in the YTM District for an additional community centre/hall and considered that the Government developing the Soy Street site and the Reclamation Street/Shanghai Street site would give property developers an incentive to expedite their development of the vicinities. Nevertheless, the OZP submitted this time had not responded to the need for an additional community centre/hall. Therefore, as the Councillor of the constituency concerned, he would absolutely not support the amendments; and (v) concerning the Sai Yee Street site, he considered that as the two projects were covered in the same paper, opposing the Soy Street project would mean opposing all other projects. If the matter was put to vote at the meeting, he said that he would stand by the residents and vote against it.

48. The Chairman pointed out that Councillors were not requested to vote on the paper, which aimed at consulting them only. Therefore, Councillors could oppose the Soy Street project but support the Sai Yee Street project at the same time.

49. Mr HUI Tak-leung considered it better if the PlanD could separate the two projects, and that the TPB would disregard Councillors’ views eventually, notwithstanding whether or not Councillors would put the matter to vote.

50. Mr Benjamin CHOI raised the following enquiries and views: (i) concerning the relaxation of the BHRs, the representatives of the PlanD had said that the plot ratio would remain unchanged. He said that Councillors might have already heard at different meetings that the plot ratio of various sites in the YTM District would be moderately increased when they were developed in future. If the BHRs were relaxed, and the plot ratio was relaxed in future, more people could be accommodated. From the perspective of overall planning, in order to meet the need of an increased population due to building or district development, more auxiliary facilities such as supermarkets, parking spaces and recreational facilities could be arranged, but additional roads could not, so the road capacity would remain unchanged even when more people were using the roads. Therefore, he anticipated severe congestion in future. He asked how the PlanD would widen the roads by measuring the numbers of vehicles and pedestrians and applying these data in an appropriate way when encountering a higher road utilisation rate in future; and (ii) regarding the Sai Yee Street project, the provision of parking spaces and the widening of roads were included in the OZP. Besides, the site was close to MTR stations, so the demand for roads was lower. Therefore, he considered that the BHRs could be moderately relaxed.

51. Mr CHOW Chun-fai raised the following views: (i) Councillors had expressed their views on the OZP at a number of previous meetings. Although a plan had been drawn up

with the amendments to the OZP this time, overall speaking, they were unsatisfactory; (ii) the redevelopment of the Sai Yee Street government site involved two lots, i.e. the lot of the Food and Environmental Hygiene Department (“FEHD”) and that of the WSD. He had consulted the owners’ corporations of the buildings opposite to the two lots which needed to be demolished. The owners’ corporations had considered that the redevelopment of the site, in which the buildings needed to be relocated, would be beneficial to the community, so they would accept the amendments to the OZP, e.g. a green coverage of 20% was required in the future building design, a public open space of not less than 3 200 square metres should be provided at the site, alongside a public transport interchange, boarding and alighting facilities for cross-boundary coaches, a community hall, social welfare facilities, etc.; and (iii) the YTMDC had been discussing the captioned matter back and forth in the previous terms spanning 30 years or so. Any further delays would undermine public accountability and historical responsibility. In this regard, he supported the amendments to the OZP.

52. The Vice-chairman raised the following views: (i) she thanked Ms Katy FUNG for joining the YTMDC meeting. She considered that the new incumbent Ms FUNG had an important role and great missions, and would be dealing with challenging tasks; (ii) bureaucracy and frequent personnel changes in the civil service were the least favourable factors in town planning. The then District Planning Officer Mr CHAU Yat-cheung, Lawrence had joined the discussion on the Sai Yee Street project at the YTMDC meeting held in November 2017, while it was his successor Ms FUNG joining this meeting. She hoped that all government policies would be consistent, yet the handling of land and planning issues in Hong Kong was perplexing; (iii) she certainly supported city development, revitalisation or redevelopment. Nevertheless, there was a shortage of land in the YTM District, especially in Mong Kok. Concerning this OZP prepared by the PlanD, the Yau Mong District Study being carried out by the Urban Renewal Authority (“URA”) and the big debate on land supply initiated by the Task Force on Land Supply, the Yau Mong District Study would not be completed until next year, at the earliest. According to the Chairman of the Task Force, the big debate on land supply would not be concluded until 18 months later, at the earliest. For the OZP, the PlanD hoped that Councillors would raise their views on the amendments to the OZP at this meeting, and would then submit them to the TPB; (iv) she considered the problem raised by Mr HUI Tak-leung a “cross-sectional” problem, i.e. Councillors could not support or oppose individual projects on the OZP. A “vertical” problem she would like to raise was that she worried that notwithstanding her support for the amendments to the OZP at this meeting, the findings of the Yau Mong District Study of the URA might suggest otherwise; and (v) concerning the coordination among government departments and that between departments and public bodies, she hoped that the PlanD would give an explanation first and then call for Councillors’ support.

53. Mr LAU Pak-kei declared that he was living in Metro Harbour View in the zones abutting Maple Street and Walnut Street of amendment item B1 at annex 1 to the OZP, and raised the following enquiries and views: (i) according to the amendments made by the PlanD, the BHR in “Other Specified Uses” annotated “Business” zones abutting Maple Street and Walnut Street would be revised from 80 mPD to 110 mPD. He considered that the five buildings shown on the site plan occupied a large area; (ii) there were many industrial buildings in Tai Kok Tsui. He would like to know why the PlanD had selected this location for relaxing the BHR. According to his observation, there was often congestion, with lorries entering and leaving the industrial buildings. Hearses entering and leaving the Kowloon Funeral Parlour in the vicinity also caused congestion. If the BHR was relaxed in future,

there would be taller buildings and a higher population after the redevelopment. He considered that there was no way to meet development needs; (iii) he asked whether any organisation had applied for redeveloping the location, or the PlanD had selected this location for some other reasons; and (iv) he said that he would not support this project because of its unreasonably large scale, and that the fundamental problems in the community would not be resolved. He believed that with the relaxation of BHRs to such an extent, the problems would only intensify.

54. Mr Derek HUNG raised the following enquiries and views: (i) as far as he was aware, there were at least five locations where the BHRs would be relaxed. The BHRs would be revised from 60, 80, 100 and 120 mPD to 110, 100, 110 and 130 mPD respectively. As the PlanD had planned to retain the plot ratio, he asked whether it could be perceived that the design of the buildings would be “toothpick-like” instead of “screen-like”. Since the plot ratio had remained unchanged, he did not understand why the building height was so different from that stipulated on the OZP previously submitted. He asked whether this was due to the lack of a breezeway or planning for the surrounding environment in the original design; (ii) he recalled that during the discussion on the Sai Yee Street project last time, he had expressed serious reservations about the problem of parking spaces mentioned by Mr Benjamin CHOI, as well as the land use. After Councillors had raised their views, the number of parking spaces to be available at the site would be increased from 85 to 130. Even so, it was still far below 770, the number of parking spaces lost from the Yau Ma Tei Carpark. For this Government-led project, the car-parking facility was so limited that it could not meet the demand for public parking spaces in the district at all; and (iii) one of the ideas raised by the representative of the PlanD had been that the Sai Yee Street redevelopment and Langham Place were expected to be “twin towers”. However, based on these amendments to the OZP, a number of high-rise buildings with the height of 110 to 130 mPD would be built, which was not in line with the “twin towers” concept.

55. Mr WONG Kin-san raised the following views: (i) he only supported the provision of a transport interchange and strongly opposed the building of a skyscraper with a super high BHR at the Sai Yee Street site; (ii) there was no need for the representatives of the PlanD to discuss this item at the YTMDC meeting this day. This was because he recalled that when the YTMDC had discussed the Sai Yee Street project in November 2017, Councillors had tried to persuade the then District Planning Officer not to build a skyscraper with a super high BHR, with reference to the OZP made by the PlanD in 2010, but he had turned a deaf ear. That being the case, he considered that there was no need to amend the OZP at all because the PlanD could build any high-rise buildings in whatever way it wished in future. As long as any buildings were regarded as landmarks with district characteristics, the PlanD could build them in whatever way it wished regardless of BHRs, ridgelines and people’s life and death. Therefore, the submission of the OZP to the YTMDC was just a redundant statutory procedure; (iii) some Councillors had raised the problem of bundled items on the OZP. He considered that as the items were being bundled in the same paper, he would have to oppose them altogether, be they the relaxation of the BHRs in Mong Kok in general or the Sai Yee Street and Soy Street projects; (iv) he considered that all Councillors should take a strong opposing stance to safeguard the interests of Mong Kok; (v) he hoped that all Councillors would keep an eye on the Government. The representative of the PlanD had said that the development intensity would remain unchanged, and the plot ratio and the gross floor area would not be increased. Despite so, he worried that the PlanD would be on second thought and say that such an increase and changes would be necessary in future; and (vi) he hoped that

the PlanD and other government departments would solemnly promise that there would not be another Langham Place or landmark skyscraper with a super high BHR in Mong Kok. If they could not make such a promise, he considered that all Councillors should vote against the amendments, notwithstanding the fact that the PlanD had submitted the paper as the court required so or just because of an ordinary amendment.

56. Mr CHUNG Chak-fai raised the following views: (i) he worried about the relaxation of the BHRs in the amendments to the OZP as development in such a large scale would have an impact on pedestrian and traffic flows in the district to a certain degree; (ii) in some projects, the increase in the BHRs was quite significant. For example, in amendment item A3 at annex 1 to the OZP, the BHR of New Kowloon Plaza would be relaxed from 60 mPD to 110 mPD; and (iii) there were many old buildings in Tai Kok Tsui. Those buildings were low rise due to the height restriction over the area before the relocation of the airport. Ever since the relocation of the airport, many buildings in the area and its periphery had been redeveloped. A number of residents had reported to him the interruption of television signals. When analogue signals had been used in the past, the signals would become weak only during an interruption. However, with the use of digital signals nowadays, there would be no signal at all during an interruption. He considered that interdepartmental communication had to be improved. Officers of the Office of the Communications Authority would ask the owners to move their antennae when handling the issue at the site. As such, the problem of television signal reception could not be addressed unless the residents contributed more resources. According to the OZP of the PlanD, basically the BHRs for the whole Tai Kok Tsui area would be relaxed. He worried that the impact on residents would become more and more severe.

57. Ms Michelle TANG raised the following views: (i) she was disappointed by the OZP. She understood the need for city development, particularly in the densely-populated Hong Kong. However, good planning was not just about abiding by regulations, plot ratios and ordinances. Instead, it must integrate with the environment and be people-oriented. She considered that a professional should not just focus on statistics but know how to apply his/her professional knowledge to help members of the public and meet the city's development needs. In some old districts, there were often several new buildings amid the old ones, which were more than twice as tall. This sight was not exclusive in the YTM and Kowloon City Districts and had drawn public criticism. She did not understand why the PlanD still carry on with the practice. She considered that development should integrate with the environment to enhance residents' comfort; and (ii) she understood that the Sai Yee Street project on the lots of the WSD and the FEHD had been discussed for years. It was agreed that the existing building of just two storeys high was a huge waste of land resources. Nonetheless, it was proposed in the OZP that the two-storey building would be redeveloped into a tower of more than 100 storeys high, and people would find it hard to adapt to such a great change. She considered that better planning was needed to facilitate the better integration with the environment.

58. Mr Andy YU raised the following views: (i) according to Mr HUI Tak-leung, community facilities would have been built at the Soy Street site. However, in the amendments to the OZP this time, there was a substantial change that social welfare facilities were planned to be built at the site; (ii) he worried that if there were no ancillary transport facilities, especially around the old buildings in Tai Kok Tsui, the burden would be heavier; (iii) relaxing the BHRs would mean sacrificing the ridgelines of Hong Kong; (iv) Langham

Place was 255 metres high, while the Sai Yee Street redevelopment would be 320 metres high when completed. Given the difference in their height, he did not consider that the concept of landmark “twin towers” could be realised; and (v) the PlanD would gazette the amendments to solicit public views the following day. He believed that community groups would have similar worries to be relayed to the government departments concerned.

59. Ms Katy FUNG responded as follows:

- (i) In the original amendments to the OZP, a community hall with a gross floor area of not less than 937 square metres would have been built at the Soy Street site. However, since a standard community hall with a floor area of about 1 200 square metres would be available at the Sai Yee Street site, after the consultation with the government departments concerned, it was considered suitable that the space originally reserved for a community hall at the Soy Street site was used for other government, institution or community facilities. After the consultation with the government departments concerned, the Social Welfare Department had expressed its interest in providing social welfare facilities there, which however did not mean to rule out the possibility of providing other community facilities there. After discussion, if it was considered that the space could be used for more suitable community facilities to serve the residents in the district, the PlanD would further discuss with the departments concerned.
- (ii) Concerning the BHRs on the OZP, the TPB had amended the Mong Kok OZP in 2010, stipulating the BHRs for each land use zone, but had later reviewed the development restrictions based on the court’s ruling on the judicial review applications concerned. The court had not only ordered a review of the development restrictions but also advised that the TPB should consider the Sustainable Building Design Guidelines (“Guidelines”) promulgated by the Buildings Department. The main objective of the Guidelines was to improve air ventilation in districts, particularly on the pedestrian level. According to the Guidelines, a building meeting certain requirements was subject to building separation and building setback. To comply with the relevant standards, the site coverage of the podium had to be reduced, thereby enabling wider footpaths and facilitating air ventilation. Nevertheless, due to the reduced site coverage of the podium, the floor area affected would have to be compensated in other parts of the building, thereby increasing the height of the building. Preliminary calculations suggested a minor relaxation of the original BHRs on the OZP. Therefore, the BHRs on the OZP submitted this time were higher than those in 2010. The PlanD said that buildings with varying heights would exist in different stages of city development. The revised BHRs on the OZP submitted this time had been primarily compared to the original BHRs on the OZP, followed by relevant assessments. When reviewing the BHRs this time, air ventilation impact assessment and visual impact assessment had been carried out, the results of which showed that the amendments would have no significant impact on the environment. Based on the result of the visual impact assessment, the amendments to the BHRs would have no impact on the ridgelines except those of the Sai Yee Street project.

- (iii) Regarding the Sai Yee Street project, the representatives of the PlanD had explained the development plan to Councillors at the YTMDC meeting held in November 2017, during which some Councillors had not accepted the height of the development and opposed the project. The BHRs for the Sai Yee Street project were higher than those of other ordinary commercial developments, primarily due to its close proximity to two MTR stations, i.e. Mong Kok Station and Mong Kok East Station, and its location in a major transport hub. Therefore, the PlanD hoped that the use of the site would be optimised, with more public open space available on the ground level as far as possible. In the study of the Sai Yee Street site, the PlanD had also carried out a series of technical assessments, such as air ventilation impact assessment and visual impact assessment, to ensure that the future development would not have significant adverse impacts on the area. There were low-rise buildings to the north and south of the site, facilitating air ventilation. Concerning the walking environment, pedestrians would feel less crowded if the buildings looked small when being viewed from the pavement. Besides, the development project would provide quite a large public open space in Mong Kok of not less than 6 550 square metres, of which 3 200 square metres would have to be available on the ground level. After the relevant factors being taken into account, the BHRs for the Sai Yee Street site had been stipulated on the OZP.
- (iv) Regarding the Yau Mong District Study of the URA, the OZP made by the PlanD and the study being carried out by DEVB's Task Force on Land Supply, according to the information of the URA, the Yau Mong District Study had been commenced in the middle of last year, and a two-year baseline study was underway, covering the age and distribution of buildings, demography, infrastructure, etc. However, there was no concrete suggestion or result available for the time being. If the suggestions set out in the Yau Mong District Study involved amendments to the OZP in future, they should be submitted to the TPB for consideration and consulted with relevant stakeholders, including the YTMDC, as and when appropriate. Concerning the study being carried out by the Task Force on Land Supply, there was no finalised plan as the public consultation was still underway. At this stage, the PlanD was amending the OZP with respect to the BHRs and the Sai Yee Street and Soy Street sites. If there were any inconsistencies between the future development and the development restrictions or the land use stipulated on the OZP, they should be handled in accordance with TPB's procedures.
- (v) Regarding parking spaces, at the YTMDC meeting held in November last year, the representatives of the PlanD had already said that the number of parking spaces to be available at the Sai Yee Street site would be increased from 80 to 130. The parking spaces for retail facilities could also be used as public parking spaces.
- (vi) Some Councillors had considered that the consultation on the OZP this time adopted a bundled approach so that Councillors could not support or oppose individual projects, while others had asked why the PlanD was once again consulting the YTMDC about the Sai Yee Street project. This was because under the Town Planning Ordinance, if the PlanD had to incorporate an

amendment into a statutory plan, it must consult the respective District Councils. The amendments to the OZP would be gazetted the following day, and members of the public could make representations to the TPB. Any comments on the amendments from Councillors and members of the public could be made to the TPB Secretariat on or before 13 September. Upon receiving all representations and comments, the TPB would invite those who had submitted their representations and comments to attend a scheduled meeting and to be heard. Only when this procedure had been completed would the TPB decide whether the representations and comments should be upheld, or there would be a need to further amend the OZP in respect of the representations.

