

**Minutes of the 19th Meeting of the
Yau Tsim Mong District Council (2020-2023)**

Date : 29 November 2022 (Tuesday)
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 LAM Kin-man

Vice-chairman

Mr CHU Tsz-lok, Leo

District Council Members

Mr CHUNG Chak-fai	Mr HUI Tak-leung, JP	Mr LEE Wai-fung
Mr HO Fu-wing, Frank	Mr HUNG Chiu-wah, Derek, MH	

Representatives of Government Departments

Mr YU Kin-keung, Edward, JP	District Officer (Yau Tsim Mong)	Home Affairs Department
Miss LEUNG Ching-wan, Lydia	Assistant District Officer (Yau Tsim Mong) 1	Home Affairs Department
Miss CHU Joey	Assistant District Officer (Yau Tsim Mong) 2	Home Affairs Department

In Attendance:

Miss LAW Shuk-pui, Rosanna, JP	Commissioner for Transport	Transport Department
Mr HO Kwong-hang, Patrick	Assistant Commissioner for Transport/Urban	Transport Department
Mr FUNG Ka-kit, Peter	Senior Engineer/Kowloon District West	Transport Department
Mr CHOW Ka-lok, Vincent	Senior Engineer/Kowloon District Central	Transport Department
Ms TAM Pui-wah, Alice	Chief Transport Officer/Kowloon 1	Transport Department
Mr CHENG Pan	Senior Engineer 7/Special Duties	Highways Department
Mr LEE Chi-shing, Jacky	Project Coordinator 2/Special Duties	Highways Department
Ms HUI Wai-ying, Jennifer	Assistant Engineer/Hong Kong 2-1	Highways Department
Dr Oliver CHAN	Senior Manager (Redevelopment Project & Executive Support),	Hospital Authority

Mr David CHAK	Kwong Wah Hospital Senior Manager (Capital Projects)	Hospital Authority
Mr PONG Keng-tak	Assistant Divisional Officer (Yau Ma Tei Fire Station)	Fire Services Department
Mr LI Leong-kiu	Assistant Divisional Officer (Planning Group) (Ag)	Fire Services Department
Mr YIP Hang-hei, Tony	Engineer/Mongkok & Yaumatei	Transport Department
Mr CHAN Yiu-chung, Jacky	External Affairs Manager	Mass Transit Railway Corporation Limited
Ms KO Ming-yan, Yannes	Senior Corporate Communications Executive	Mass Transit Railway Corporation Limited

Secretary

Ms KWONG Wing-yan, Ada	Senior Executive Officer (District Council), Yau Tsim Mong District Office	Home Affairs Department
---------------------------	--	-------------------------

Opening Remarks

The Chairman welcomed the attendees to the meeting. Due to anti-epidemic measures, he asked Councillors and representatives of government departments to keep their presentation as brief as possible and avoid repetition, so that the meeting could be finished as quickly as possible. Due to the epidemic, the number of attendees to this meeting would be kept to a minimum. Some representatives of standing government departments would not attend or would only attend the relevant parts of the meeting. He would introduce them during the discussion of the relevant items.

Item 1 : Commissioner for Transport’s Visit to Yau Tsim Mong District Council

2. The Chairman welcomed Miss Rosanna LAW, Commissioner for Transport, Mr Patrick HO, Assistant Commissioner for Transport/Urban, Mr Peter FUNG, Senior Engineer/Kowloon District West, Mr Vincent CHOW, Senior Engineer/Kowloon District Central and Ms Alice TAM, Chief Transport Officer/Kowloon 1, of the Transport Department (“TD”) to the Yau Tsim Mong District Council (“YTMDC”) meeting.

3. Miss Rosanna LAW and Mr Patrick HO gave a PowerPoint presentation on the work of the TD in the district, including major traffic and transport projects, road improvement works, inter-department joint operations, increasing public parking spaces, improving public transport service and upgrading public transport facilities.

4. The Vice-chairman raised the following views and enquiries: (i) he thanked the TD for constructing the covered walkway at Gascoigne Road and adding more lanes at Salisbury Road to bring convenience to pedestrians and motorists in the district; (ii) the Pedestrian Wayfinding Signage System (“PWSS”) was commissioned in 2018 to show the way for visitors and was well received in Tsim Sha Tsui. However, there had not been any new development of the system ever since. He asked the TD whether there was any plan currently to extend the PWSS to other tourist districts, such as Mong Kok and Yau Ma Tei,

and how the system would complement the existing road signs of the Hong Kong Tourism Board; (iii) after the rail merger, the cross-harbour fares at Hung Hom Station and Mong Kok East Station were higher than those at other stations. For example, the fare from South Horizons Station to Mong Kok East Station was higher than that to Tsuen Wan Station. He asked whether the TD could improve this problem as soon as possible; and (iv) while he appreciated the TD's plan to provide 52 on-street parking spaces in Yau Ma Tei district, he also worried that this would result in fewer traffic lanes. He therefore asked whether the Department would build more car parks to solve the problem once and for all. In explaining, he said the Yau Ma Tei Carpark Building had been demolished and the Man Wui Street car park had been turned into the Hong Kong Girl Guides Association site. Besides, a new car park had been built at Middle Road car park six years after its demolition. He therefore hoped that the TD would implement the construction of the car park as soon as possible. As for the car park at To Wah Road, it was originally planned to be a "single site, multiple use" car park, but it was still currently a temporary car park. He hoped that the works could commence as soon as possible so that the relevant facilities could be completed as soon as possible.

5. Mr HUI Tak-leung said that in the past, whenever Councillors submitted papers on transport issues, representatives of the TD often used a lot of data to reject Councillors' proposals. For example, he had submitted five or six papers on the pedestrian crossing at Nathan Road near Shantung Street since he became a Councillor in 2004, but the works were not completed until 2019 because the TD had always rejected the proposal with data such as traffic flow. On the contrary, when the TD wanted to carry out projects, it never talked about data. However, in the past two years, there had been a complete change in the attitude of the TD, especially Mr Tony YIP, who had actively cooperated with Councillors. In recent years, the TD's staff members would conduct site visits with Councillors and prepare feasibility study reports after Councillors had submitted papers. He expressed his appreciation for the enthusiasm of the TD's staff members, which he felt had helped to raise the Department's profile.

6. Mr CHUNG Chak-fai raised the following views and enquiries: (i) Yau Tsim Mong ("YTM") district was conveniently located with a well-connected road network, but there was a shortage of parking spaces, especially in the old Tai Kok Tsui district which he served. Motorists mainly relied on on-street parking spaces or temporary car park spaces, hence the serious problem of illegal on-street parking. He asked whether the TD could provide more on-street parking spaces; (ii) he asked whether the 52 additional on-street parking spaces were for goods vehicles, private cars or motorcycles; (iii) in the past, there were abandoned vehicles occupying motorcycle parking spaces in the district. Although some abandoned vehicles were cleared by joint operations, the problem soon re-emerged. Apart from occupying legal motorcycle parking spaces, abandoned vehicles were used by some shops to occupy roads for business purpose. Given that joint operations would take a long time and require the cooperation of different departments, he enquired whether policy changes could be made to the legislation, such as the registration system, to deal with unregistered or non-functional vehicles more effectively so as to reduce the abuse of public space; and (iv) the ownership of the Cross Harbour Tunnel ("CHT") and the Western Harbour Crossing ("WHC") would revert to the Government in 2023 and the stop-to-pay arrangement would be abolished then. He enquired whether the Department had any data to show the improvement in terms of road interface, efficiency and smooth traffic flow.