- (vii) For the relaxation of the BHRs, the amendments this time did not involve an increase in development intensity, i.e. the plot ratio and the gross floor area would remain unchanged, but the site coverage of buildings would be reduced, which would be conducive to improving the walking environment. In the amendments this time, most of the BHRs were not relaxed to an extent too large. The PlanD had carried out a comprehensive review of the “Commercial”, “Business” and “Residential” zones in Mong Kok, without targeting certain streets or buildings, such as New Kowloon Plaza and the business towers in Tai Kok Tsui mentioned by Councillors. In fact, the relaxation of the BHRs in Tai Kok Tsui to 110 mPD was based on the review result, with a view to meeting the requirements in the Sustainable Building Design Guidelines. It could be seen from the OZP that the BHRs for most buildings in the “Commercial” zone along Nathan Road were 110 mPD, showing that the PlanD had not selected a certain area for the relaxation of the BHRs. If there was any suggestion involving an increase in plot ratio or development intensity of a certain area, an application must be filed with the TPB, and relevant technical assessment results should be supplied upon application, such as those of traffic impact assessment and environmental impact assessment.

60. Mr CHAN Siu-tong raised the following views: (i) he was dissatisfied at the gazettal on the day right after the representatives of the PlanD had joined the YTMDC meeting; (ii) he considered that by relaxing the BHRs but not increasing the plot ratio, buildings would be built vertically instead of horizontally, which was not beneficial. He disagreed with the PlanD that the amendments were conducive to community development; (iii) he worried that when the findings of the Yau Mong District Study were released two years later, an increase in plot ratio would be proposed. He speculated that by then the representatives of the PlanD would say at the YTMDC meeting that the BHRs had been relaxed two years before, with an increase to the range of 110 mPD to 130 mPD, and at present, the YTM District was densely-populated and a vibrant business area, so subject to the availability of relevant auxiliary transport facilities, it was hoped that the plot ratio would be increased. Otherwise, he did not understand why property developers would put so many efforts into filing judicial reviews regarding the BHRs, and why the PlanD would relax the BHRs, the largest increase being from 60 mPD to 110 mPD, but would not increase the plot ratio; (iv) last time the PlanD had proposed that the BHR in the Sai Yee Street project be increased to 320 mPD, at which the Councillors from his party had already been very dissatisfied. At that time the PlanD had only hoped that the YTMDC would support the “twin towers” concept, but now all

items were being bundled; and (v) he was dissatisfied that the representatives of the PlanD was joining the meeting to simply listen to Councillors' views, while all objections and representations were required to be made to the TPB by the public consultation deadline.

61. The Vice-chairman raised the following views: (i) according to the response from Ms Katy FUNG, if further modification was needed after the completion of the Yau Mong District Study, it should be submitted to the TPB once again, on which she had mixed feelings. On one hand, she had a keen hope of prompt district development. On the other hand, she considered that the two consultation exercises underway might be of mutual influence to each other; and (ii) notwithstanding everyone's hope of using the Sai Yee Street site for transport purposes, a skyscraper would be built there instead, which she and Mr WONG Kin-san strongly opposed. She considered that the site was the last piece of vast land in Mong Kok, which was now subject to such planning. Councillors from her party would definitely raise opposition unless the PlanD had withdrawn this project from the OZP.

62. Mr HUI Tak-leung raised the following views: (i) the facility at the Soy Street site had been opened in 1989 and closed on 30 November 2006, and the land had been surrendered by the FEHD. A leisure park had been planned to be built at the site under an area improvement plan for Mong Kok, but the then District Commander (Mong Kok) Mr SHAM Wai-kin, Philip had considered the plan unsuitable and opposed it. Subsequently, Councillors had suggested that a community hall be developed at the site to provide community facilities for local residents, but there had been no resolution after prolonged discussion. Later, the TPB had indicated to the YTMDC its interest in turning the site into residential development and providing a community hall there, which nevertheless had not been reflected on the OZP submitted this time. He found himself deceived. According to the response from Ms Katy FUNG, the PlanD had said that a community hall was planned to be built at the Sai Yee Street site, so there was no such a need at the Soy Street site. He was dissatisfied that the PlanD had induced Councillors to support its plan first and then modified it completely. In that case, he would rather reinstate the plan for the leisure park than let the Government collude with the business sector or support private development. He would fully support the project if it was used for public housing development. However, he would consider that the PlanD sided with property developers if it was used for private property development, where the podium was used for other purposes but not a community hall; and (ii) he was dissatisfied that the representatives of the PlanD were joining the meeting to simply listen to Councillors' views, while all objections and representations were required to be made to the TPB online.

63. The Chairman said that the representatives of the PlanD were listening to Councillors' views at this meeting because public consultation would follow the gazettal on the following day until 13 September. Councillors had raised suggestions clearly for various parts of the plan. He suggested preparing a written record of the remarks just made so as to engage in the public consultation.

64. Mr WONG Kin-san said that the Chairman had summarised Councillors' views on a number of occasions. He asked whether the Chairman intended to do so this time. He had heard just one or two Councillors supporting the Government's proposal, while others were against or did not support it. He hoped that the Chairman would draw a fair conclusion.

65. The Chairman said that he had summarised Councillors' views in the past, but Mr

WONG Kin-san had disagreed so. Therefore, he suggested preparing a written record of the remarks just made in respect of this item, which would then be sent to the PlanD. The deadline for the public consultation to be carried out by the PlanD was 13 September, by which the next YTMDC meeting would not be held. He said that if Councillors agreed, he would ask the Secretariat to prepare a written record of this item by the deadline. When completed, it would be circulated among all Councillors for amendment first and then submitted to the PlanD.

66. Mr HUI Tak-leung said the PlanD had described the submission of the paper to the YTMDC for discussion this time as procedural. He wondered if the so-called “procedure” served as formal consultation or was just carried out in a perfunctory manner.

67. The Chairman pointed out that the PlanD had set out in the last section its objective of submitting the paper concerning the OZP, i.e. “Advice Sought—Members are invited to comment on the amendments to the OZP”. Councillors had already raised their views. Concerning the need for making representations to the TPB, he believed that if a full written record of Councillors’ views raised this day was made available to the PlanD and even the TPB, it would be a valuable reference as it included the views raised by Councillors of the YTMDC at a formal meeting. Not only would this save Councillors the bother of making their own representations by different means, but also a record of their views raised at the meeting would be available. He asked whether Councillors agreed to do so.

68. Ms Michelle TANG supported the Chairman’s suggestion. She considered that the minutes of the meeting could be used as the written record to be submitted, serving all purposes in one go. There was no objection.

69. The Chairman thanked Ms FUNG and the representative of the PlanD for joining the discussion on this item and asked the Secretariat to prepare a written record of this item.

(Post-meeting note: On 30 August 2018, the Chairman wrote to the PlanD and the TPB (Annexes 3 and 4) on behalf of the YTMDC, relaying Councillors’ views. An excerpt of the draft minutes of the meeting was enclosed for reference.)

Item 9: Ex-Mong Kok Market Definitely on List of Derelict sites
(YTMDC Paper No. 70/2018)

70. The Chairman said that the written responses from the LandsD and the PlanD (Annexes 5 and 6) had been emailed to Councillors for their perusal on 9 July and 11 July 2018 respectively, and that the written response of the Food and Health Bureau (“FHB”) (Annex 7) was on the table for Councillors’ perusal. He then welcomed:

- (a) Ms Katy FUNG, District Planning Officer/Tsuen Wan and West Kowloon, and Ms Caroline TANG, Senior Town Planner/Yau Tsim Mong, of the PlanD;
- (b) Mr LI Kuen-fat, District Leisure Manager (Yau Tsim Mong) of the LCSD; and
- (c) Mrs Laura ARON, District Officer (Yau Tsim Mong).

71. The Vice-chairman provided supplementary information on the paper and raised the following views: (i) she was pleased that the PlanD had responded to Councillors' suggestions and public views by planning to use part of the ex-Mong Kok Market site for community purpose such as elderly or primary healthcare; and (ii) she strongly condemned the FHB and was dissatisfied with its written response. She considered that if the Department of Health relocated the maternal and child health centre and the elderly health centre affected by the Central Kowloon Route works from Yau Ma Tei to Mong Kok, the number of healthcare facilities available for the residents in Mong Kok would not be increased anyway.

(The Hon James TO joined the meeting at 4:12 p.m.)

72. Ms Katy FUNG responded as follows:

- (i) According to the draft Mong Kok OZP No. S/K3/30, a community health centre with a gross floor area of not less than 4 500 square metres offering primary healthcare services would be built on the ex-Mong Kok Market site, details of which would be determined by the FHB.
- (ii) Concerning the temporary use of the ex-Mong Kok Market site, according to the OZP, there would be no need to make application to the TPB if the length of use did not exceed five years, and relevant government regulations were complied with.

73. Mr HUI Tak-leung raised the following views: (i) the YTMDC had been discussing the related matters since the commissioning of the ex-Mong Kok Market in 1977. In 2003, the Director of Audit's Report had pointed out that the market's vacancy rate was over 60%. The FEHD had given ex-gratia compensation to the market tenants in 2008 and closed the market in 2010; (ii) he opposed the Government relocating the maternal and child health centre from Yau Ma Tei to the ex-Mong Kok Market site as he worried that expectant mothers visiting the health centre might be hit by trolleys at the market near Argyle Street; (iii) he was dissatisfied that the FHB had only provided a written response but not sent any representative to attend the YTMDC meeting; and (iv) he suggested that the discussion on this item be continued at the next meeting.

74. Mr WONG Kin-san raised the following enquiries and views: (i) he considered that the written responses from the departments and the responses made at the meeting did not address the problem directly; (ii) he agreed that the discussion on this item should be continued at the next meeting and would like to seek the Chairman's approval; and (iii) he had asked the FEHD about the uses of some underutilised premises (e.g. the Mong Kok Market), and the FEHD had responded that they had been used for storing documents. He would like to know whether the site was still being used for the same purpose.

75. Mr LAM Kin-man raised the following views: (i) according to the two written responses from the Government, there was no exact timetable for selling the ex-Mong Kok Market site. He recalled that the issue had been discussed at the YTMDC meeting held in February 2015, during which Councillors had suggested that the site be temporarily used for dental care. However, the suggestion had never been realised; (ii) he disagreed that a small part of the site should be used for storing documents; and (iii) he considered that healthcare

services were inadequate. As the site was in a convenient location, he suggested that the site be temporarily used for healthcare before its sale, with a view to benefiting the residents in Mong Kok.

76. Mr Andy YU raised the following views: (i) in recent years, the Government had been emphasising its search for land. The ex-Mong Kok Market site had an area of over 12 000 square feet. It was believed that members of the public would be pleased if the site was used for healthcare and dental care for grassroots citizens; (ii) he considered a majority of the public would disagree that the site should be used for storing documents or left vacant for it was a waste of scarce land resources; and (iii) he suggested opening the site for recreational or healthcare purposes.

77. The Hon James TO considered that the location of the ex-Mong Kok Market was superior, where the land resources should be utilised well. It should not be used for storing documents only. He suggested that the District Officer relay Councillors' views to the departments concerned.

78. The Vice-chairman raised the following views: (i) she hoped that the FHB would send a representative to attend the next meeting and agreed that the discussion on this item should be continued at the next meeting; and (ii) since there was still some time before the sale of the ex-Mong Kok Market site, she suggested that land formation works be carried out at the site so that it could be used as government offices, if any department had such a need, or for community purposes to be run by some organisations.

79. The Chairman said that the motions of YTMDC Paper No. 70/2018 were as follows:

1. Reiterated request for all departments concerned to study the temporary uses and redevelopment plan for the ex-Mong Kok Market and consider "the convenience of the residents" as a priority in their consideration.
2. Strong request for the PlanD to carefully consider the direction of future redevelopment of the ex-Mong Kok Market — uses for the convenience of the residents with a primary concern for their benefits (e.g. healthcare, culture and leisure, etc.) being suggested.

80. The Chairman asked whether there would be a proposer and a seconder for the above motions, and whether the Councillors submitting the paper would like to handle the above motions when the discussion was continued at the next meeting.

81. The Vice-chairman suggested that the discussion on this item be continued at the next meeting and inviting the FHB to send a representative to attend the next meeting, during which these motions would be put to vote.

82. The Chairman asked whether the other Councillors submitting the paper agreed with the Vice-chairman's suggestion. There was no objection.

83. Mr HUI Tak-leung raised the following views: (i) he recalled that Councillors had raised a number of suggestions at the meeting of the Community Building Committee held in 2013, during which Mr WONG Kin-san had suggested the demolition of the ex-Mong Kok

Market, while the Government had said that it needed to ascertain which department was responsible for paying the demolition fee; (ii) he considered that the YTMDC had been discussing the same item over and over again for years, but the matter had been left unresolved each time; and (iii) he hoped that Councillors' suggestion would be adopted and realised in a pragmatic manner when the discussion was continued at the next meeting.

84. The Chairman hoped that the District Officer would relay Councillors' views to the departments concerned.

85. Mrs Laura ARON responded as follows:

- (i) This item concerned two major policy areas: community healthcare and DEVB's land sale. Being the District Officer, she might not be directly involved in these two policy areas.
- (ii) In the past, the YTMDO had facilitated the discussion on this item at the YTMDC meetings. For instance, in February 2015, the YTMDC had discussed the development of the ex-Mong Kok Market. At the meeting of the District Facilities Management Committee, some Members had suggested that the site be temporarily used for dental care, during which the YTMDO had invited the departments concerned to join the discussion, including the FEHD, the LandsD, the PlanD and the Government Property Agency ("GPA"). Eventually, the suggestion had not been realised, primarily because it had been reminded by the DEVB of the principle that all temporary land uses must not affect land sale, a key task of the Government that should not be interrupted. Besides, there had been a concern about a potential judicial review of this item. However, whether the Government would sell this site very soon was still uncertain.
- (iii) On the district level, the YTMDO might not be able to coordinate the temporary uses of the ex-Mong Kok Market but promised that it would relay Councillors' views to the government departments concerned to respond to the long-standing request from the community.

86. The Hon James TO said that he understood the difficulties the District Officer faced and suggested that the YTMDC write to the Chief Secretary for Administration and the Secretary for Development so that they could understand the situation of the site as well as Councillors' views.

87. Mr WONG Kin-san asked again whether the ex-Mong Kok Market was still being used by the FEHD to store documents.

88. Mr Edward CHAN responded as follows:

- (i) The ex-Mong Kok Market had ceased operation since 1 March 2010. At that time, the Director of Food and Environmental Hygiene had announced that, under the Public Health and Municipal Services Ordinance (Chapter 132), the ex-Mong Kok Market would no longer be a market to which the ordinance was applicable, with effect from 1 November 2013.

- (ii) Subsequently, the FEHD had sought help from the GPA in accordance with the established policy and asked whether any government department was interested in using the site. As arranged by the GPA, a number of policy bureaux and government departments were now using the site for temporary storage of supplies, including furniture, stationery and other miscellaneous articles.
- (iii) At present, the FEHD was responsible for taking care of the property as well as carrying out daily cleansing and pest and rodent control work. The department was not using the site for storing documents.

89. The Chairman concluded that Councillors had raised two suggestions: (i) the discussion on this item would be continued at the next meeting, including the discussion on and the handling of the motions; and (ii) on behalf of the YTMDC, the Secretariat would draft a letter to each of the Chief Secretary for Administration and the Secretary for Development to bring about the case and arouse their awareness. All Councillors agreed.

(Post-meeting note: On 26 July 2018, on behalf of the YTMDC, the Chairman wrote to the Chief Secretary for Administration and the Secretary for Development (Annexes 8 and 9), relaying Councillors' views.

90. The Chairman thanked the representatives of the government departments concerned for joining the discussion on this item and said that the discussion on this item would be continued at the next meeting.

Item 10: Strong Objection to Rent Increase of Car Park of Hoi Fu Court
(YTMDC Paper No. 71/2018)

91. The Chairman said that the written response from the Link Asset Management Limited ("Link") (Annex 10) had been emailed to Councillors on 10 July 2018 for their perusal.

92. Mr Andy YU provided supplementary information on the paper and raised the following views: (i) he strongly condemned the Link for only providing a written response but not sending any representative to attend the YTMDC meeting; (ii) he considered that the Link had a public image so poor and worsening day by day. Despite its publicity efforts in the hope of enhancing its image, the impression of its being hegemonic and bloodsucking lingered in people's mind; (iii) for the fifth consecutive year, the Link had increased the carpark rent of Hoi Fu Court, located in his constituency. The monthly rent was so high that, subject to yearly increase, it had increased from \$2,570 in 2014 to \$3,780 in July 2018, thereby posing a heavy burden for the public housing tenants, who were grassroots citizens; (iv) a comparison of the carpark rents in the vicinity was drawn. The carpark rents of Metro Harbour View, New Kowloon Plaza and Olympian City were \$3,400, \$3,500 and \$4,300 respectively, the first two of which were cheaper than the carpark rent of Hoi Fu Court. The high rent far exceeded the affordability of the tenants, who were grassroots citizens; and (v) he suggested inviting a representative of the Link to the next meeting and that the discussion on this item be continued at the next meeting.

93. The Chairman asked whether Councillors agreed to continue the discussion. There was no objection. He agreed to continue the discussion on this item at the next meeting.

Item 11: Residents in YTM District Scared by Frequent Occurrence of Lift Incidents
(YTMDC Paper No. 72/2018)

----- 94. The Chairman said that the written response of the DEVB (Annex 11) was on the table for Councillors' perusal. The representative of the Electrical and Mechanical Services Department ("EMSD") would respond to Councillors' enquiries on behalf of the DEVB. The Chairman welcomed Mr William AU, Senior Engineer/General Legislation 3 of the EMSD.

95. Mr William AU responded as follows:

- (i) As of the end of 2017, there were about 6 250 lifts in the YTM District, of which about 3 200 or 51% were more than 25 years old.
- (ii) EMSD's records showed that for the incidents specified in Schedule 7 to the Lifts and Escalators Ordinance (Chapter 618), of which the department should be notified in writing by the responsible persons for lifts, the incident rate per lift in the YTM District was 0.0078 on average in 2017, while that across the territory was 0.0064 in the same period. From the figures it could be seen that the incident rate in the YTM District was above average. However, the department's analysis showed that all of the cases in the YTM District in 2017 had been caused by passengers' careless use of lifts as, for example, they were feeling unwell or being tripped while entering/exiting from the lift or being struck by the door as it was opening/closing. None of the cases involved equipment fault.
- (iii) Lifts must have proper periodic examinations and maintenance to ensure their safe use. However, due to technological advancement, social changes and the ageing of lifts, modern lifts were equipped with more comprehensive safety devices than the aged ones. There were thus rooms for improving and enhancing aged lifts from the lift safety perspective. In view of this, the EMSD had promulgated the Guidelines for Modernising Existing Lifts in 2011, which aimed at recommending the responsible persons to install safety devices, including the unintended car movement protection device, for their aged lifts to make the lifts safer and more reliable.
- (iv) As of the end of 2017, there were about 66 200 lifts in Hong Kong, of which about 80% were not equipped with safety devices of the latest standard. Owing to the fact that the lift modernisation was carried out on a voluntary basis, modernisation works of different levels had been carried out to about 5 200 lifts since 2011. The progress was not remarkable. In view of this, the DEVB and the EMSD were actively formulating short-term, medium-term and medium-to-long-term measures to enhance the safety of aged lifts, thereby

further protecting public safety.

- (v) For short-term measures, the EMSD would step up its surveillance checks of the maintenance and examination of lifts, in particular those components that might affect the safe operation of lifts. At the same time, the department was also studying how the responsible persons and contractors could strengthen the maintenance of aged lifts that had not yet been modernised. For medium-term measures, the DEVB and the EMSD would consider the feasibility of allocating funding to subsidise those owners in need by making reference to the on-going Operation Building Bright 2.0 and Fire Safety Improvement Works Subsidy Scheme, and providing them with appropriate professional support so as to encourage them to speed up the lift modernisation works. For medium-to-long-term measures, the DEVB and the EMSD would study the feasibility of mandating the lift modernisation works in phases. In this regard, reference would be made to the practices of other countries and the impact on the community and the trade would be taken into account. The Secretary for Development and the Director of Electrical and Mechanical Services had briefed members of the Legislative Council Panel on Development on the above measures at its meeting on 29 May 2018, and would provide details of the measures as soon as possible.
- (vi) The ordinance stipulated the responsible person for a lift must ensure that the lift and all its associated equipment or machinery were kept in a proper state of repair and in safe working order. The responsible person should engage a registered lift contractor to undertake the maintenance works of the lift and ensure that periodic maintenance was carried out in respect of the lift at intervals not exceeding one month. The responsible person should also ensure the lift to be thoroughly examined by a registered lift engineer at intervals not exceeding 12 months. The EMSD adopted a risk-based approach and strengthened surveillance checks of those lifts with higher risk factors, such as with longer in-service years and frequent complaints or failures, so as to monitor the maintenance works and check for contraventions of the ordinance.
- (vii) In 2017, the total number of inspections of lifts and escalators carried out by the EMSD was about 11 200. In 2018/19, the EMSD had increased the manpower to inspect the maintenance and examination of lifts in order to strengthen the inspections of aged lifts. It was expected that the number of inspections this year would increase to about 14 000, i.e. an increase of 25%. The EMSD was also studying how the responsible persons and contractors could strengthen the maintenance of aged lifts that had not yet been modernised, in particular those components which might affect the safe operation of lifts. In addition, the department would step up random checks on relevant maintenance projects to ensure the quality of the contractors' inspection and repair. Moreover, the EMSD would study and improve the format of the logbook for recording the registered lift contractors' maintenance works so that the EMSD, the registered contractors' works supervisors and the responsible persons could supervise/inspect the work of the registered contractors more effectively. Furthermore, regarding the new series of

measures which were to be implemented in the future, the EMSD would further examine the manpower requirements to cope with the additional workload.

- (viii) Concerning the manpower in the industry, the EMSD had been closely monitoring the manpower situation of the market. Apart from maintaining close communication with the industry, a series of measures had been implemented in recent years to attract more new bloods to join the industry, including the Earn and Learn Scheme jointly introduced by the Vocational Training Council (“VTC”) and the Construction Industry Council (“CIC”), courses related to lift and escalator launched by the VTC and the HKU School of Professional and Continuing Education, and the Contractor Cooperative Training Scheme for the electrical and mechanical industry implemented by the CIC. In 2016, the EMSD had started to invest more than \$600 million in recruiting over 1 000 technician trainees in five years to provide new bloods for the entire electrical and mechanical industry to cope with future challenges. In early 2018, the EMSD had collaborated with the industry to produce a promotional video to attract newcomers to the industry. In light of the fact that more new bloods had joined the industry in the past three years and most of them were still undergoing apprenticeship training, these apprentices were expected to graduate in the next two to three years and join the industry, thereby further increasing the manpower of the industry and alleviating the tight manpower situation.
- (ix) To give responsible persons for lifts and contractors a better understanding of inviting tenders for the maintenance services or modernisation works for their lifts, the EMSD had prepared sample contracts for procurement, which had been uploaded onto the website for reference by responsible persons when inviting tenders. To give residents, owners and owners’ corporations a clear understanding of lift maintenance and repairs, the EMSD would send officers to attend thematic talks and exchange sessions in different districts upon invitation, and would invite relevant property management companies and owners’ corporations to the talks held by the department by email or mail, which covered topics including the selection of contractors, the management of repairs and maintenance as well as lift modernisation.

96. Mr Craig JO raised the following enquiries and views: (i) even if lifts were available in most buildings in his constituency, they were more than 50 years old, and the owners had been enduring unspeakable suffering. He considered that those lifts were not suitable for use. He had a personal experience in taking an out-of-control lift suddenly descending from the fifth floor to the third floor. The difficulty in repairing those lifts was that the parts were no longer available, or nobody knew how to fix them, or the owners’ corporations were not running very smoothly. Many of the successful lift replacement works carried out in the buildings in his constituency had been supported by the Eco Building Fund of the CLP Power Hong Kong Limited (“CLP”). He hoped that the Government would think of some ways to deal with the buildings with higher risk factors; (ii) he was pleased that the EMSD would launch a subsidy scheme for the owners of buildings who needed to modernise their lifts. He asked when the scheme would be launched and hoped that aged lifts, which were like time-bombs in the community, would be replaced as soon as possible; and (iii) he pointed out

that owners' corporations would normally select the lowest-bid outsourced service providers or contractors, and the successful bidders would always use generic or cheaper parts. In some cases, the bid prices might even be lower than the costs. Therefore, their services were undesirable. He asked how the situation could be regulated so that reasonably-priced bids would be submitted, thereby ensuring the quality of lift inspection.

97. Ms KWAN Sau-ling raised the following views: (i) she considered that the apprentices graduating from EMSD's training programme were inexperienced. The owners of the building where she was the chairlady of the owners' corporation had applied for CLP's Eco Building Fund for lift replacement. Just one month after the replacement, the lift service had been suspended three times in a week. Having received owners' report, the lift repair contractor had sent its most senior technician to the site and discovered the cause of the failure was that a locknut had cracked during the lift replacement, of which the technicians had been unaware. It could thus be seen that the apprentices needed time to gain hands-on experience; (ii) she hoped that the EMSD would provide engineer training for reference by businesses. It would further protect people's life as ordinary contractors might not have as many resources as the EMSD did; (iii) in some cases, the manufacturers of the aged lifts had ceased operation, so the parts were no longer available when repairing those lifts, which could only be replaced with the parts manufactured by others. In the event of an incident, the EMSD would be held accountable; and (iv) she hoped that the EMSD would inspect aged lifts thoroughly and not place undue reliance on contractors, whose technical standards might be limited.

98. Mr LAU Pak-kei raised the following enquiries and views: (i) he supported EMSD's lift modernisation subsidy scheme which would be launched soon and hoped that it would be implemented as soon as possible; and (ii) he asked whether owners of buildings could apply for EMSD's subsidy and CLP's Eco Building Fund concurrently. He suggested that members of the public apply for them concurrently to gain extra support.

99. Mr HUI Tak-leung asked about the regulatory issue. He said that the lifts were aged in many buildings which were more than 50 years old in the YTM District. He asked whether the EMSD would inspect the lifts randomly or one by one after the contractors had replaced them, before issuing any documents to permit lift operation.

100. Ms Michelle TANG raised the following enquiries and views: (i) Mr Craig JO had just said that owners' corporations would normally select the lowest-bid lift maintenance contractors, but prices too low would severely impact the quality of technicians and their inspection. In some cases, the contractors would just muddle along. It had been reported that some contractors had carried out inspection in a perfunctory manner and glossed things over by signing all documents. She considered that on the manpower issue, there was plenty of room for the EMSD to recruit and train more technicians. By awarding contracts to the lowest bidders, the wages of technicians would be too low, hindering newcomers from joining the industry. She considered that the problems of remuneration package and training must be reviewed so as to enhance the quality of inspection; and (ii) she supported that owners of buildings could apply for EMSD's subsidy and CLP's Eco Building Fund concurrently. EMSD's scheme concerned hardware enhancement, while CLP's scheme concerned energy conservation. They were not at all contradictory.

101. Mr WONG Kin-san raised the following views: (i) he considered that the Government was always doing things in a perfunctory manner and would not look into any

problem until an incident occurred; and (ii) speaking on behalf of the Councillors from his party, he urged the Government to eliminate any potential lift safety risks with a multipronged approach. They suggested that the Government allocate at least two billion dollars to set up a “dedicated fund for lift safety and modernisation” to subsidise the owners’ corporations and owners in financial difficulties for lift repairs and refurbishment if not overall replacement, so that the lifts could meet the prevailing safety standards. Concerning technical support, they suggested the inclusion of lift works in URA’s tendering and service scope to provide owners with advice on works fees and assessment techniques. Besides, they suggested that the Government set up an independent expert panel to perform risk assessment for all lifts across the territory and to advise owners’ corporations on engineering works based on the condition of each lift. Regarding the issue of resources in the lift works industry, they suggested that the VTC increase the number of places for lift repair courses to 300 and allocate more resources to upgrade training hardware.

102. Mr CHUNG Kong-mo raised the following views: (i) the lifts in many old buildings had been available since residents’ intake; they were aged. There had been frequent media reports of some lifts suddenly ascending or descending at high speed. As a Councillor serving an old urban area, he often had to discuss the issue of lift maintenance and repairs with owners’ corporations. Even though many owners or owners’ corporations were aware of their lift problems, they were extremely reluctant to replace their lifts. This was because the parts were no longer available, so the lifts needed overall replacement, costing over a million dollars. Therefore, in many cases, the owners of buildings were unenthusiastic about discussing lift issues and would not address them until an incident occurred. Nevertheless, the procedures for lift repairs or replacement could not commence until a very long time after an incident, affecting residents of the whole building; and (ii) he hoped that the EMSD would launch the lift modernisation subsidy scheme as soon as possible since residents would be exhausted by rounds of fundraising for different repair and maintenance projects when the scheme was launched after they had joined the Operation Building Bright 2.0 and Fire Safety Improvement Works Subsidy Scheme. Therefore, he hoped that the three subsidy schemes would be implemented concurrently and complementary with each other so that there would be no need to carry out building repair works in phases.

103. Mr LAM Kin-man raised the following enquiries and views: (i) he supported that the Government launch a subsidy scheme similar to the Operation Building Bright 2.0; (ii) as far as he was aware, after the recent lift accidents, the EMSD had written to owners’ corporations, hoping that they would adopt lift modernisation plans as far as possible. However, the owners’ corporations would be in a dilemma when they invited tenders as they noticed that contractors’ bids were extremely high. On one hand, they would like to improve safety. On the other hand, they needed to pay a very high cost. He considered that the EMSD should take forward the subsidy scheme as soon as possible; and (iii) when owners’ corporations invited tenders for lift replacement or repairs, they often noticed that rarely did contractors other than the original manufacturers submit quotations, probably because of the issue of the parts. He asked whether the EMSD was requiring the original manufacturers to sell their parts to other contractors for use, and whether the prices were being regulated to a reasonable extent. Otherwise, since no other contractors were able to take care of the lifts, the original manufacturers would not improve their service at all nor worry that their contracts might be terminated by the owners of buildings.

104. Mr CHUNG Chak-fai raised the following views: (i) he was pleased that the EMSD

had planned for subsidising owners of buildings in lift replacement; (ii) the formats of the logbooks for recording lift contractors' maintenance works were mostly simple. He was pleased that the EMSD had planned for studying how to enhance the format of logbooks as it would be important in terms of record tracking in the event of an incident; and (iii) owners' corporations and members of the public usually had little knowledge of the replacement of lift safety systems in their buildings. If there were just the contractors handling the issue, the problems would seem to be quite difficult to resolve. He hoped that the EMSD would provide more support and professional advice.