7. Mr LEE Wai-fung raised the following views and enquiries: (i) during the construction of the West Kowloon Government Offices, he had striven with a former

Legislative Council Member for the provision of additional parking spaces, which were increased from some 30 to the present 90-odd spaces, thus benefiting all parties concerned; (ii) car parks were inadequate in the district. After the demolition of the Yau Ma Tei Carpark Building, over 300 parking spaces were added to the two temporary car parks near Charming Garden, which was 30 minutes' walk from Yau Ma Tei and therefore could not serve the residents of that district. He asked whether the TD had any plan to build a large car park again near the former Yau Ma Tei Carpark Building so as to meet the parking demand; (iii) many residents in the district chose to use motorcycles instead of private cars, resulting in an increased demand for motorcycle parking spaces in the district. Some residents had said that due to the shortage of motorcycle parking spaces, drivers had no choice but to park their motorcycles outside parking spaces and were consequently ticketed by the authorities; (iv) many traders parked their vehicles illegally at the minibuss stand in Yau Ma Tei Market, with some even parked on the pavement. The TD was originally ready to install safety fences, but for some unknown reasons, the proposal was temporarily stopped, resulting in no improvement to the illegal parking problem. As the personal safety of the residents was involved, he hoped that the TD could solve the problem as soon as possible; and (v) with the imminent abolition of the toll booths at WHC, it was expected that bus traffic would increase. He hoped that the TD would consider building permanent public toilets for the public to use when they were changing buses. He believed that public toilets should be provided at all major transport interchanges, not only to meet the physical needs of the public, but also to alleviate their worries about long journeys.

8. Mr Derek HUNG raised the following views and enquiries: (i) in late 2019, when the M+ Museum in West Kowloon Cultural District ("WKCD") was commissioned, there was a major traffic jam at the place. He had visited the site with members of the owners' committees of the surrounding buildings and representatives of the TD. Short and medium-term plans were subsequently drawn up and the Police had stepped up enforcement, resulting in a slight improvement in the traffic situation. In view of the heavy traffic congestion at the site whenever there was a major event, Councillors had suggested that an additional lane be provided at the left turn entrance of the roundabout, but the TD seemed to have no intention to do so. Nonetheless, he considered that the TD should implement the provision of the additional lane; (ii) regarding the abolition of the toll booths at the WHC, he considered that the opportunity should be taken to enhance the space vacated. For example, the pavement of the waterfront promenade near Yau Ma Tei Typhoon Shelter was very narrow and should be improved. Moreover, there was a plan to build a flyover across the toll booths and Kowloon Station in WKCD, but the plan had been shelved for the time being. He opined that since the toll booths would be abolished at WHC, the flyover project should be taken forward; (iii) more than three years ago, the TD had proposed that it should take the lead in building a car park on the site on To Wah Road by way of "single site, multiple use" in order to speed up the construction process. However, the site was currently loaned for storage until 2025. There had been no news about the related "single site, multiple use" project since. He asked whether there was any chance of implementing this project and whether the Department had any new thinking; and (iv) he agreed that a lift to the footbridge opposite the Sorrento should be built, but the Hong Kong Rehabilitation Power, being the major user of the wheelchair access at Kowloon Station, did not consider it the most suitable location. They proposed that the relevant facility be built at the bus stop next to the Express Rail Link Station to provide direct access to the footbridge, from which the journey to Elements shopping centre would be shorter. In contrast, three sets of zebra crossings had to be crossed at ground level, and the road surface was uneven and users would be exposed to the sun and rain, which was less desirable. In addition, lifts had been built in the middle of the road to connect the commercial buildings to the Express Rail Link Station. The lifts had

been built for more than three years, but they were not open for use. It seemed inappropriate that a set of lifts was to be added now.

[Note: As the Government considered that this part of discussion by a Councillor was not in line with the functions of District Councils as stipulated in the District Councils Ordinance, the Secretariat would not record it.]

9. The Chairman raised the following views and enquiries: (i) he considered that the issues raised by Mr Frank HO were not directly related to district affairs and suggested that he should convey them to the Commissioner for Transport through another channel. He stressed that the purpose of her visit was to exchange views with Councillors on district affairs. That said, he would arrange time for Mr Frank HO to raise district transport issues later; (ii) he commended the TD for its work performance. He cited the example of the crossing at Shantung Street, which was finally completed after years of campaigning and voicing their opinions by Councillors and residents. In 2019, when the former Commissioner for Transport visited the YTMDC, he and several Councillors had asked the Commissioner about the completion date of the road crossing. Fortunately, the facility was completed a few months later and residents could access the Mongkok Market for shopping via the facility since then, which had brought convenience to people's livelihood and was appreciated by residents. He thanked the Department for its efforts; (iii) on the problem of insufficient parking spaces, he pointed out that several parking spaces had been removed from Pitt Street in response to the completion of the new Kwong Wah Hospital ("KWH") building. The problem of insufficient parking spaces at Pitt Street had existed for a long time and, coupled with the presence of a primary school in the vicinity, the problem of illegal parking was very serious. He asked if a few additional parking spaces could be provided in the vicinity. In addition, the Highways Department ("HyD") had proposed to cancel a few parking spaces at Tung Fong Street in its proposal for barrier-free access to KWH. If the parking spaces at both Tung Fong Street and Pitt Street were cancelled, it would be very inconvenient for the residents of the district and he hoped that the TD could provide a solution; (iv) as for the traffic problem in WKCD, as a member of the Consultative Committee of WKCD, he was also very concerned about the shortage of parking spaces there. Since the TD had mentioned that 150 additional temporary parking spaces and a few coach parking spaces would be built there, he asked whether these parking spaces were already under construction. He added that WKCD currently boasted the M+ Museum and the Palace Museum. With the booming of tourism after the epidemic had stabilised, he believed that the 150 parking spaces would not be sufficient to meet the demand. He asked whether the TD would discuss with the Mass Transit Railway Corporation Limited ("MTRCL") to identify a site near the Express Rail Link Station for the provision of parking spaces for WKCD; and (v) regarding the Sai Yee Street site, it had been included in the 2023 Land Sale Programme. The consensus of the previous YTMDC was to build a transport interchange there for the parking of coaches and minibuses to solve the traffic congestion and parking space shortage problem of YTM district, as illegal parking of coaches was a serious problem in the district during the booming of tourism, especially in the vicinity of Sin Tat Plaza, where minibuses were even parked in the middle lane. However, the development of the Sai Yee Street site was now delayed by the Land Sale Programme and it was said that the project would not be completed until six to seven years after the tender. He asked if the TD had any short-term or temporary solutions to the parking problem of coaches and minibuses in Mong Kok and Yau Ma Tei.