105. Mr William AU responded as follows:

- (i) He was happy to have listened to the views and feedback from a number of Councillors. Many Councillors had asked about the lift modernisation subsidy scheme which would be launched soon. The DEVB and the EMSD understood that it should be launched as soon as possible, so they were gearing up for it in the past few months. He believed that the scheme would be announced shortly. When the details were announced, the relevant officers would visit the Legislative Council to respond to questions and organise a series of events.
- (ii) EMSD's lift modernisation subsidy scheme and CLP's Eco Building Fund were not contradictory. Members of the public could apply for both concurrently. EMSD's subsidy scheme aimed to improve lift safety, while CLP's Eco Building Fund concerned energy conservation. They were two distinct schemes.
- (iii) When a contractor completed lift alternation works, the EMSD would deploy officers to carry out safety inspection on each lift at the site and, after ensuring their safety, issue a resumption permit to the responsible person of the lift for resuming lift operation. Stealing a head start in operating lifts without a resumption permit was against the law, and the EMSD had instituted prosecutions against it in the past. The EMSD would exercise discretion, depending on individual cases, and expedite the deployment of officers to grant resumption permits in the buildings in need, such as those in which many elders were living or one lift was available only. Concerning the random lift inspection, there were about 75 000 lifts and escalators in total across the territory. The EMSD would randomly inspect one-seventh of them every year. In other words, each lift would be inspected every seven years.
- (iv) Regarding the apprenticeship, the EMSD would meet with the stakeholders of the industry once every three to six months and conduct market survey to understand the situation of remuneration packages in the industry, with a view to making improvements in a targeted manner. Over the past few years, the EMSD had invested considerable resources in this area for research and follow-up, the effectiveness of which might not be obvious for the time being but should be growingly significant in a few years.
- (v) Concerning the issue of awarding contracts to the lowest bidders, he emphasised that the Government could not stop owners or owners'

corporations from engaging any particular contractors to carry out lift maintenance works. Given their financial positions, some owners of buildings would engage the contractors charging less to just meet the basic statutory requirements for lift maintenance, which might undermine the quality of maintenance and the stability of lift operation. This was purely a matter of choice, depending on the owners of buildings. The EMSD would conduct a market survey on the maintenance prices for lifts at private residential and commercial premises every six months, the results of which would be uploaded onto the “Responsible Persons’ Corner” of the department’s website by category for public information. The lift contractors charging less did not necessarily provide poorer services. Nonetheless, the responsible persons were required by the ordinance to engage registered lift contractors to carry out periodic lift maintenance at least once a month and arrange for registered lift engineers to carry out examination thoroughly once a year and ensure normal lift operation by issuing signed safety certificates. In some cases, members of the public would complain about out-of-control lifts, such as those suddenly descending from the fifth floor to the third floor. In fact, this might be a normal response. If lift doors were being treated in a violent manner while opening/closing, signal faults might be triggered, and the lift cars, controlled by computers, would approach the nearest floor for reception of signals and resumption of normal operation. Depending on individual cases, the EMSD would issue advisory letters to the responsible persons of the lifts, suggesting that they refer to the sample tendering papers on EMSD’s website if they considered the bids too high when inviting tenders, or if they would like to change their current contractors. Besides, the EMSD had advised owners’ corporations to use checklists during the handover of lift contractors so that they could carry out acceptance inspection concurrently and ascertain their responsibilities to avoid doubts. However, many owners would not follow up on this matter, and outgoing contractors would not hand over smoothly as they considered that their contracts were coming to an end. These matters did not involve legislations, but there were frequent complaints about them. The EMSD would follow up on these complaints and even help the residents with the handover at the site. The EMSD was looking for more resources to provide assistance for management companies. Meanwhile, it would continue to pay attention to industry trends and study how resources could be invested to help members of the public address lift safety problems.

- (vi) The EMSD would finalise the format of logbooks for recording lift contractors’ maintenance works at the meeting of the Lift and Escalator Safety Advisory Committee very soon. A press release would be published afterwards. The finalised plan and improvement measures would be implemented in the next six months. Councillors would receive relevant information within this month.
- (vii) Some Councillors had asked whether the EMSD had monitored lift parts. As far as the EMSD was aware, it was extremely uncommon that lift parts could not be replaced as they were no longer available, but there were always exceptional cases. The Lifts and Escalators Ordinance (Chapter 618) required that the contractors undertaking any lift works should ensure that there were

adequate equipment and tools for carrying out the works. The works should not be carried out unless the safety component was of a type in respect of which the registered lift contractor who undertook the works had obtained approval from the Director. There was no absolute need for replacing general consumable parts with the parts supplied from the original manufacturers. Registered technicians possessed professional expertise in procurement and replacement. Contractors would apply to the EMSD for resumption permits after completing the major alternation works of lifts specified in the ordinance, which had been tested and inspected thoroughly. The EMSD would deploy officers to carry out on-site inspection in respect of all applications to ensure that the major alternation works had met the requirements set out in the relevant code of practice and ordinance before the granting of resumption permits. In the past, there had been a case that after alternation, a lift originally equipped with four cables had become one with three cables only. The EMSD would not have discovered these contraventions had it not carried out on-site inspection.

- (viii) To conclude, after receiving Councillors' views, the DEVB and the EMSD would analyse and review them thoroughly. Nevertheless, it required cooperation among all stakeholders to improve the safety in the entire electrical and mechanical industry. Despite EMSD's efforts over the last decade, it was of utmost importance that members of the public should take an active role in lift maintenance and should not be tight-fisted, or it would be too late to awaken to the dangers after a failure or incident had occurred. After all, members of the public were everyday lift users. Apart from being a facilitator providing members of the public with useful and relevant technical support and information, the EMSD would enhance inspection and take stringent enforcement actions so that wrongdoers in the industry would be brought to justice. Recently, the EMSD had recorded a number of successful prosecution cases, in which offending registered lift and escalator contractors, responsible persons and relevant technicians, as well as property management companies, had been penalised.

106. The Chairman thanked the representative of the EMSD for joining the discussion on this item.

Item 12: Pedestrian Precinct on Sai Yeung Choi Street South in Mong Kok (YTMD Paper No. 73/2018)

107. The Chairman welcomed Mr David NGU, Chief Traffic Engineer/Kowloon, and Mr James WONG, Engineer/Energizing Kowloon East, of the Transport Department ("TD"). Besides, a letter to Councillors from the Mong Kok Street Culture Association (tentative name) (literal translation) (Annex 12), received by the Chairman before the meeting, was on the table for their perusal.

108. Mr David NGU briefly introduced the paper.

109. The Hon James TO raised the following enquiries and views: (i) concerning the

pedestrian flow survey in paragraph 4 of the paper submitted by the TD, the data in 2012 were those in March, while the data in 2018 were those in both May and June. Since the issue of the Mong Kok Pedestrian Precinct (“MKPP”) had not been brought forward until the YTMDC meeting held on 24 May, it was believed that in the survey, the data in 2018 were mostly those in June. Regarding the data in the two months of March and June, he asked whether the TD had made any meaningful adjustment to or had drawn any rational inference from them, such as taking into account weather conditions, with a view to more accurate results, instead of simply comparing the data in the two months in different years. This was because the pedestrian flow in a certain month being categorised into a certain Level of Service (“LOS”) was a key factor in considering whether any pedestrian-vehicle conflict would take place, or whether the safety of pedestrians would be endangered; (ii) he asked, at the commencement of the pedestrian scheme in 2000, which months the TD had surveyed pedestrian and traffic flows, and which LOS the pedestrian flow at that time had been categorised into so that the TD had decided to set up the MKPP; (iii) the pedestrian flow survey in 2012 showed that the peak pedestrian flow at weekends in March was about 19 000 to 20 000 persons per hour. He asked which LOS the pedestrian flow had been categorised into; and (iv) paragraph 9 of the paper submitted mentioned that the TD had carried out district consultation on the abolition of the MKPP through the YTMDO, during which 697 letters had been sent, but only 154 responses had been received. He considered that the MKPP was a heated topic in the city, which had drawn wide media attention, and the respondents were all directly affected by the MKPP. He would like to know why the return rate was so low.

110. Mr CHAN Siu-tong raised the following views: (i) he commended the TD for drawing a conclusion at this meeting right after the abolition of the MKPP had been endorsed at the last YTMDC meeting; and (ii) TD’s questionnaire results showed that 97% of the respondents supported the abolition of the MKPP, reflecting that his party’s submission of the paper proposing the abolition of the MKPP last time was sensible. The remaining 3% of the opposing respondents had not been neglected. The second motion in the paper submitted last time had requested that the Government provide suitable art performance venues for performers. He considered that art performances should be staged in art performance areas but not pedestrian precincts, which had been set up to enable pedestrians to use pavements comfortably. This was also the idea behind the establishment of the MKPP in 2000. He considered that leisure facilities such as promenades were for leisure purposes rather than staging performances. He absolutely supported the selection of sites in Hong Kong or the YTM District as art performance areas. Currently, the most suitable place was the WKCD. Apart from the WKCD, he hoped that the Government would set up art performance areas in other suitable places.

111. The Vice-chairman raised the following views: (i) she thanked the TD for its prompt decision to abolish the MKPP right after the last YTMDC meeting; (ii) she considered that the Government would never succeed in setting up the MKPP for the lack of a comprehensive regulatory regime or effective interdepartmental collaboration. The residents at Sai Yeung Choi Street South had been looking forward to the abolition of the MKPP for 18 years. There had been never-ending complaints, to which government departments had turned a deaf ear; and (iii) she understood that many street performers had been bargaining for a performance venue, and hoped that the Government, the Hong Kong Arts Development Council and the West Kowloon Cultural District Authority (“WKCDA”) would discuss and develop some friendly plans and policies together. As a leading organisation of Hong Kong arts and culture, the WKCDA had undertaken to incorporate elements of art performances in

the WKCD when its construction had first started. However, it seemed that the WKCD had never given any account to the public of the issues concerning local performers' need for performance venues and the abolition of the MKPP. Some members of the public had expressed that while the Hong Kong Palace Museum was being constructed, there was a more pressing need to address the problem of insufficient local arts and performance venues. She called on the Government to take the lead in addressing the issue. It should not leave the problems of street performances and public open spaces unresolved even after the MKPP had been abolished.

112. Mr Andy YU raised the following views: (i) the abolition of the MKPP was final and conclusive. He considered that efforts should be put into the relevant publicity work with various stakeholders in the coming three weeks, such as the residents in the area, shop operators nearby and street performers; (ii) as a blueprint, they had implemented a mock regulatory scheme in a section of the MKPP in June to let the Government understand that if it was willing to take regulatory action, the noise and street obstruction problems would be significantly improved. Regarding the implementation of the mock regulatory scheme that day, the guidelines for issuing street performance permits in the WKCD had been adopted as the blueprint. For instance, the volume of the performance must be kept to a level not above 85 decibels within two metres; the performer could remove all equipment at once within three minutes; and the performances should be kept at least 30 metres from each other. The results that day showed that if the Government was willing to take regulatory action, the interests of the performers and those of the residents could be well balanced. However, the residents in the area were suffering as the Government had not taken any regulatory action; and (iii) based on his observation, many street performers had left Mong Kok and staged their performances in other areas such as Causeway Bay and Tsim Sha Tsui. There were great public concerns that the noise and street obstruction problems in the MKPP would occur in those areas in future. If the Government continued not to face the problems and the public, the abolition of the MKPP would be just treating the symptoms but not the root of the problems.

113. Mr CHOW Chun-fai considered that the residents and shopkeepers along Sai Yeung Choi Street South had been suffering for 18 years. The abolition of the MKPP on 4 August would enable them to lead a life just as they had been 18 years ago. Therefore, he supported TD's decision.

114. Mr CHUNG Kong-mo raised the following views: (i) he believed that TD's original intent of setting up the MKPP in 2000 was good, which aimed to enhance crossing facilities and pedestrian safety. The MKPP had been effective in the early stage of its establishment. However, a lot of problems had arisen over the years of its development, and there had been a number of nuisance cases, resulting in massive complaints from the residents. Concerning the management of law and order in the MKPP over the past 18 years, he considered that the government departments lacked coordination among themselves and were at their wits' end in dealing with the issue. Councillors had raised a number of suggestions at the YTMDC meetings, including changing the opening hours and days of the MKPP, if not abolishing the MKPP. Public views on the MKPP were diverse, but everyone had been making an effort to find a common ground. He believed that TD's decision to abolish the MKPP, after taking into account pedestrian safety, could put an end to the issue; and (ii) since there were other pedestrian precincts in Hong Kong, he hoped that the Government would actively study how to manage those pedestrian precincts effectively. The performers at Sai Yeung Choi Street South were likely to stage their performances in other places, carrying the problems with

which they were associated. He hoped that the government departments would introduce coordinated policies and study how to maintain a balance between the interests of the performers and those of the shop operators and residents nearby.

115. Mr LAM Kin-man raised the following views: (i) in paragraph 7 of the paper submitted by the TD, the peak pedestrian flows in May and June 2018 were categorised into LOS “D”, suggesting a rather high chance that pedestrians would collide with each other while zigzagging or walking in an opposite direction. To avoid collision, pedestrians needed to change their speeds and positions. He considered that this required special attention; and (ii) apart from the noise nuisance caused to the residents at Sai Yeung Choi Street South over the years, there were massive public complaints that many promotional stands of telecommunications services were set up on the street. During the opening hours of the MKPP, those stands could be set up on the road. However, he worried that those stands would be moved to the pavements after the abolition of the MKPP on 4 August, thereby resulting in overcrowding. TD’s pedestrian flow survey mentioned above showed that the peak pedestrian flow had already reached LOS “D” even before taking into account those stands. He believed that if those stands were taken into account, there would be a higher chance that pedestrians would collide with each other after the abolition of the MKPP, intensifying the pedestrian-vehicle conflicts. Therefore, he hoped that apart from TD’s monitoring efforts after the abolition of the MKPP, the FEHD would step up its enforcement efforts against the setting up of promotional stands on the pavements.

116. Mr WONG Kin-san raised the following views: (i) on behalf of the residents in Mong Kok, he thanked the government departments, including the TD and the YTMDO, for giving an account of the issue of the MKPP promptly and terminating the 18-year pilot scheme of the MKPP. Not only were the residents living on both sides of Sai Yeung Choi Street South concerned about the issue and considered the abolition of the MKPP a favourable policy, but also many others living in Mong Kok supported the abolition of the MKPP since they had been affected by it to some extent. He considered that the MKPP had still not served the original intent 18 years after its establishment, so he hoped that the MKPP would really be abolished on 4 August; (ii) concerning the issue of performance venues, they had already insisted at the last meeting that the motion in the paper submitted must keep the sense that the HAB should take the lead in identifying art venues for street performances given its undeniable responsibility for this. However, Councillors had supported the other amended motion at that time, saying that the whole government instead of the HAB alone should be responsible. He considered that the TD had provided details of the abolition of the MKPP promptly, but the HAB had ignored the issue of the search for art event venues and was procrastinating since the responsibility of the HAB had not been clearly indicated at that time; and (iii) there were six more opening days before the abolition of the MKPP. He worried that the situation there would worsen and hoped that the Police and the FEHD would keep up their stringent enforcement efforts.

117. Mr David NGU responded as follows:

- (i) Concerning The Hon James TO’s enquiry about whether the pedestrian flow survey would be adjusted according to weather changes, TD’s pedestrian and traffic flow surveys would not be carried out on rainy days.
- (ii) He had an impression that the pedestrian flow had been more than 20 000

persons per hour in 2000 when the MKPP had been set up. At that time, the MKPP had had a higher pedestrian flow and popularity. It was a shame that things had changed later for some other reasons.

- (iii) Regarding the enquiry about how high the pedestrian flow would be if it was being categorised into LOS “E”, he pointed out that the LOS would be adjusted downward from “D” to “E” if the pedestrian flow exceeded about 16 800 persons per hour. Therefore, the pavements would have been even more crowded had the MKPP not set up before 2015.
- (iv) Concerning The Hon James TO’s enquiry about the low return rate of the district consultation, the TD had sent a total of 697 letters and received 154 responses by the deadline. The return rate was about 22%. The TD had carried out a questionnaire survey in late 2013 through the YTMDO. A total of 745 questionnaires had been sent, and 120 of them had been returned. The return rate had been about 16%. Comparatively, the return rate was higher this time. He pointed out that the return rates of such questionnaires were always this close. All responses received by the public consultation deadline would be used for reference by the TD.

118. The Hon James TO said that in the paper submitted by the TD, only the data in May and June had been applied in the pedestrian flow survey in 2018. The results showed that the lowest and highest pedestrian flows had been categorised into LOS “C” to LOS “D”, a range allowing reasonable pedestrian movement. According to the TD, the pedestrian flow exceeding about 16 800 persons per hour would be categorised into LOS “E”, an unacceptable range. He asked whether applying only the data in the two months would be inadequate and worried that the pedestrian flows in other months might have reached LOS “E”.

119. Mr Andy YU raised the following enquiries and views: (i) he asked the representatives of the TD closely since Mr LAM Kin-man’s enquiry had not been responded. In the pedestrian flow survey, the peak pedestrian flows in May and June 2018 had been categorised into LOS “D”, the definition of which was that “pedestrians might come into significant physical conflict and contact with each other”. He doubted if pedestrian safety would be improved given this situation; and (ii) many promotional stands of telecommunications services would be moved from the road to the pavements at weekends. If the MKPP was abolished, those stands would be set up on the pavements. The TD had not taken into account this situation in its pedestrian flow survey, although the results had already showed that pedestrians might come into significant physical conflict and contact with each other. He worried that if those stands were set up on the pavements, pedestrian safety would be affected. He asked whether the FEHD would step up its enforcement efforts by then.

120. Mr HUI Tak-leung asked how the Police and the FEHD would coordinate their work after the abolition of the MKPP on 4 August.

121. Mr David NGU responded that regarding the pedestrian flow survey, in order to have a firm grasp of relevant data, the TD had carried out surveys in two of the months in each of 2017 and 2018. The results showed that the pedestrian flows in these four months were about 15 000 persons per hour, without any significant change. Concerning the changes in pedestrian flow in future, the TD would continue to monitor the situation and put in place

appropriate measures to relieve the crowdedness on the pavements through, for instance, the removal of certain loading/unloading bays, widening of pavements and pedestrian crossings, as well as adjustment to traffic signals. The TD hoped that these measures could relieve the potential crowdedness. Nevertheless, TD's survey showed that the pedestrian flows in the last three to four years had appeared to be rather stable.

122. Mr Edward CHAN responded that the problem of the promotional stands of telecommunications services was a street management issue, which was within the purviews of various departments. The FEHD would focus on whether these activities would cause any environmental hygiene and street sanitation problems, especially when the wide use of easy-mount stands was causing nuisance to pedestrians and obstruction to pavements. In future, the FEHD would aim to act against malpractices of using easy-mount stands, and would carry out joint operation with the Police.

123. Mr Kerry CAREW responded in English that the Police had been taking enforcement action and protecting public safety in the MKPP all along, and would continue to assess the general situation of the MKPP, monitor the responses from different stakeholders and deploy officers appropriately in response to the latest developments. The Police had carried out a series of operations with the FEHD, and would continue to maintain close cooperation.

124. The Hon James TO would like to speak again but had used up his speaking time. He asked whether the Chairman could consult other Councillors about having an extra round of speeches.

125. The Chairman asked whether Councillors agreed so. There was no objection. He declared a third round of speeches.

126. The Hon James TO raised the following views: (i) he believed that the Government had calculated pedestrian and traffic flows with a scientific approach. The representatives of the TD had said that the pedestrian flow would probably never reach 16 800 persons per hour (i.e. LOS "E") in any month and year after the abolition of the MKPP. Besides, the department was confident that pedestrian safety could be protected, and would review the situation of pedestrian-vehicle conflicts. Despite so, he was not sure whether the number of pedestrians would increase or decrease after the abolition of the MKPP, to which he would pay close attention; (ii) the existing pavements were wider than those in 2000, which might draw performers to stage their performances there and thus cause overcrowding. He worried that the pedestrian flow would reach LOS "E", a level unacceptable by the TD; (iii) concerning the letter on the table from the Mong Kok Street Culture Association (tentative name), earlier received by the Chairman, he considered that it was too late to apologise. To the residents in the vicinity of Sai Yeung Choi Street South, the problems arising from the performances had been torturing. He considered that the residents would not accept performers' self-monitoring as a solution to the problems; and (iv) he considered that after the abolition of the MKPP, not only should attention be paid to traffic problems, but also alternative performance venues should be identified actively.

127. Mr Andy YU worried that after the abolition of the MKPP, performers would stage their performances in other places. If the Government did not take proper regulatory action, problems arising from the MKPP would occur in other places. At the last YTMDC meeting, Councillors had agreed with the search for alternative venues for performers' use. He

considered that such venues should meet certain criteria, i.e. it should be remote from residential flats, with a high pedestrian flow and subject to Government's regulation. He asked whether any representatives of the departments would respond to the issue of site selection.

128. Mr Derek HUNG considered that the MKPP was chaotic because there was no law regulating street performers. After the abolition of the MKPP, the performers might stage their performances in other areas, carrying the problems with which they were associated. He hoped that all such performances across the territory would be regulated by legislation. He pointed out that spaces would be reserved in the WKCD and the Avenue of Stars, which would be reopened soon, for performers to stage their performances. He hoped that when studying how to regulate street performances, the Government would make reference to the venue rental and performance guidelines set out by the management companies of these places as well as relevant regulations.

129. The Chairman asked Mrs Laura ARON to relay Councillors' concerns about the issue of the selection of sites for performance purposes to the departments concerned. He said that this paper should be submitted to the YTMDC regularly in the past. Although the MKPP would be abolished on 4 August, which a majority of Councillors had supported, he suggested that the departments concerned review and report on the actual situation of the MKPP after its abolition at the next YTMDC meeting. There was no objection.

(The Hon James TO left the meeting at 6:01 p.m.)

130. The Chairman requested the departments concerned to conform to the usual reporting practice and report on the matter at the full council meeting to be held on 27 September. There being no other business, he closed the meeting at 6:05 p.m. The next meeting would be held at 2:30 p.m. on Thursday, 27 September 2018.

Yau Tsim Mong District Council Secretariat
July 2018

油尖旺區議會
2018 年 7 月 12 日會議

關注油尖旺區海濱規劃
促興建長廊連接西九文化區至大角咀

發展局回覆

維多利亞港是香港的象徵，也是香港人共享的天然資產。近年，政府致力推動優化海濱的工作，改善海濱的暢達性。我們的願景是長遠透過有效的資源分配，並視乎海濱土地的實際情況，逐步建設維港兩岸的連貫海濱長廊，供市民享用，過程中亦會與各區區議會和海濱事務委員會緊密合作，以照顧市民對海濱使用的多元訴求，同時協力排除優化海濱過程中所遇到的困難。

油尖旺海濱發展

2. 就油尖旺區而言，經過近年與油尖旺區議會和海濱事務委員會合作推動下，近年有關油尖旺區的優化海濱項目如下：

- (a) 尖沙咀天星碼頭至紅磡海逸豪園總長約4公里的海旁，在尖沙咀海濱花園於2011年完工後，已全面接通，而規劃中橫跨油尖旺和九龍城兩區的紅磡海濱休憩用地，亦已納入民政事務局「體育及康樂設施五年計劃」未來5年所推動的26個項目之中；
- (b) 西九文化區內海濱設施方面，臨時苗圃公園和藝術公園第一期（包括毗連的海濱長廊）已分別於

2015年7月和2018年年初開放供市民享用。藝術公園其他部分和M+博物館前方的海濱長廊，亦會於今年開始分階段落成並開放啟用；及

- (c) 大角咀海濱方面，現時已建成約800米的海濱長廊，包括2014年落成的海輝道海濱花園；目前在海輝道海濱花園以東進行，渠務署的旱季截流器工程，亦後移並興建開放予公眾享用的海濱長廊；而規劃中的海輝道休憩用地和海帆道休憩用地，亦已納入「體育及康樂設施五年計劃」。

「改善海濱與內陸間遊客體驗與連繫的顧問研究」

3. 議員來函第一段所提及的研究，為發展局海港辦事處計劃在委員會指引下進行的「改善海濱與內陸間遊客體驗與連繫的顧問研究」（「研究」）。「研究」屬海港辦事處未來運用5億元專項撥款重點進行的優化海濱措施之一。換言之，「研究」的預算開支並不是5億元。「研究」會審視如何在不影響原有設施的前提下，提升行人體驗和海濱的暢達性。

4. 在海濱事務委員會6月25日會議上的討論，發展局海港辦事處建議以尖沙咀星光大道以東的一段500米海濱，和大角咀海輝道花園及海輝道海濱花園一段約400米海濱作為研究地點。海港辦事處目前正就當天會上的討論，修訂研究的內容。

擬議連接西九文化區至大角咀海濱的行人通道

5. 目前大角咀海輝道海濱花園與西九文化區之間，新油麻地避風塘沿岸的一段兩公里地帶，設有油麻地公眾貨物裝卸區、海事處海港巡邏組辦事處大樓和附屬樓、海事處海上

垃圾收集站，以及水務署船隻供水站。有關設施在運作時均有船隻停靠岸壁或貨物裝卸停泊位，分別接駁喉管向水務署購買食水、吊卸海上垃圾和裝卸貨物等。新油麻地公眾貨物裝卸區的使用量一直高企，而有關設施亦需要保留於海濱位置。

6. 油尖旺區議會食物環境衛生及工務委員會於2017年11月23日的會議上，曾就擬議連接西九文化區至大角咀的行人通道作出討論(發展局當時的文件見附件)，委員會當時希望發展局處理有關提議。在該次會議後，我們曾和相關部門探討，得出以下觀察：

- (a) 擬議的通道以最少5米闊為宜，而民間希望設置通道的狹長地帶，最窄處卻只有0.5米闊的空間；
- (b) 目前大角咀海輝道海濱公園至公眾貨物裝卸區入口迴旋處的一段海輝道，主要服務裝卸區，有不少重型車輛出入。行人需要橫過裝卸區的出口和入口才可到達擬議通道北面入口，因此如該處日後行人增多，他們的安全是必要的考慮；
- (c) 如通道建於平面，需要考慮鄰近高架橋車輛沙石所帶來的安全問題，行人亦會受到公眾貨物裝卸區貨物的遮擋，未能迎賞到海濱的景致；
- (d) 擬議通道需要在不影響現有油麻地公眾貨物裝卸區運作的大前提下設置，並需要諮詢海事處及裝卸區業者；及
- (e) 油麻地公眾貨物裝卸區目前受到《港口管制（貨物裝卸區）規例》（香港法例第81A章）規管，以裝

卸區範圍作公眾通道有違該《規例》。另外，修改裝卸區的範圍亦需要修訂相關法例。

總結

7. 我們會繼續與油尖旺區議會和海濱事務委員會攜手，著力推動上文第2至4段提及油尖旺區的海濱優化項目，以期為油尖旺區打造更佳的海濱環境。至於擬議連接西九文化區至大角咀海濱的行人通道，我們亦會繼續密切留意西九文化區投入服務後對此行人通道的需求，以及油麻地公眾貨物裝卸區的運作情況，按需要和相關部門就其技術可行性作詳細考慮。據了解，待西九文化區藝術廣場的天橋日後落成後，大角咀居民未來可乘搭港鐵，由奧運站至九龍站並通過連接圓方商場的行人天橋前往西九文化區。待中九龍幹線在2025年建成後，其位於油麻地的園景平台亦將連接海泓道和高鐵香港段西九龍站地面文娛廣場，貫通大角咀至西九文化區的行人連接。這些行人設施陸續落成後，亦有助提升大角咀、油麻地，以至尖沙咀和西九文化區的暢達性。

發展局

2018年7月

油尖旺區議會
食物環境衛生及工務委員會
2017 年 11 月 23 日會議

關注西九文化區至油麻地及大角咀
海濱長廊規劃及周邊行人接駁設施

發展局和建築署的綜合回覆

維多利亞港是香港的象徵，是最珍貴的公有天然資產。近年，政府致力推動優化海濱的工作，改善海濱的暢達性。我們的願景是長遠透過有效的資源分配，並視乎海濱土地的實際情況，逐步建設維港兩岸的連貫海濱長廊，供市民享用。

現時，由大角咀海輝道海濱花園至西九文化區沿油麻地避風塘一帶的大部分地段，設有新油麻地公眾貨物裝卸區、食水售賣站、污水泵房等設施。由於新油麻地公眾貨物裝卸區的使用量一直高企，裝卸區和其他配套設施有需要保留於海濱位置。儘管如此，我們會和相關部門探討可否後移有關設施，以騰出部分海濱通道供公眾使用，並把用地所需的範圍及使用時間盡量縮減；或美化其外觀或加設園景，以盡量減輕對海濱環境的影響。

據了解，待西九文化區藝術廣場的天橋日後落成後，大角咀居民未來可乘搭港鐵，由奧運站至九龍站並通過連接圓方商場的行人天橋前往西九文化區。待中九龍幹線在 2025 年建成後，其位於油麻地的園景平台亦將連接海泓道和高鐵香港段西九龍站地面文娛廣場，貫通大角咀至西九文化區的行人連接。這些行人設施陸續落成後，將有助提升大角咀、油麻地，以至尖沙咀和西九文化區的暢達性。

我們留意到有團體過往曾建議在新油麻地公眾貨物裝卸區和西九龍公路之間開闢一條行人通道。由於有關行人通道需佔用現時公眾貨物裝卸區的部分用地和改建高架道路附近的區域，建成後可騰出供公眾使用的面積難免有限，未必能配合優化海濱其他休憩和活動需要。此外，有關連接距離約為兩公里，遠超出《香港規劃標準與準則》所建議的 500 米一般行走距離。就此，我們會密切留意西九文化區投入服務後對此行人通道的需求，並按需要和相關部門就其技術可行性作詳細考慮。

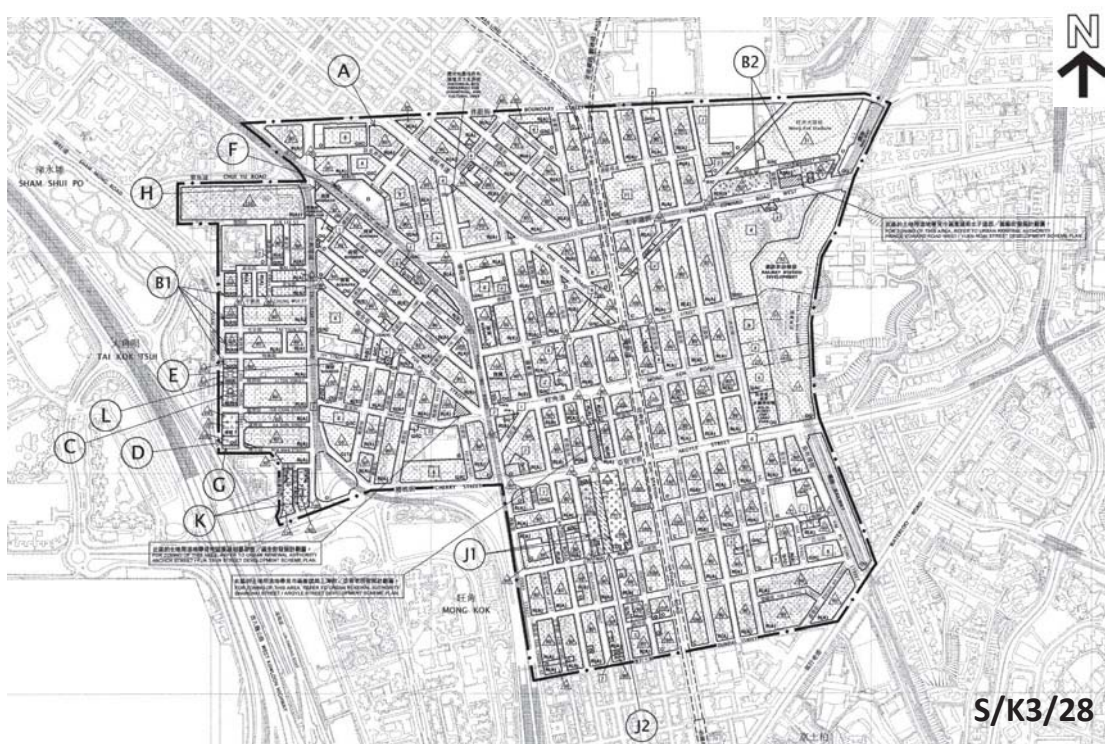
《旺角分區計劃大綱草圖編號S/K3/30》的修訂



規劃署

1

背景：2010年分區計劃大綱圖的修訂




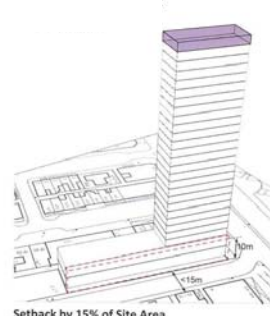
- 修訂包括：建築物高度限制、非建築用地、建築物間距和後移要求
- 目的：以達致良好的城市形態和避免過高/不協調的建築物

2

2010	展示《旺角分區計劃大綱草圖編號S/K3/28》
4/2011	城市規劃委員會（城規會）審議了10份申述及1份相關的意見，並決定不接納申述(包括Lindenford (R8)及香港地產建設商會(R9))
7/2011	城規會的上述決定受到司法覆核
2014 - 2015	法庭判決要求城規會需要再考慮有關申述，以及在2011年開始實施的《可持續建築設計指引》的影響

檢討內容

《可持續建築設計指引》

- 樓宇後移 – 與街道中線達到7.5米距離
 - 樓宇間距 – 樓宇立面連續超過60米，需要引入15米間距
 - 綠化覆蓋率 – 若地盤面積 $\geq 1,000$ 平方米，需要提供20%綠化覆蓋率
- 