10. Mr HUI Tak-leung said every district had its own traffic problems. As a Councillor, he certainly had views on transport. Having said that, as the TD had already

conducted district consultation with Councillors and collected views on improving district transport on a regular basis, he did not wish to talk about district transport affairs today, but would like to take this opportunity to express his appreciation of the Department to the Commissioner for Transport.

11. Miss Rosanna LAW responded as follows:

- (i) On the issue of parking spaces, YTM district was well served by public transport and there were many choices of public transport and parking spaces. As for access to the old districts, she considered that it was better to use public transport as far as possible. She worked in the district and had a first-hand experience of this, as before she arrived at her office at 8:00 a.m., Hoi Ting Road was already fully packed with private cars. Apart from a lack of parking spaces, it was also possible that drivers felt that parking fees in car parks were higher than the fixed penalty for illegal parking and therefore preferred to park illegally on the street. The TD believed that a multi-pronged approach was needed to solve this problem. As for the proposal to build a replacement car park after the demolition of the Yau Ma Tei Carpark Building, she took note of Councillors' request. The two existing temporary car parks on Hoi Ting Road were both quite popular and one of them would be developed in the future. The TD would then request the development project to provide an appropriate number of parking spaces. In addition, the TD would consider introducing automatic parking facilities in another car park so as to provide more parking spaces to meet the demand. The TD was currently looking at releasing some sites near the Central Kowloon Route site for temporary or permanent car parks. However, it was very difficult to find sites in old districts for car parks. In view of the serious problem of illegal parking at present, the TD was considering converting some of the illegal parking sites into on-street parking spaces to increase the supply of on-street parking spaces. The TD would further discuss the matter with Councillors.
- (ii) Regarding the problem of motorcycles and abandoned motorcycles, she had visited several back alleys in YTM district, including the back alley of Cherry Street and the vicinity of Portland Street. With the launch of the joint clearance operation, the TD aimed to clear 100 abandoned vehicles every month to gradually improve the situation. As for Mr CHUNG's question on whether the matter could be dealt with by law, the TD did in fact have such a plan at present. At present, if a vehicle owner failed to pay the licence fee within two years, the TD would issue a letter to the owner and cancel the registration of the vehicle if the licence had not been renewed on time, and the owner would have no legal relationship with the vehicle from then on. To a certain extent, this had condoned the abandonment of vehicles on the streets by the public and left them to the Government for aftercare, which was in effect a waste of public money. The TD was therefore looking at what could be done to address the root cause of the problem in terms of legislation.
- (iii) The Government would introduce the Free-flow Tolling System at the WHC after taking over it. As to whether the vacated space could be put to good use to improve traffic, if the traffic congestion was caused by the toll booths, the cancellation of the booths could indeed alleviate the above problem. However, if the congestion was caused by heavy traffic during peak hours,

other measures would be required. With the implementation of the Free-flow Tolling System at the WHC, the TD was actively considering the use of the space of the toll plaza after it was vacated, in particular the possibility of introducing measures to facilitate parking and interchange with other modes of transport. Some Councillors had asked whether public toilets could be built, and she understood that long-distance commuters needed to go to toilets, but not every transport interchange could have toilets built because of the management issues involved. Even so, the TD would consider building toilets at major transport interchanges when the environment and facilities permitted, so as to make it as convenient as possible for the public.

- (iv) She thanked Councillors for their appreciation and understanding of the TD. She continued that some of the projects that the TD considered necessary to implement might cause inconvenience to local residents and the Councillors' support would be needed in these cases. She also asked Councillors to understand that sometimes the proposals they put forward might not be achievable within a short period of time. The Government and Councillors were partners and the TD was happy to work with Councillors on district issues. She had also visited different districts and found that some projects that the TD initially considered not feasible might be possible in the end.

12. Mr Patrick HO responded as follows:

- (i) There was only one lane at the entrance of the roundabout to WKCD, but the TD would add an additional lane. The HyD had also confirmed that the project was technically feasible. The TD would work with the HyD on the timing of commencing the project.
- (ii) Due to the redevelopment of the KWH, seven to eight car parking spaces on Pitt Street would need to be removed to accommodate the development. The TD would explore the feasibility to vacate spaces around Pitt Street as on-street parking spaces but stakeholders had to be consulted to ascertain the feasibility of such a plan.
- (iii) As regards the construction of lifts at the footbridge to The Sorrento, the HyD would commence the works in the second quarter of next year as the consultation of projects under the Universal Accessibility Programme had already been completed. As for the possibility of using the completed lifts connecting the High Speed Rail terminus and the shopping mall, the TD would further check with the developer on the timing for opening the lifts as they were part of the property development project above the High Speed Rail terminus.

13. Mr Frank HO raised the following views: (i) regarding the shortage of parking spaces in YTM district, there were major construction projects in Yau Tsim district and the Yau Ma Tei Carpark Building had been demolished. Although there were some new car parks at Hoi Ting Road and To Wah Road to supplement the shortage of parking spaces, they might not directly benefit the affected districts. At present, the land use of the original site of the Yau Ma Tei Carpark Building had not yet been confirmed. He hoped that the TD could suggest to the Planning Department and the HyD to redevelop the carpark in-situ. Although it might not be technically possible to redevelop the site into a car park with 744 parking

spaces, it would still be ideal if 200 to 300 parking spaces could be provided to alleviate the shortage of parking spaces in the district; and (ii) as major works were still in progress, some of the temporary diversions in the vicinity had a significant impact on the traffic in the district. The section of Saigon Street between Canton Road and Ferry Street was once converted to a dual carriageway in response to the works and had recently been converted back to a single carriageway. The great magnitude of change had made it difficult for motorists to adapt to the change and some drivers had even breached traffic regulations as a result. Frequent and drastic changes to temporary diversions would cause danger to traffic and pedestrians in the district and he hoped that the TD would pay attention to that.

14. Mr LEE Wai-fung raised the following views: (i) traffic congestion on Hoi Ting Road was very serious in the morning as many parents would drive their children to school, hence the “back-up” of vehicles on the north and south lanes of Hoi Wang Road. He had suggested to the Police that they should notify the schools which parents were parking illegally outside the school gates and announce the situation in the schools, and he urged the Police to step up their enforcement efforts; (ii) the carriageway of Hoi Ting Road near Cherry Street Park was relatively wide and he had previously suggested providing additional parking spaces there, but at that time the TD commented that the road might not be wide enough. He asked, since the problem of illegal parking was serious there, why the Department did not just build on-street parking spaces. He again urged the TD to re-examine the possibility of making room for three or four additional parking spaces on that pavement; and (iii) the MTRCL had expressed the wish to open the Express Rail Link platform for publicity activities and the car park for public use when the epidemic subsided, but this was later suspended due to the worsening of the epidemic. He suggested that the TD should talk to the MTRCL that, since the car park was ready to be open for public use, why not provide the parking spaces to alleviate the shortage of parking spaces in WKCD.