- 建築物要引入以上樓宇設計原素，但同時保持可容許的發展密度，則現有一些用途地帶的建築物高度限制，必須略為放寬
 - 可提供彈性以遵從《可持續建築設計指引》，提高建築設計水平和改善行人環境
 - 不涉及增加發展密度，即地積比率/總樓面面積維持不變

修訂建築物高度限制

5

「商業」地帶

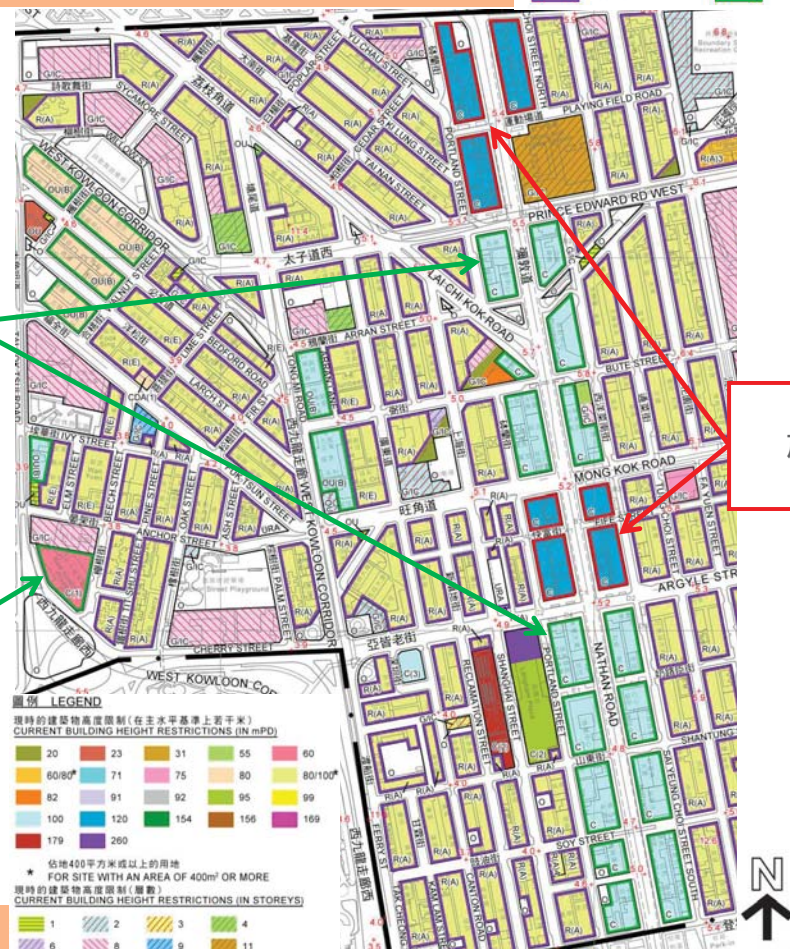
擬議建築物高度限制 (在主水平基準上若干米)
PROPOSED BUILDING HEIGHT RESTRICTIONS (IN mPD)

100 110 130

修訂項目A2
放寬高度限制至
110mPD

修訂項目A3
放寬高度限制至
110mPD

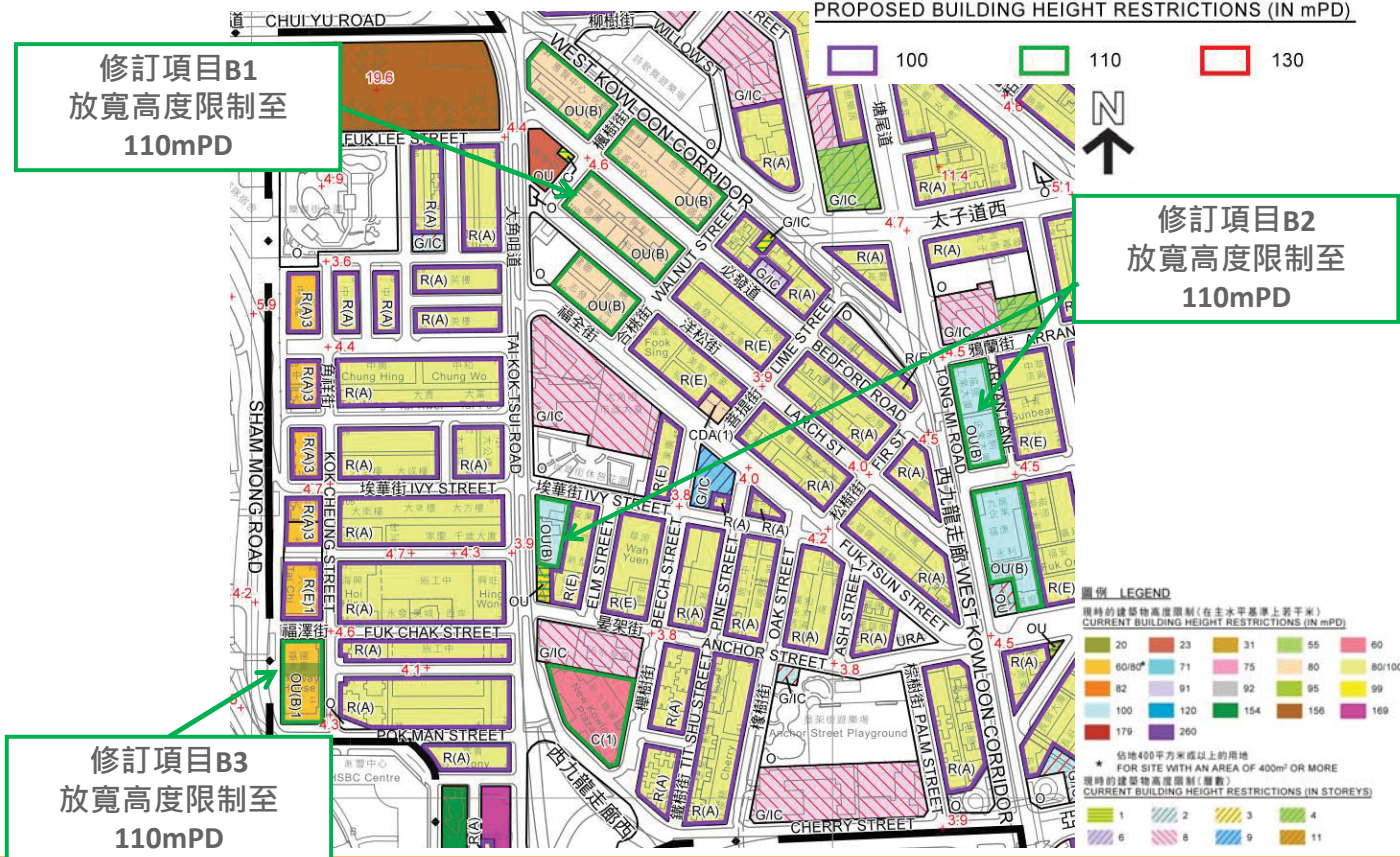
修訂項目A1
放寬高度限制至
130mPD



6

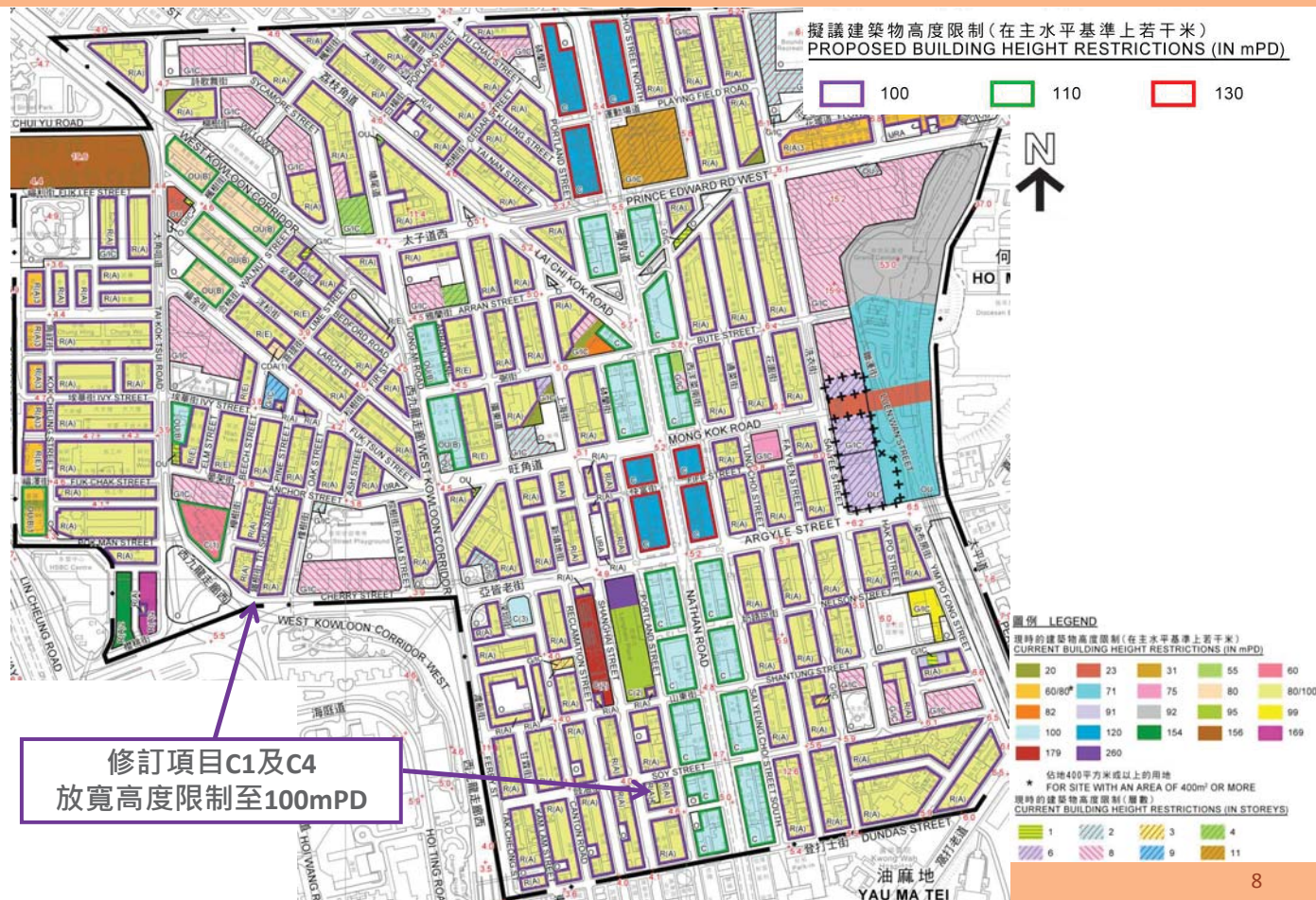
「其他指定用途」註明「商貿」地帶

擬議建築物高度限制 (在主水平基準上若干米)
PROPOSED BUILDING HEIGHT RESTRICTIONS (IN mPD)



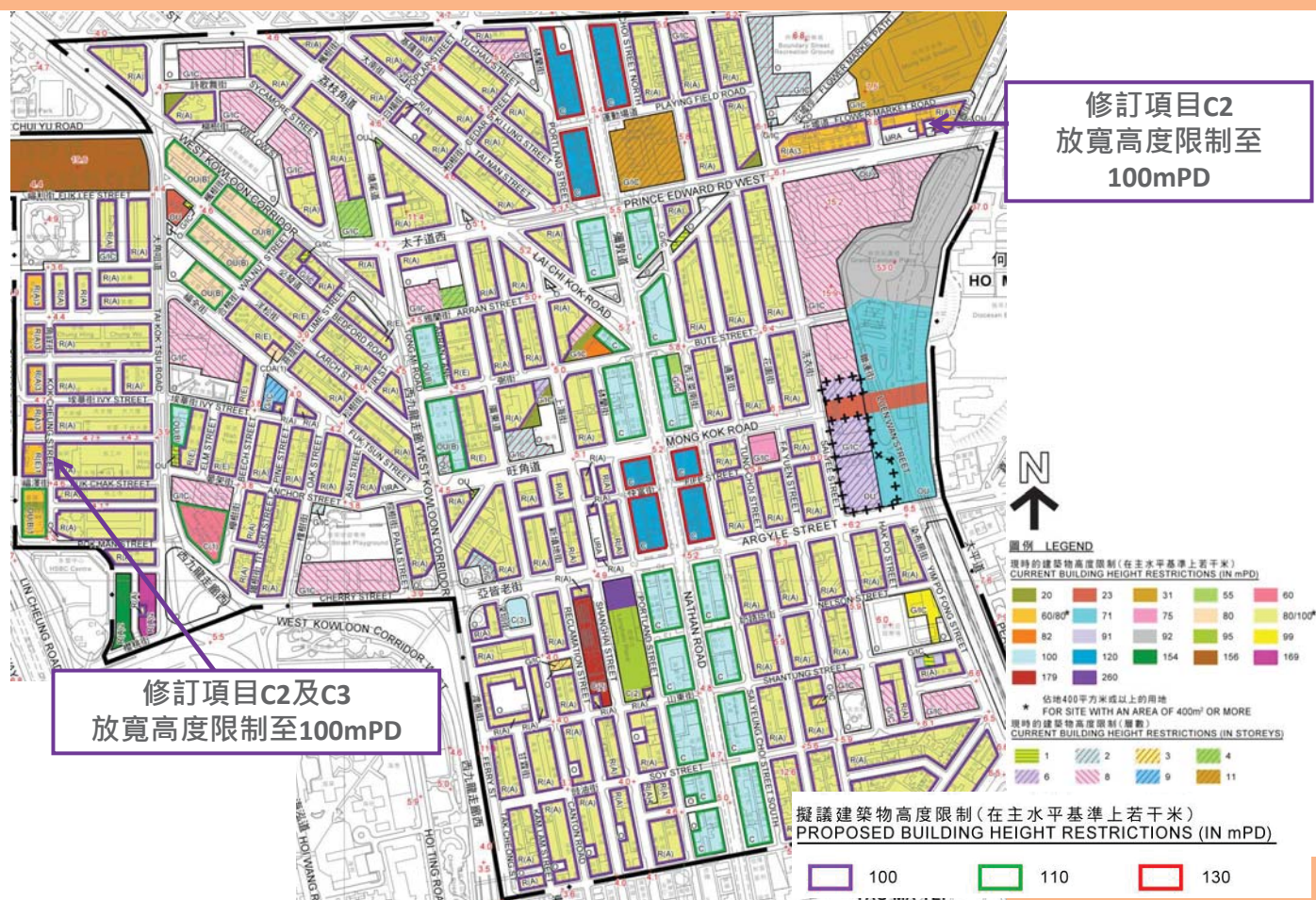
7

「住宅 (甲類)」、「住宅 (甲類) 4」及「住宅 (戊類)」地帶



8

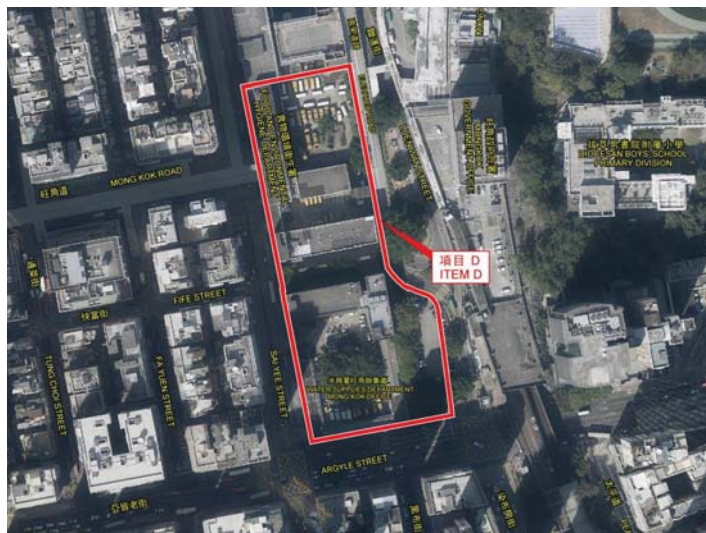
「住宅(甲類)3」及「住宅(戊類)1」地帶



洗衣街政府用地的重建計劃

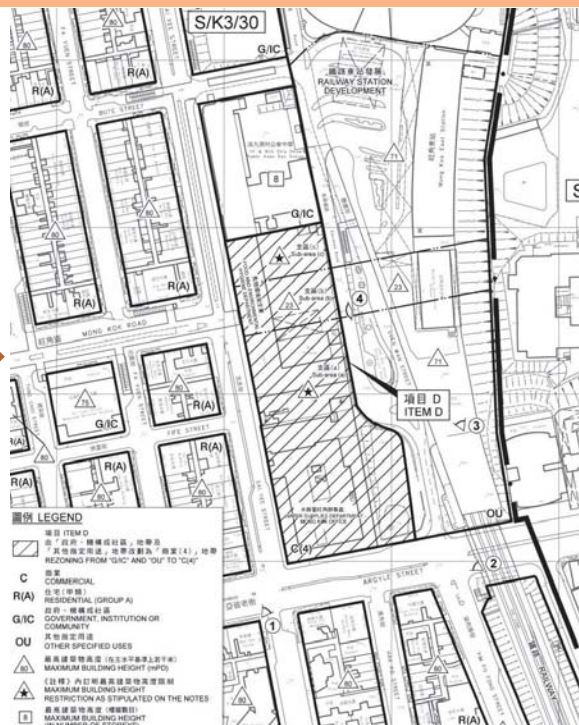
洗衣街用地

- 《洗衣街及旺角東站政府用地重建規劃及設計研究 – 可行性研究》 – 探討有關用地作為綜合發展的潛力，同時研究如何善用該幅土地以改善區內現時情況
- 建議發展方案於2017年11月獲得油尖旺區議會支持