15. Mr Derek HUNG raised the following views and enquiries: (i) he further enquired about the latest situation of the “single site, multiple use” project at To Wah Road; and (ii) there were three to five north-eastbound and south-westbound traffic lanes at the junction of Jordan Road and Lin Cheung Road, and the traffic there was heavy. Although the TD had been actively improving the traffic signs in recent years, traffic accidents still occurred at the junction from time to time and the Police had classified it as a traffic black spot in the past. However, some of the traffic signs on the planned roads there still appeared to be temporary in nature and he would like to have a site visit with the Department. Furthermore, within a short distance of two to three metres, seven different traffic sign poles were erected. He suggested the TD to consolidate them.

16. Mr CHUNG Chak-fai raised the following views: (i) he was pleased to see that the TD planned to provide more on-street parking spaces. He queried, as there were already vehicles parked illegally at informal on-street parking spaces in Tai Kok Tsui district, why the Department did not just provide more on-street parking spaces to increase the revenue of the Treasury on the one hand and to enhance regulation on the other; and (ii) recently, there had been a number of more serious traffic accidents in YTM district. For example, some people, for the sake of convenience, crossed streets with several traffic lanes, such as Ferry Street and Nathan Road. He enquired whether the TD had any improvement measures, such as enhancing the signage and publicity, and improving road design, so as to avoid recurrence of serious accidents.

17. The Vice-chairman raised the following views and enquiries: (i) as the PWSS seemed to have disappeared after 2018, he asked whether the TD would further develop the

System or it had been over; (ii) regarding the Universal Accessibility Programme, this meeting would discuss the barrier-free access between Kwong Wah Hospital and Yau Ma Tei MTR Station. The original proposal was to connect the two places directly, but the HyD said that this could not be done due to technical reasons. He said that this factor should have been anticipated during the planning stage, and even taken care of, so that no time would be wasted. If there were future development plans for Queen Elizabeth Hospital, such as the construction of a barrier-free access from Jordan Station to the hospital, he hoped that advance planning could be made to foresee problems as early as possible; and (iii) he proposed that some older MTR stations be renovated and improved. For example, Hung Hom Station had been expanded after the opening of the Cross-harbour Section of the East Rail Line and the Tuen Ma Line, but some parts of the Station were still relatively old. He proposed that it be renovated. In addition, the exits of some stations (e.g. Yau Ma Tei Station) currently did not have escalators reaching the ground level. He suggested that, modelling after Exit A of Tsim Sha Tsui Station, escalators be gradually installed at the exits, so as to divert the passenger flow during peak hours.

18. The Chairman raised the following enquiries: (i) as the Sai Yee Street site had not been built as a transport interchange for a long time, he asked whether the Department had any short-term solution to solve the problem of illegal parking of coaches and minibuses; and (ii) half of the Sai Yee Street site was currently used as a temporary car park. Councillors had suggested using the whole site as a temporary car park, but the TD considered that it would cause traffic congestion and suggested using only half of it. He asked the TD, now that the temporary car park had been in operation for some time, whether the traffic had been affected, and whether the whole site could be used as a temporary car park, so as to solve the problem of insufficient parking spaces in YTM district in the short term.

19. Miss Rosanna LAW responded as follows:

- (i) Regarding the PWSS, the TD had just installed some nice-looking totems showing landmarks around the WKCD, which were designed with reference to the examples of some major cities (e.g. London and Singapore). Apart from wayfinding, these totems with landmarks also indicated nearby landmarks, which helped to improve the cityscape. The system was piloted in WKCD in the second half of 2022 and, since the feedback was positive, would be extended to other districts. The next district would be Central, and other parts of YTM district might be considered for implementation at a later stage.
- (ii) On the issue of adding on-street parking spaces, she thanked Councillors for their support and the TD would actively implement it.
- (iii) On the issue of pedestrian safety, she expressed grave concern as the fatality rate in traffic accidents was relatively high this year. Although the general accident rate had dropped, the fatality rate had remained high during the fifth wave of the epidemic earlier this year. This was not only due to drivers' driving attitude and speed, but also due to pedestrians breaching road-crossing instructions, such as jumping over barriers and stepping out between cars to cross the road. The TD would step up publicity and education to remind the public. In addition, the TD would conduct a large-scale operation with the Police on jaywalking to enhance public awareness of traffic regulations. The TD would also step up education for children and ask them to remind their elderly family members not to jaywalk.

As a last resort, the penalty for jaywalking might had to be increased as some of the penalties had not been adjusted for many years. However, in view of the current economy, the TD might not focus on increasing the penalties but would concentrate more on education instead.

- (iv) The “single site, multiple use” project at To Wah Road was under consultation and funding approval would be sought from the Legislative Council.

20. Mr Patrick HO responded as follows:

- (i) The Architectural Services Department was currently inviting tenders for the To Wah Road project and would start the detailed design of the project this year and begin the land survey in the first quarter of 2023.
- (ii) On the issue that the traffic signs were overly-complicated, the TD would review the possibility of consolidating different signs at the same location so as to keep them as concise and concentrated as possible.
- (iii) The PWSS would be piloted in Tsim Sha Tsui first.
- (iv) Regarding the existing short-term tenancy car park at the Sai Yee Street site, the location was very busy during commuting hours in the afternoon of weekdays. The TD was concerned about the traffic impact if there was more traffic. At present, the other half of the site was used as a plant nursery. The TD considered the current use to be balanced and appropriate and would not add to the traffic load of Sai Yee Street.
- (v) As for Cherry Street, the TD would like to provide more on-street parking spaces as long as they did not obstruct traffic. The TD would study the feasibility in every sub-district of this district.
- (vi) Regarding the opening up of the car park at the High Speed Rail terminus, as the High Speed Rail had not resumed operation, the MTRCL had yet to open up the car park and the TD would discuss it with the MTRCL again. The opening of the car park could relieve the parking pressure in WKCD. It would be very convenient to go from the Artist Square Bridge to the M+ Museum, especially after the Bridge’s opening, so the TD would further communicate with the MTRCL.

21. Miss Rosanna LAW responded that even if it could not be opened for a long period of time, the TD would discuss special measures with the MTRCL to open up the parking sites to relieve the traffic pressure during Christmas and Lunar New Year when more people were visiting the two museums of WKCD.

22. The Chairman thanked the Commissioner for Transport and the representatives of the TD for joining the meeting and participating in the discussion of this agenda item.