11

洗衣街用地 – 改劃



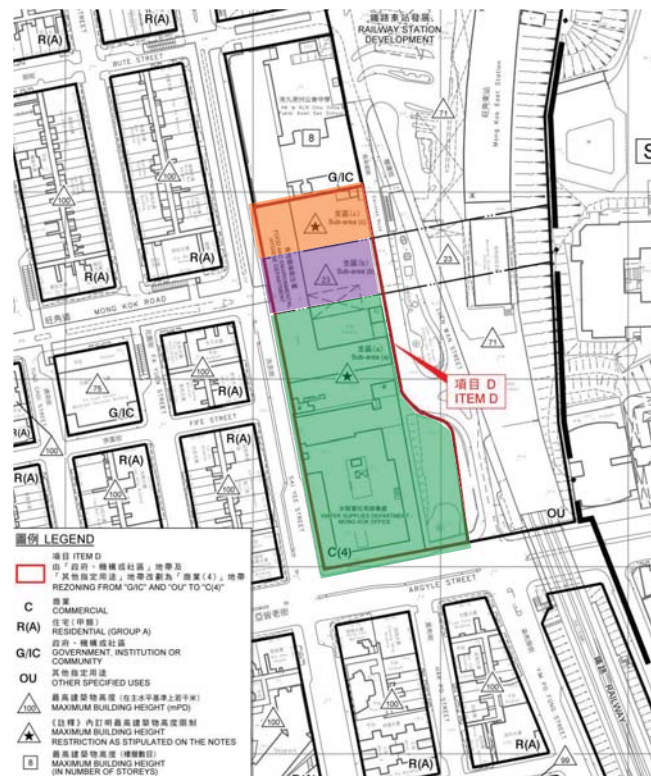
「政府、機構或社區」地帶、
「其他指定用途」註明「私家車／貨車多層停車場」地帶及
「其他指定用途」註明「鐵路車站發展」地帶

「商業(4)」地帶

12

洗衣街用地 – 改劃

- 最大整體總樓面面積為141 600平方米 (相等於地積比率12倍)
- 須闢設總樓面面積不少於4 940平方米作政府、機構或社區設施，包括社區會堂及社會福利設施
- 最高建築物高度
 - 支區(a): 主水平基準上320米 (包括天台構築物)
 - 支區(b): 主水平基準上23米
 - 支區(c): 主水平基準上40米 (包括天台構築物)
- 提供:
 - 公共小型巴士運輸交匯處
 - 跨境巴士上落客設施
 - 不少於130個公眾停車位
- 於「商業(4)」地帶內提供不少於6 550平方米的公眾休憩用地
- 其中不少於3 200平方米須於靠近亞皆老街與洗衣街交界的地面提供



13

鼓油街用地

14

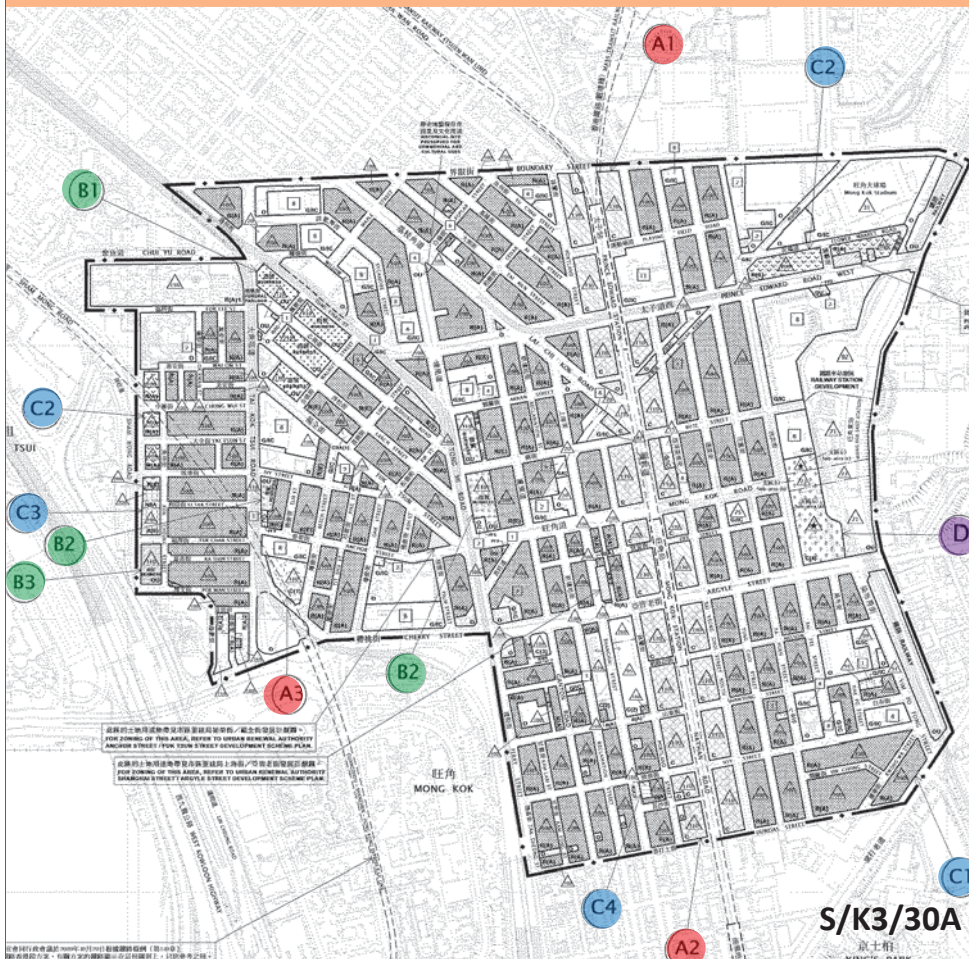
豉油街用地

- 「住宅(甲類)4」地帶(地盤面積大約626平方米)·原先要求日後發展須提供一個總樓面面積不少於937平方米的社區會堂
- 由於在洗衣街用地會提供一個更大的社區會堂，在該地點改為提供社會福利設施更為合適
- 現要求日後發展須提供一個總樓面面積不少於937平方米的政府、機構或社區設施
- 「住宅(甲類)4」地帶改劃為「住宅(甲類)3」地帶，地積比率維持不變



15

2018年分區計劃大綱圖修訂



按檢討結果，修訂建築物高度限制及建築物間距規定

A1 修訂建築物高度限制
120mPD → 130mPD

A2 修訂建築物高度限制
100mPD → 110mPD

A3 修訂建築物高度限制
60mPD → 110mPD

B1 修訂建築物高度限制
80mPD → 110mPD

B2 修訂建築物高度限制
100mPD → 110mPD

B3 修訂建築物高度限制
20 and 60/80mPD → 110mPD

C1 修訂建築物高度限制
80/100mPD → 100mPD

C2 修訂建築物高度限制
60/80mPD → 100mPD

C3 修訂建築物高度限制
60/80mPD → 100mPD

C4 修訂建築物高度限制
80/100mPD → 100mPD

D 改劃洗衣街用地為「商業(4)」地帶，並分別於大綱圖及其註釋中加上支區及發展限制的規定

16

《大綱圖》的《註釋》及《說明書》的修訂

17

《註釋》及《說明書》的修訂

- 因應上述大綱圖的修訂，同時修改大綱圖的《註釋》和《說明書》有關「商業」、「住宅（甲類）」、「住宅（戊類）」及「其他指定用途」註明「商貿」地帶的部分，以反映上述對大綱圖的修訂。
- 《說明書》亦訂明旺角東站平台須提供不少於3 200平方米公眾休憩用地，並以兩條綠化行人天橋連接洗衣街用地。
- 技術修訂：將「藝術工作室（直接提供顧客服務或貨品者除外）」作為「住宅（戊類）」及「其他指定用途」註明「商貿」附表二第一欄的用途，及對「康體文娛場所」第二欄的用途的相應修定。

18

- 大綱圖將於**2018年7月13日**展示
- 大綱圖分別存放於以下地點，供市民於辦公時間內查閱：
 - 城規會秘書處
 - 北角政府合署及沙田政府合署的規劃資料查詢處
 - 荃灣及西九龍規劃處
 - 油尖旺民政事務處
- 「法定規劃綜合網站」(<http://www2.ozp.tpb.gov.hk>)
瀏覽該大綱圖
- 就有關大綱圖的修訂提交申述，必須於**2018年9月13日**或之前，以書面或透過城規會網站向城規會秘書提交

多謝





油尖旺區議會

YAU TSIM MONG DISTRICT COUNCIL

檔號：(78) in HAD YTMDC/13-10/17/16

電話：2399 2591

傳真：2722 7696

傳真函件

2116 0755

規劃署署長

李啟榮先生, JP

李署長：

油尖旺區議會就修訂

《旺角分區計劃大綱草圖編號 S/K3/30》的意見

油尖旺區議會在 2018 年 7 月 12 日舉行的第十七次會議上討論由規劃署提呈的「《旺角分區計劃大綱草圖編號 S/K3/30》的修訂」諮詢文件(附件一)。油尖旺區議會決定致函規劃署反映議員意見，相關會議記錄節錄(草擬本)載於附件二。

會議上大多數議員均反對《旺角分區計劃大綱草圖編號 S/K3/30》(“大綱圖”)的修訂。議員的意見包括：認為規劃署把數個修訂項目列於同一份文件是綑綁式做法、反對修訂後建築物的高度限制、擔心大綱圖與其他進行中的土地規劃研究(如市區重建局的油旺地區規劃研究及土地供應專責小組的土地大辯論)不能配合、不認同項目將來的土地用途等。

當日會議過程錄音已上載到油尖旺區議會網頁(網址：http://www.districtcouncils.gov.hk/ytm/tc_chi/meetings/dcmeetings/dc_meetings.php)，以供查聽。請規劃署關注事件，並考慮議員的意見。

油尖旺區議會主席葉傲冬

連附件

副本送：城市規劃委員會主席

2018 年 8 月 30 日



油尖旺區議會

YAU TSIM MONG DISTRICT COUNCIL

檔號：(77) in HAD YTMDC/13-10/17/16

電話：2399 2591

傳真：2722 7696

傳真函件

2877 0245

城市規劃委員會主席

甯漢豪女士, JP

甯主席：

油尖旺區議會就修訂

《旺角分區計劃大綱草圖編號 S/K3/30》的申述

油尖旺區議會在 2018 年 7 月 12 日舉行的第十七次會議上討論由規劃署提呈的「《旺角分區計劃大綱草圖編號 S/K3/30》的修訂」諮詢文件(附件一)。油尖旺區議會決定向城市規劃委員會(“城規會”)作出書面申述，申述內容詳見相關會議記錄節錄(草擬本)(附件二)。

會議上大多數議員均反對《旺角分區計劃大綱草圖編號 S/K3/30》(“大綱圖”)的修訂。議員的意見包括：認為規劃署把數個修訂項目列於同一份文件是綑綁式做法、反對修訂後建築物的高度限制、擔心大綱圖與其他進行中的土地規劃研究(如市區重建局的油旺地區規劃研究及土地供應專責小組的土地大辯論)不能配合、不認同項目將來的土地用途等。

當日會議過程錄音已上載到油尖旺區議會網頁(網址：http://www.districtcouncils.gov.hk/ytm/tc_chi/meetings/dcmeetings/dc_meetings.php)，以供查聽。請城規會在公眾諮詢完結後考慮是否維持對大綱圖進行修訂時，採納議員的意見。

油尖旺區議會主席葉傲冬

連附件

副本送：規劃署署長

2018 年 8 月 30 日

2018 年 7 月 12 日

油尖旺區議會

封塵榜上有名 非旺角舊街市莫屬

就上述文件的提問及要求，本處回覆如下：

位於亞皆老街與廣東道交界的舊旺角街市（該街市）目前是由食物環境衛生署（「食環署」）負責管理，如食環署作出適當的財務安排拆卸該街市構築物，把空置土地交還本處作短期用途，本處會配合。任何人士或政府部門如有意使用該街市的構築物作臨時用途，可直接與食環署商討，相信食環署會考慮擬議的臨時用途是否合適。本署原則上不反對該街市作短期臨時用途，惟有關臨時用途不可影響政府未來的賣地計劃。至於該街市土地的長遠規劃用途，相信規劃署會作出回應。

地政總署

九龍西區地政處

2018 年 7 月 4 日

2018 年 7 月 12 日
油尖旺區議會會議

封塵榜上有名 非旺角舊街市莫屬

就上述文件的提問及要求，規劃署就土地規劃相關的事宜回覆如下：

土地用途

2. 前旺角街市用地在《旺角分區計劃大綱草圖編號 S/K3/30》（大綱圖）上劃為「商業(3)」地帶，地盤面積約 1,240 平方米。根據大綱圖的《註釋》，該用地日後的發展須闢設總樓面面積不少於 4,500 平方米的社區健康中心。大綱圖的《說明書》亦訂明，該社區健康中心擬透過公營機構、私營機構和為社區提供醫療服務的非政府機構通力合作，為公眾提供更全面而協調得宜，以及更以人為本的跨專科基本護理服務。有關服務會包括基本醫療／牙科護理、母嬰健康服務、中藥及其他跨專科醫療支援。該社區健康中心將設於建築物的低層，有獨立入口和升降機／扶手電梯以方便病人，並設上落客貨和停車設施。

3. 有關臨時用途的建議，在規劃方面，根據有關大綱圖的《註釋》，在前旺角街市用地作臨時用途（預料為期不超過五年），只要符合其他有關的法例、政府土地契約條款的規定，以及任何其他政府規定，便屬經常准許的用途，無須符合大綱圖的規定。

法定規劃程序

4. 該用地於 2011 年 8 月由「政府、機構或社區」地帶改劃為「商業(3)」地帶。規劃署亦曾於 2011 年 9 月就上述改劃諮詢油尖旺區議會。

5. 然而，較早前由於旺角分區計劃大綱圖涉及的司法覆核程序尚未完結，即使有關的司法覆核並非針對前旺角街市用地，該大綱圖仍未能提交予行政長官會同行政會議考慮。

6. 最近，當局已因應法庭對其中一宗司法覆核的裁決，檢討了大綱圖的發展限制。城市規劃委員會於 2018 年 6 月 22 日同意將收納了最新修訂的大綱圖根據《城市規劃條例》展示。該大綱圖將於 2018 年 7 月 13 日刊憲。換言之，有關大綱圖的法定規劃程序現已重啓。

規劃署荃灣及西九龍規劃處
2018 年 7 月



中華人民共和國香港特別行政區政府總部食物及衛生局
Food and Health Bureau, Government Secretariat
The Government of the Hong Kong Special Administrative Region
The People's Republic of China

本函檔號： FHB/H/33/101/14/1
來函檔號： HAD YTMDC 13-30/5/1 Pt. 28

電話號碼： 3509 8528
傳真號碼： 2102 2435

民政事務總署
油尖旺民政事務處
區議會秘書處 (油尖旺民政事務處)
高級行政主任 (區議會)
鍾小蘭女士

鍾女士：

有關前旺角街市用地臨時用途的意見

感謝閣下於本年6月28日致函食物及衛生局，轉達油尖旺區議員對前旺角街市用地的意見。經諮詢本局的食物科、衛生署、地政總署、規劃署、醫院管理局後，我們的回應如下：

前旺角街市用地在《旺角分區計劃大綱草圖》劃為「商業(3)」地帶，日後物業發展須包括基層醫療設施(由醫院管理局(醫管局)運作的社區健康中心及衛生署運作的母嬰健康院及長者健康中心)。規劃署現正進行《旺角分區計劃大綱草圖》的修訂，但有關修訂並不涉及前旺角街市用地，待該大綱草圖的有關法定規劃程序完結及該用地準備就緒後，政府會適時出售該幅土地。

根據現時計劃，醫管局在該建議的社區健康中心提供的主要服務範圍包括：(1)為偶發性疾病病人(如感冒、傷風、腸胃炎等)及病情穩定的長期病患者(如糖尿病、高血壓等)提供醫生診症服務；(2)跨專業團隊服務以輔助控制疾病的進程，以及(3)病人賦能服務以提升病人的自理能力。

此外，受到中九龍幹線工程的影響，衛生署亦擬重置現時位於油麻地專科診所的母嬰健康院到擬建的項目中，以及重置油麻地賽馬會分科診所的長者健康中心。重置診所將有助衛生署改善診所的環境和提升服務質素。

食物及衛生局局長

(區蘊詩

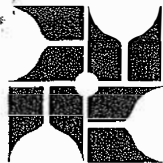


代行)

2018 年 7 月 11 日

副本送：

食物及衛生局食物科	(經辦人：黃淑嫻女士)
衛生署	(經辦人：鮑玉如女士)
地政總署	(經辦人：張敏儀女士)
規劃署	(經辦人：馮志慧女士)
醫院管理局	(經辦人：郭麗萍女士)



油尖旺區議會

YAU TSIM MONG DISTRICT COUNCIL

檔號：(74) in HAD YTMDC/13-10/17/16

電話：2399 2591

傳真：2722 7696

傳真函件

2524 5695

政務司司長

張建宗先生, GBM, GBS, JP

張司長：

關注前旺角街市用地用途

油尖旺區議會在 2018 年 7 月 12 日舉行的第十七次會議上討論由黃舒明議員、黃建新議員、陳少棠議員和莊永燦議員提呈的文件，題為《封塵榜上有名 非旺角舊街市莫屬》(附件一)。食物及衛生局、規劃署和地政總署的書面回應載於附件二至四。規劃署、油尖旺民政事務處、食物環境衛生署(“食環署”)和康樂及文化事務署均有派代表出席會議。

食環署代表於會上表示，自旺角街市於 2010 年關閉後，現時有數個政策局和政府部門使用該處作暫時儲存物資用途。會議上不少議員均對此表達不滿，並建議把該處用作基層醫療等臨時用途。同時，議員亦關注該處的長遠重建規劃，認為計劃於該用地興建的社區健康中心應以惠及旺角區居民為目的。當日會議過程錄音已上載到油尖旺區議會網頁(網址：http://www.districtcouncils.gov.hk/ytm/tc_chi/meetings/dcmeetings/dc_meetings.php)，以供查聽。相關會議記錄節錄(草擬本)亦載於附件五，以供參考。

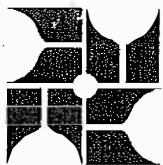
本人現按會上議員的要求致函司長，請司長關注此議題，並考慮議員的建議。

油尖旺區議會主席葉傲冬

連附件

副本送：發展局局長

2018 年 7 月 26 日



Only Chinese version is available

Annex 9

油尖旺區議會

YAU TSIM MONG DISTRICT COUNCIL

檔號：(73) in HAD YTMDC/13-10/17/16

電話：2399 2591

傳真：2722 7696

傳真函件

2151 5303

發展局局長

黃偉綸先生, JP

黃局長：

關注前旺角街市用地用途

油尖旺區議會在 2018 年 7 月 12 日舉行的第十七次會議上討論由黃舒明議員、黃建新議員、陳少棠議員和莊永燦議員提呈的文件，題為《封塵榜上有名 非旺角舊街市莫屬》(附件一)。食物及衛生局、規劃署和地政總署的書面回應載於附件二至四。規劃署、油尖旺民政事務處、食物環境衛生署(“食環署”)和康樂及文化事務署均有派代表出席會議。

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本人現按會上議員的要求致函局長，請局長關注此議題，並考慮議員的建議。

油尖旺區議會主席葉傲冬

連附件

副本送：政務司司長

2018 年 7 月 26 日



「強烈反對海富苑停車場加租事宜」

領展的回應

就海富苑停車場月租客戶加費事宜，領展資產管理有限公司（下稱「領展」）有以下回應。

海富苑停車場之月租車位月費於 2018 年 7 月 1 日起作出調整。因應工資、維修及保養等營運開支持續上升，在考慮各項因素及同區停車場收費後，有需要調整收費以彌補有關開支的壓力。為鼓勵傷殘人士融入社區，持有傷殘人士泊車許可證將繼續獲租金四折優惠。

本公司亦已充分考慮商用車輛的情況，所以調整幅度相對較低。貨車及電單車車位分別調整 8% 及 5%。今次的收費調整與過往相若。月租調整幅度乃因應個別停車場的獨特情況，使用率及車位供求等因素釐定，並非採取劃一收費做法。

整體而言，領展旗下停車場於月費調整後，相比起區內其他停車場，收費仍然具競爭力；我們將繼續嚴控成本，並提升停車場設施及服務水平。

領展資產管理有限公司

2018 年 7 月

政府總部
發展局
工務科
香港添馬添美道 2 號
政府總部西翼



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九龍聯運街三十號
旺角政府合署四樓
油尖旺區議會主席葉傲冬先生，JP

傳真：2722 7696

葉主席：

有關油尖旺區議會 2018 年 7 月 12 日會議
議程第 11 項「升降機事故頻頻 油尖旺居民心慌」

謝謝 閣下、楊子熙議員、鍾港武議員、關秀玲議員、蔡少峰議員、劉柏祺議員及楊鎮華議員於 2018 年 6 月 26 日提呈油尖旺區議會 2018 年 7 月 12 日會議議程第 11 項有關升降機安全事宜的文件，發展局及機電工程署(機電署)現謹覆如下：

查詢及要求1—「油尖旺區內機齡超過25年的升降機數目約有多少？」

截至 2017 年底，油尖旺區約有 6 250 台升降機，當中超過 25 年機齡的約有 3 200 台(約 51%)。

查詢及要求2—「機電工程署接獲升降機負責人就《條例》附表7指明的升降機事故作出書面通知的數字在油尖旺區特別多，部門有否作出研究和分析？當中原因為何？所涉的內容多為甚麼？」

根據機電署的紀錄，油尖旺區的升降機負責人在 2017 年就《升降機及自動梯條例》(第 618 章)《條例》附表 7 指明的升降機事故作出書面通知署方的事故率為平均每部升降機 0.0078 宗；而全港的同期數字為平均每部升降機 0.0064 宗。根據我們分析所得，在 2017 年於油尖旺區發生的此類個案全部都是由於乘客不

小心使用升降機而引致（例如升降機門打開或關閉時夾著手指、進出升降機時身體不適等），當中並沒有涉及升降機機件故障的個案。

查詢及要求3—「要求政府制定全港性「提升升降機安全行動」，並優先提升1993年首份升降機《設計及建造實務守則》生效前已安裝的升降機的安全水平；」及查詢及要求4—「要求成立獨立「升降機安全資助計劃」，提供類似「樓宇更新大行動」的資助方案予業主為老舊升降機提升安全設備或更換新升降機；」

升降機必須要有適當的定期檢驗和保養維修，才可保障其安全使用。然而，隨着升降機機齡日增，其維修問題會越來越多及越趨複雜。由於近年科技發展迅速，現今的升降機較舊式升降機具備更全面的安全保護裝置，舊式升降機在保障安全方面存有改善和優化空間。有見及此，機電署於 2011 年推出《優化升降機指引》，旨在建議升降機負責人為其舊式升降機加裝保護裝置（當中包括防止機廂不正常移動的裝置），使升降機運作更安全、可靠和舒適。

截至 2017 年底，全港約有 66 200 多部升降機，當中約八成的配備未達至現今最新的安全裝置水平。由於優化升降機屬自願性，自 2011 年起至今，約有 5 200 部升降機進行了不同程度的優化工程，進度並不顯著。因應上述情況，發展局及機電署正積極擬定短、中及稍為遠期的新措施以提升舊式升降機的安全，進一步保障公眾安全。有關的擬議措施如下：

- 短期措施：機電署會加大力度巡查升降機的保養及檢驗，特別是針對那些會影響升降機安全運行的組件。同時，署方亦正研究負責人及承辦商如何加強尚未有進行升降機優化工程的舊式升降機的保養。
- 中期措施：發展局及機電署會考慮參照現時推行的「樓宇更新大行動 2.0」及「消防安全改善工程資助計劃」，研究撥款資助有需要樓宇的業主，並提供適切的專業支援，鼓勵他們加快推動升降機優化工程。
- 稍為遠期措施：發展局及機電署會研究分階段強制實施優化升降機工程的可行性，當中我們會參考其他國家的做法，亦會充分考慮社會和業界的承受力。

就上述擬議措施，發展局局長及機電署署長已於 2018 年 5 月 29 日的立法會發展事務委員會中向議員介紹。我們將盡快交待新措施的細節，特別是與中期措施有關的資助計劃。

查詢及要求5—「促請政府加強對「註冊升降機承建商」及「註冊升降機工程師」的監察，包括加強覆核工作及突擊巡察、強化監管機制，並與業界及相關持份者研究方法吸引新人入行」

《條例》規定升降機負責人須確保升降機及其所有相聯設備或機械，保持於妥善維修狀況及安全操作狀態。負責人須安排註冊升降機承辦商承辦該升降機的保養工程及確保每隔不多於一個月為該升降機進行定期保養工程及每隔不多於12個月安排註冊升降機工程師為該升降機進行定期檢驗。機電署會以風險為本的原則，加強對機齡高及經常出現投訴/故障等風險較高的升降機進行巡查，以監察有關的保養工作及查找有否任何違反《條例》規定的情況。

機電署於2017年共進行了約11 200次升降機及自動梯的巡查。為了加強對舊式升降機的巡查，署方已在2018/19年增加了人手，加大力度巡查升降機的保養及檢驗，預計本年度的巡查次數會增加至約14 000次，增幅為25%。機電署亦正研究負責人及承辦商如何加強尚未進行升降機優化工程的舊式升降機的保養，特別針對會影響升降機安全運行的組件。同時，署方會增加對相關保養項目的抽查，確保承辦商檢查維修的質量。此外，機電署會研究改善記錄升降機承辦商保養工作的工作日誌格式，以便機電署、承辦商的工程監管人員及負責人更有效地監管/巡查工作。就未來一系列將會落實的新措施，機電署亦會進一步檢視人手需求，以應付新增的工作量。

至於業界人手方面，機電署一直密切監察市場上的人力資源狀況，除了與業界保持緊密溝通，近年還實施了以下一系列計劃吸引更多新血加入行業：

- 職業訓練局自2014年聯同建造業議會推出「職學計劃」後，每年收錄的新學徒人數已顯著增加，由過去每年約70名增至2015年逾200名新生，而2016年及2017年每年皆招收超過250名新生；
- 職業訓練局及香港大學專業進修學院於2016年開辦兩個不同的升降機及自動梯相關進修課程給在職工程人員報讀，讓他們可獲取所須學歷，以符合註冊工程人員的註冊要求；
- 建造業議會為機電工種（包括升降機及自動梯技工）推行「承建商合作培訓計劃」，為有志投身升降機及自動梯行業的人士提供資助；
- 機電署於2016年開始投放超過6億元，於5年內聘請逾千名見習技術員，為整個機電業界（包括升降機及自動梯業）提供新血，應對未來挑戰；及

- 機電署與業界於 2018 年年初攜手合作製作宣傳短片以吸引新人入行。

鑑於過去三年已有更多新血加入行業，而大部份現時仍在接受學徒訓練，預計該批學徒將會於未來兩至三年內畢業並投身行業。屆時，行業人手將進一步增加，並有能力在將來處理更多升降機優化及保養工程。機電署亦會與業界繼續探討如何進一步吸引新人入行。

查詢及要求6—「加強對大廈法團或業主的支援，舉辦講座或工作坊等活動，提高他們對升降機安全的意識，及早察覺問題。」


為便利升降機負責人為其升降機的保養服務或優化工程進行招標，機電署亦已制定了「升降機及自動梯全面維修保養採購合約樣本」及「僱用註冊升降機承辦商進行升降機優化工程的規格樣本」，供負責人在招標時作參考之用。同時，為了協助負責人聘用註冊升降機工程師審核承辦商的保養工作及提供顧問服務，機電署亦制定了「僱用獨立註冊升降機工程師進行升降機保養工作審核的規格樣本」供負責人參考。有關規格樣本，可在機電署網頁下載。

為讓居民、業主及法團對升降機的保養維修更清楚了解，機電署除了應邀派員出席各區舉辦的專題講座或交流會外，亦會透過電郵及信件邀請相關物業管理公司及業主立案法團出席署方舉辦的講座，內容包括如何挑選承辦商、維修保養的管理、優化升降機等等。

我們會繼續聽取各持份者的意見，並為負責人提供適切的技術支援。

若有任何疑問，請致電與本人(電話:3509 8337)或機電署高級機電工程師區子威先生(電話: 2808 3239)聯絡。

祝工作愉快！

發展局局長
(陳玉華  代行)

2018 年 7 月 12 日

副本送： 機電工程署署長
民建聯油尖旺支部 (傳真:2770 5218)

致：油尖旺區議會各議員及運輸署署長
由：旺角街頭文化協會（暫名）籌委會

日期：2018年7月12日

要求延後取消西洋菜街行人專用區的決定
容許菜街表演者及檔主實踐自律護街
保留旺角街頭表演文化

今日我們一批西洋菜南街的表演者及檔主近20名代表，以旺角街頭文化協會（暫名）籌委會的身份，在區議會大會開始前向油尖旺區議會和運輸署代表遞信，一方面是為菜街過去為居民帶來噪音致歉，另一方面希望爭取區議會及運輸署能夠延後取消西洋菜南街行人專用區的決定，給予我們自律護街的機會。

自5月24日油尖旺區議會大會，通過取消旺角西洋菜街行人專用區後，運輸署署長曾表示會有四個月的研究時間，才落實‘殺街’詳情，但昨日運輸署文件顯示，決定在八月四日正式‘殺街’，作為菜街的表演者和檔主，我們感到極為震驚及遺憾。我們明白來自世界各地和香港本土的表演者和檔主錯為居民帶來困擾，特別是表演聲量方面，我們在意為菜街過去為居民帶來不便致歉。希望議員們能夠在今日的區議會大會上，要求運輸署按照上次大會的原計劃，在九月才決定有關安排的詳情。

自從5月區議會大會後，我們一直努力聯絡在菜街的表演和檔主，希望透過互助合作溝通，達成菜街行人專用區時段的自律，向社會顯示香港的街頭表演文化能夠透過民間的自我規範，做到‘不擾民、不阻路、不對商戶做成困擾’的情況，我們剛成立一個籌委會，希望團結菜街的表演者和檔主，並計劃以自我規管聲量的方式，希望爭取社會和議員的支持，以保護菜街特有的香港本土街頭文化。我們更相信我們的自律規則，更可成為其他行人專用區/公共空間表演者的參考。

西洋菜街行人專用區裡，除了爭議頗大的唱歌檔外，還有不同類型的表演者，例如速畫、街頭攝影、塔羅和算命檔等，確實保留了香港獨有的多元地方文化，更是象徵香港由文化中，不問出身只問才能的自由表演空間，讓普羅市民能夠發揮自身的才藝，在過去的十八年裡，也確實培養了很多出色的藝術工作者。5月的區議會大會中，也有議員動議要求政府要想辦法安置這一批街頭表演者，以及另尋場地保留這種有特色的街頭表演文化，我們希望油尖旺的區議員，能夠落實上次的議案，並協助繼續保存這種街頭表演文化。

聯絡人：細輝