Item 2 : Confirmation of Minutes of 18th Meeting of Yau Tsim Mong District Council

23. The minutes of the 18th meeting were confirmed without amendments.

Item 3: Matters Arising:
— **Follow Up on Latest Progress of Barrier Free Access between Kwong Wah Hospital and Yau Ma Tei MTR Station**
(YTMD Paper No. 23/2022)

Item 4: Preliminary Proposal on the Barrier Free Access between Kwong Wah Hospital and Yau Ma Tei MTR Station
(YTMD Paper No. 36/2022)

24. The Chairman said that the discussion papers for Items 3 and 4 were related to the barrier-free access between KWH and Yau Ma Tei MTR Station (“YMT Station”), and asked if Councillors agreed to discuss the two items together. There was no objection.

25. The Chairman said that the MTRCL’s written response (Annex 1) had been sent to Councillors for perusal before the meeting. The Transport and Logistics Bureau said that the issue discussed in the above papers was outside its purview and therefore would not send representatives to the meeting. He then welcomed:

- (a) Mr CHENG Pan, Senior Engineer 7/Special Duties, Mr Jacky LEE, Project Coordinator 2/Special Duties, and Ms Jennifer HUI, Assistant Engineer/Hong Kong 2-1, of the HyD;
- (b) Dr Oliver CHAN, Senior Manager (Redevelopment Project & Executive Support) KWH, and Mr David CHAK, Senior Manager (Capital Projects), of the Hospital Authority;
- (c) Mr PONG Keng-tak, Assistant Divisional Officer (Yau Ma Tei Fire Station), and Mr LI Leong-kiu, Assistant Divisional Officer (Planning Group) (Ag), of the Fire Services Department;
- (d) Ms Alice TAM, Chief Transport Officer/Kowloon 1, and Mr Tony YIP, Engineer/Mongkok & Yaumatei, of the TD; and
- (e) Mr Jacky CHAN, External Affairs Manager, and Ms Yannes KO, Senior Corporate Communications Executive, of the MTRCL.

26. The Vice-chairman supplemented the content of Paper No. 23/2022. He was shocked by the proposal put forward by the Department as it was not the proposal that had been proposed by Councillors, which was to connect Exit A2 of YMT Station with KWH. Under the new proposal, a subway would be built near Exit D of YMT Station to the ground level of Tung Fong Street, which would then be connected to KWH via a covered walkway, but this was different from the original proposal. During the redevelopment of KWH, a connection opening had been reserved for the construction of a barrier-free access. He asked whether consideration would be given again to constructing a subway from YMT Station to the new KWH building.

27. Mr CHENG Pan gave a PowerPoint presentation on the content of Paper No. 36/2022.

28. Mr CHUNG Chak-fai raised the following views and enquiries: (i) he was puzzled by the explanation given by the HyD. The HyD said that it was not possible to connect Exit

A2 with KWH at ground level, but Councillors' expectation was to construct an underground barrier-free access to KWH directly. Moreover, the HyD's representative had not mentioned whether there were special circumstances underneath the ground that prevented the construction of a subway; (ii) the current proposal involved the addition of a new MTR exit and the construction of a cover, and the distance to KWH was longer than that from Exit A2. He asked why the Department had not planned to build a cover at the section between Exit A2 and KWH; and (iii) the HyD had indicated that a lift would be added at the exit at Tung Fong Street, but he was concerned about the limited number of people that the lift could carry and he therefore asked about the efficiency of the lift.

29. Mr LEE Wai-fung raised the following views and enquiries: (i) he was disappointed with the HyD's proposal. Mr James TO, a former Councillor, and he had proposed the provision of a subway from the MTR station directly to KWH when the redevelopment of KWH commenced ten years ago and a connection opening had been reserved at KWH at that time. He asked whether the HyD had only taken up the project in the past two to three years, or it had started to study it ten years ago but had not been successful; (ii) the current proposal would give rise to several problems. Firstly, the "rain cover" of the walkway might not be able to protect pedestrians from the rain as they would be drenched when the rain slanted down. In addition to healthcare workers, patients and care-givers would also use the walkway in future, some of whom would be wheelchair-bound. There was a busy bus stop at the pavement section with many passengers waiting for buses. In addition, the pavement was paved with large blocks, making it particularly bumpy for wheelchairs to pass over. Lastly, pavements were often designed with a little inclination that sloped towards the carriageway, which would make it unstable for wheelchairs to pass by and even caused them to slide onto the carriageway. It would be difficult to deal with the above problems if the access was built on the pavement instead of a subway connection; and (iii) he asked if a lift could be built at the proposed subway location at the concourse of the MTR station, which would reach the ground level directly, instead of building a 70-odd-metre subway, but this was no different from the current proposal and both the disable and the able-bodied would have to face the difficulties on the road all the same.

30. The Vice-chairman raised the following views and enquiries: (i) he considered that the proposal of an underground access to KWH should not be disregarded because of the difficulties and the original proposal should be further reviewed; (ii) the proposed subway could be connected to KWH if it was extended by 200 metres, but the HyD indicated that there might involve factors concerning emergency exit and ventilation. He asked, according to the law, how far apart an emergency exit must be built in the subway. He asked, if the exit at Tung Fong Street could be counted as an emergency exit, whether another emergency exit between the Tung Fong Street exit and KWH was required. Moreover, the underground subways at Tsim Sha Tsui and East Tsim Sha Tsui Stations in the district were very large and well-connected. Although it was a rather old area, it was possible to have such a large pedestrian subway system which met the ventilation and emergency exit requirements. He could not understand why it was not possible in Yau Ma Tei when it was only 200 metres long; (iii) the Chinese YMCA of Hong Kong Kowloon Centre, situated in the triangular spot bound by Tung Fong Street, Pitt Street and Waterloo Road, posed a lot of constraints. He asked whether it was possible to connect Exit D with KWH via ELCHK Truth Lutheran Church; and (iv) Councillors across different political camps had been calling for a barrier-free access directly to KWH all along. He hoped that there could be a way to achieve this and was worried that if the current proposal was passed by the YTMDC, the HyD would not consider the proposal of a direct access to KWH again, resulting in the inconvenience mentioned by Councillors earlier.

31. Mr HUI Tak-leung said that Councillors had wanted to build a barrier-free access from YMT Station to KWH more than a decade ago. As KWH was being redeveloped, Councillors had wanted a direct underground access from YMT Station to facilitate access to KWH for patients and wheelchair users. He asked if it was not feasible to build a subway from YMT Station to KWH. What wheelchair users had requested was to reach KWH directly from any exit of YMT Station and then go to the ground level via the lift at KWH for medical treatment. If this was not possible, the HyD should simply tell the truth and Councillors would give up on this and consider other options instead of wasting 10 years in discussion. He believed that the HyD should not say it could not be done just because it was difficult. In fact, there were many subways in other districts. He was disappointed that the HyD had previously told Legislative Councillors that the original proposal was feasible, and that Legislative Councillors from the engineering sector had also said that it was feasible, but now the HyD said it was not. Councillors were not professionals, so if different departments gave different accounts, Councillors would be at a loss as to what to do. In his many years of experience as a District Councillor, he had never seen a proposal that was “definitely not feasible”.

32. Mr Derek HUNG raised the following views and enquiries: (i) Councillors of different political camps in the last two terms of the YTMDC unanimously proposed a barrier-free pedestrian subway from Exit A2 of YMT Station to the new KWH building after its redevelopment. He questioned why the HyD’s representative had said only now that the study had just started in recent months despite a pro-longed campaign and repeated enquiries about its progress by Councillors. He was puzzled by this. He had never queried the difficulty of the project, but only asked the HyD to state unequivocally that the original proposal could not be achieved and that the current proposal was completely different from the original one; and (ii) he asked about the number of wheelchair users currently using the staircase lift at Exit A. If the number was small or the number of beneficiaries could not be ascertained, it would not be very efficient to spend a lot of money on building a new exit merely for the purpose of diversion. Some residents considered that the existing proposal should not be done for the sake of doing it as the cost and benefits were unknown, and the road distance from the new exit to KWH was farther than that from Exit A2. He asked the HyD to assess and consider again.

33. Mr Frank HO raised the following views and enquiries: (i) he would support the will of the Councillor of the constituency; (ii) he felt resigned to the current proposal as Councillors were unanimous in their request for a barrier-free access from YMT Station directly to KWH; (iii) he enquired whether the feasibility study conducted by the HyD only included the study of the option of connecting Exit A2 with KWH and whether the option of connecting Exit D with KWH was included; and (iv) he asked how long it would take to build the direct subway to KWH and whether the feasibility study had included this option.

34. Mr LEE Wai-fung raised the following enquiries: (i) he asked if it was possible to construct a direct subway from the concourse of YMT Station next to Exit A2 to KWH and at the same time close Pitt Street. He believed that Pitt Street would only be closed for one year before the works were completed; and (ii) he asked whether there were many facilities underneath the road section concerned which made it impossible to construct the subway.

35. The Chairman raised the following views and enquiries: (i) he was the Councillor of the constituency where KWH and Exit A2 of YMT Station were located, and one of the first Councillors to request a barrier-free access connecting Exit A2 of YMT Station with KWH, as

it was the closest exit to KWH and was a logical and unanimous request from residents. This request had been on the table for many years and KWH agreed to the barrier-free access proposal when the redevelopment started and had reserved a location to be used as the connecting end. Councillors had thought it would only take time for the Government to carry out a feasibility study and confirm the approach before it could be implemented. After years of campaigning by Councillors, they heard that the Government had confirmed the construction of the access, but that it was only a matter of time and cost that needed to be considered. However, for many years there had been no action on the matter. In September last year, the Vice-chairman and he jointly submitted a paper asking the Government to respond to the latest developments of the matter, but in the end, the main responsible department even failed to send its staff members to the meeting. A year later, the Vice-chairman and he submitted another paper requesting an update from the Government, but the HyD said at the time that it was unable to respond for the time being and would not be able to attend the meeting until the end of this year. This was the last YTMDC meeting of the year and it was only last week that the HyD held a pre-meeting with Councillors. The Councillors who attended were very surprised and disappointed by the latest proposal, which fell far short of expectation. It was most unacceptable that, under the new proposal, the access would not reach KWH directly and would be one street short of the hospital, so this proposal could not be considered as a connection to KWH at all; (ii) he asked when the HyD had conducted a feasibility study to examine the Exit A2 proposal and how long it had been studied. The YTMDC had unanimously approved the feasibility study four years ago. He asked when the HyD had started the study for the Exit D proposal. If the feasibility study had been on Exit A2 for several years, he asked the HyD to explain why it had taken so long to come to the conclusion that the option was not feasible, whether there had been a delay or whether the study was indeed complicated. After confirming that the Exit A2 proposal was not feasible, he asked the HyD how long the study on Exit D had been conducted, how long it would take if the feasibility study was to be conducted again, and whether the department was confident that there were other options which could meet Councillors' request that there was a direct subway access to KWH. Councillors questioned whether the HyD had considered all options before concluding that building a direct subway connecting the two sites was not feasible. If so, Councillors would accept the reality, explain it to residents and consider accepting the latest proposal; (iii) he questioned the capacity of the proposed lift at Tung Fong Street. If there was a long queue, he believed that many people would prefer to walk to KWH via the Pitt Street exit and therefore the effectiveness of the current proposal depended on the capacity of the lift and the waiting time; (iv) he considered it not feasible to build a cover because the existing canopy was not used for barrier-free access and there was no canopy at some sections of the road and a cover should be added. Although the site was government land and the owners in the buildings concerned could not object, the existing canopies were private properties of the buildings and the HyD would need the consent of the owners in the buildings to allow the canopies to be used as part of the barrier-free access. In the unfortunate event that the canopies should collapse and passers-by were injured, the owners in the buildings would be held responsible. He was puzzled by the use of canopies built by a third party as part of the Government's barrier-free access and considered that a careful study was required; (v) he agreed with Mr LEE Wai-fung that there was a bus stop on the pavement which might affect wheelchair users. He asked whether the HyD would improve the pavement surface to assist wheelchair users; and (vi) he asked the HyD if the current proposal was the only proposal, and if Councillors did not agree, how long it would take for the HyD to come up with the next proposal and what the chances of coming up with a better proposal (i.e. direct access to KWH) than the current one were.

36. Mr HUI Tak-leung said that the subject issue was not a new item and had been

discussed in the last two terms of the YTMDC. The consensus of Councillors was to build a subway connecting YMT Station with KWH so that patients would not be exposed to the elements. Councillors of the last-term YTMDC were informed that the proposal was not unfeasible, but that there were technical problems. He hoped that the HyD would make it clear today whether the subway option was definitely not feasible so that Councillors could be convinced and start discussing other options. Even if the original proposal was not feasible, he questioned why the HyD did not make it clear from the start.

37. The Chairman said that Councillors had always wanted a direct barrier-free access to KWH, but the latest proposal was a complete departure from the original intention. Under the circumstances, it would be difficult for Councillors to decide whether to accept it at this stage, so the HyD would have to confirm from a professional point of view that the feasibility of the original proposal was close to zero and explain why. As an authority in this aspect, if the HyD said that the proposal was not feasible, Councillors, not being engineering professionals, would not challenge its assertion and would simply give up the original proposal, stop asking for it to be reviewed and consider whether to accept the alternative.

38. Mr CHENG Pan responded as follows:

- (i) As to whether a subway could be built to directly connect the concourse of YMT Station and KWH, the HyD had reviewed a number of options, including the Pitt Street proposal and the current proposed option, and had conducted a number of site inspections and reviewed the relevant plans and underground alignment plans, and had also obtained plans for YMT Station from the MTRCL, but consequently the original proposal was found to have a number of technical difficulties. From an engineering point of view, as the area was in an old district, even if the public could accept the temporary closure of Exit A2 at Pitt Street, it was believed that the project could not be completed within a year or two. Furthermore, since the problems arising from the 16-step staircase underneath Exit A of YMT Station could not be solved, a barrier-free access could not be provided for the public. There was a ventilation duct serving the YMT Station underneath the staircase. If the staircase was to be demolished and reconstructed, the ventilation duct needed to be closed and reconstructed and the operation of YMT Station and the MTR Tsuen Wan and Kwun Tong lines would be affected. Above the site was a 1.3-metre-thick concrete ceiling supporting Nathan Road. If the ceiling was to be demolished and reconstructed, at least two lanes on Nathan Road above the site had to be closed for a period of time before the works could be completed. It was for these reasons that the HyD had sought other more suitable locations to the east of YMT Station for connection.
- (ii) The HyD had also considered building a connection point to the south of Waterloo Road near Exit D of YMT Station, but there was a 2-metre-high and 5-metre-wide stormwater box culvert underneath the middle lane of Waterloo Road, covering two to three traffic lanes, so it was technically impossible to build a subway from the south of Waterloo Road through the above-mentioned box culvert to the north.
- (iii) As for Councillors' proposal to extend the proposed subway to KWH, this would triple the length of the pedestrian subway and double the cost and duration of the works. The extension would also require an emergency exit midway through the subway, but there was no suitable location near the site

for such an emergency exit.

- (iv) The HyD had also considered extending the subway along Tung Fong Street and Pitt Street to connect to KWH, but this would also require the construction of an emergency exit, which would expand the scale of the works and would also involve two 90-degree bends that could not be constructed using trenchless excavation. The junction of Pitt Street and Tung Fong Street would need to be completely closed for at least a year, which would have a significant impact on local residents and would double the time required for the works.
- (v) In summary, it was not technically feasible to connect YMT Station and KWH directly by a subway. Even if Councillors were to allow more time for a feasibility study, the problems above still could not be solved. It was quite unlikely that a proposal better than the current one could be worked out.

39. The Chairman asked what “quite unlikely” meant in terms of the percentage of possibility.

40. Mr CHENG Pan responded that the possibility of working out a better proposal than the current one was close to zero because there was limited space at the site and it was impossible that a proposal could be worked out which would better balance the various users and have less impact on the local community.

41. The Chairman said, according to the paper, YTMDC’s support for the proposal was needed, so Councillors needed to be clear on whether the current proposal was the only proposal. As the HyD had responded that the possibility of coming up with a better proposal than the current one was close to zero, he felt that Councillors had no choice but to accept its assertion, thus putting an end to the debate on the various proposals. He asked Councillors to focus on the current proposal and suggest improvements.

42. Mr HUI Tak-leung asked if the HyD had confirmed that a direct subway connection between the two locations was not feasible and that the current proposal was the only one that would least affect residents. After confirming these two points, Councillors could then continue the discussion.

43. The Chairman said that he had asked a direct question earlier and the HyD representative had made it clear that the possibility was close to zero. While the two papers were discussed together, it was stated clearly in the relevant paper that the proposal had to be supported by the YTMDC. Councillors could choose not to support the proposal or leave the meeting as a protest, but should not unrealistically ask the HyD to keep studying the original proposal. As the Chairman, it was his responsibility to ask Councillors to narrow down the scope of discussion. Councillors could also move a motion to reprimand the Government for overturning the original proposal, but the Government had not promised that it would be feasible. The Government had only said that it would depend on the outcome of the feasibility study. Therefore, it might not be appropriate to reprimand the Government.

44. The Vice-chairman asked further if the extension of the subway from Tung Fong Street to KWH was not possible due to the statutory requirement that an emergency exit for that section must be built.

45. The Chairman said that the HyD’s representative had clearly responded earlier that

they had looked into that section and confirmed that the subway could not be extended due to the emergency exit factor. He asked the HyD's representative to give a further explanation.

46. Mr LEE Wai-fung asked further if an exit could be built directly from the original location of the subway at the concourse of YMT Station to the ground level. He did not understand the need to build a 70-metre-long subway, which would not meet the objective of the original proposal and would also be a waste of resources.

47. Mr CHENG Pan responded as follows:

- (i) Regarding the proposal mentioned by Mr LEE Wai-fung, that location was the junction of Waterloo Road and Nathan Road. The HyD had conducted a site inspection and found that the pavement there was narrower than the pavement at the junction of Tung Fong Street and Waterloo Road, and that canopies protruding from the buildings there made it difficult to install a lift which could reach the ground level.
- (ii) As to the problems raised by Mr LEE Wai-fung, such as the bumpy surface of the pavement and the design of the pavement sloping towards the carriageway, they could be solved through engineering design. For example, concrete pavement could be considered instead of paving blocks at the design stage. The queuing arrangement at the bus stop could also be improved.
- (iii) He reiterated that the chances of coming up with a direct connection between the concourse of YMT Station and KWH by subway were close to zero and that the current proposal was well thought-through. The HyD had also discussed with the Health Bureau, various government departments and the MTRCL, and all parties considered the current proposal to be acceptable and that it would have the least impact on the MTR and the traffic.
- (iv) Regarding the extension of the subway, the ventilation design for a 70-metre long subway and a 200-metre-long subway were two different things, with the latter requiring an air extraction system and pipes several times larger than those of the former. If the subway was 200 metres long, it would be necessary to find space near Exit A1 to build a two to three-storey high air extraction shaft, which might also affect residents in the vicinity if it protruded from the pavement.

48. Mr Derek HUNG raised the following views and enquiries: (i) Councillors insisted on their original demand mainly for the convenience of wheelchair users. He asked how many wheelchair users took MTR trains to KWH; (ii) the Hospital Authority and social welfare organisations had joint services in which they would use special vehicles to assist wheelchair users to travel from their homes to hospitals or service centres. He asked if the Hospital Authority would enhance the services; (iii) he understood that the difficulties raised by the HyD made the original proposal not feasible; (iv) a location would be reserved for a lift at Tung Fong Street, but one lane would be retained as far as possible. He asked whether there was a possibility that the whole Tung Fong Street would be closed for a period of time; and (v) he understood the difficulties in building an air extraction shaft. There was also one at Kowloon Station, which was about two to three-storey high and generated noise and exhaust gas. This kind of air extraction shaft would give rise to many complaints if it was close to residential areas.

49. Mr HUI Tak-leung said that Item 3 was about the subway proposal and Item 4 was the new proposal that the Government hoped the YTMDC would support. He said the Chairman should not blame Councillors for asking repeatedly because neither the Government nor the relevant paper had explicitly stated that the original proposal was not feasible, but had only mentioned that it would lead to other problems, such as road closure. As a responsible Councillor, he asked government officials to state unequivocally whether the original proposal was feasible. He needed to make sure that the existing proposal was the only proposal before he could consider whether to support it.

50. The Chairman said that the lift at Exit B was not too large in capacity and that not many people used it, but the lift at the proposed exit might have more people using it. He asked if there was a way to design it so that the queue would be shorter.

51. Mr CHENG Pan responded that the capacity of the new lift (highlighted in blue in the document drawing) could only be confirmed at the design stage. This lift was different from the existing lift at Exit B, with the latter having only one lift and no staircase to the ground level, but the new lift having a staircase to the ground level (highlighted in orange in the document drawing) next to it, so people who had been waiting too long for the lift might consider using the staircase.

52. The Chairman said that there was only one lift at Exit B and, during peak hours, many people were queuing. He had been worried that there would be a queue at the proposed lift, just as what happened to the lift at Exit B. However, after an explanation from the HyD's representative, he considered it a good arrangement as people who had waited too long for the lift could use the staircase to go straight to the ground level.

53. The Vice-chairman raised the following views: (i) the lift at Exit B was not convenient to use and hence the low usage rate. If the new lift was convenient to use, the usage rate would surely be higher. The same could be said for the stair lift at Exit A, which was less used because it was inconvenient; (ii) he had no intention to question the professional judgement of the HyD but considered that he had to resign himself to the current proposal. He also considered that most people would still use Exit A2 and therefore estimated that the usage rate of the new exit would not be too high; and (iii) the bus stop at the section of Waterloo Road was very busy with people waiting for buses. In future, people waiting at the bus stop would intertwine with the queue waiting for the lift, causing inconvenience to wheelchair users. Moreover, although the HyD said that a cover would be built on the pavement section, he did not think the cover could completely shelter pedestrians from the elements. With many questions remained unanswered, he found it hard to support this proposal.

54. Mr CHENG Pan responded that there were only two locations in the concourse of YMT Station with exit turnstiles, with the one closest to Exit A2 being entry turnstiles and passengers could not exit, so they could only exit at the middle of the concourse. If one wished to go to KWH, one had to walk along the 40-metre-long ramp inside the concourse, then turn right to reach Pitt Street via the staircase at Exit A2, or use the proposed subway to reach the new exit after exiting from the turnstiles, and then follow Waterloo Road to KWH. The current proposal provided residents with an alternative because, if they thought Exit A2 was too busy, they could use the new exit. Although this was not a perfect proposal, it would hopefully provide convenience for residents and people travelling to and from KWH.

55. Mr LEE Wai-fung found the current proposal unacceptable. He said that the

people going to the hospital were in poor health and needed more care, so Councillors wanted to build an access for both the disabled and the able-bodied to share. The HyD should have started working on ventilation and other problems 10 years ago and should not have waited until the last few months to raise them. The current proposal involved the construction of a cover, which would result in more pillars on the road, narrower pavements and less space for people waiting for buses. Therefore, only a subway could alleviate these problems.

56. The Chairman said that he had proposed to the MTRCL back in 2013 that a barrier-free access be built at Exit A2 to facilitate public access to KWH. The KWH redevelopment proposal had yet to be finalised then. At that time, the MTRCL responded that the section involved private property rights, which was technically difficult and would have to be considered when KWH was redeveloped. Despite the Government's intention to build the access and KWH's willingness to cooperate, expectations failed to materialise and the chances of success were close to zero due to technical difficulties. Councillors of the last-term YTMDC had asked the Chief Secretary for Administration to implement this proposal as soon as possible. However, after several years, the conclusion was that only the latest proposal was available and the HyD said it was almost impossible to work out a better one. He was the Councillor of the constituency and started to fight for this eight or nine years ago, but the MTRCL said it was not feasible then and finally a lift was built at Exit B. However, the lift was relatively far away from KWH, which was very inconvenient and the usage rate was low. The current proposal would bring convenience to residents in his constituency as there would be a new exit and lift as an alternative to Exit A2, providing an additional barrier-free option for local residents and people going to KWH. During peak hours, Exit A2 had a very high pedestrian flow and a new exit would be convenient for the public. Under these circumstances, it was extremely difficult for him to reject the current proposal because, as the Councillor of the constituency, he needed to convey the needs of local residents that the additional exit would be convenient for them. He understood the disappointment of Councillors, and he himself was even more disappointed because he was the Councillor who first proposed it. However, Councillors needed to face reality and reflected the views of local residents. If the current proposal was rejected and the chances of a better proposal in future was close to zero, the project would become a stillbirth. He hoped that Councillors would consider it positively, and he himself was inclined to support it. Notwithstanding his reluctance, this proposal would meet the request of local residents to a certain extent and respond to their demand over the years. He asked the HyD whether the YTMDC had to cast votes on this.

57. Mr CHENG Pan said the Department hoped to secure the support of the YTMDC to facilitate its commencement of the works.

58. The Chairman asked District Officer (Yau Tsim Mong) ("District Officer") whether Councillors needed to vote on this matter.

59. Mr Edward YU responded that it was mentioned in the paper that government departments had studied the proposal in detail and had also assessed the feasibility of the original proposal. The current proposal was recommended after balancing other factors and Councillors had expressed their views. The Government would like to know Councillors' inclination in order to decide whether or not to proceed with the project.

60. Mr HUI Tak-leung requested an open ballot and asked if the Chairman would vote.

61. The Chairman responded that although he normally did not vote, he would vote in

his capacity as the Councillor of the constituency because the resolution today affected his constituency. However, in the event of a tie, he would decide whether to exercise his right to cast the decisive vote then. He asked if any Councillors objected to an open ballot and there were no objections. The Chairman asked Councillors to vote on whether to support the proposal as set out in paragraphs 8 to 10 in Paper No. 36/2022.

62. The voting result: 2 in favour (the Chairman and Mr Frank HO), 2 against (the Vice-chairman and Mr LEE Wai-fung) and 3 abstentions (Mr CHUNG Chak-fai, Mr HUI Tak-leung and Mr Derek HUNG).

(Post-meeting Note: There were seven Councillors in the conference room at that time. The Chairman did not cast the decisive vote.)

63. The Chairman said that as the Chairman, he had the power to cast the decisive vote. After thorough consideration of the views expressed at the meeting, he, as the Councillor of the Yau Ma Tei North constituency, would support the proposal because of its benefits to local residents. However, as the Chairman of the YTMDC, he had the responsibility to relay the views of other Councillors. After an analysis, he decided not to exercise his right to cast the decisive vote as both the Councillors who opposed and those who abstained had their own grounds. He asked if this meant that the proposal was not passed and what the HyD intended to do.

64. Mr Edward YU responded that the Government had taken note of Councillors' views and understood the rationale behind the voting result. Although Councillors had not reached a consensus on the proposal, there was no conclusion that the YTMDC was opposed to the scheme and therefore the proposal would be left to the Health Bureau to decide whether to proceed as proposed.

65. Mr HUI Tak-leung said that the result of the voting was two for and two against, with fewer than half of the votes supporting the proposal. He queried why the result of the voting meant that government departments could decide how to proceed in future. He questioned whether this would also be the case if, in future, there was a tie between the votes in favour and the votes against for an item that needed to be voted on.

66. Mr Edward YU responded that the purpose of the departmental representatives attending the meeting today was to listen to Councillors' views and that the purpose had been achieved. Councillors' views were fully expressed and the Government had taken note of Councillors' supporting and opposing opinions. The HyD would look into the matter further. If the Government finally decided to proceed as planned, the Yau Tsim Mong District Office ("YTMDO") would faithfully relay Councillors' views and the voting result of this meeting when seeking funding from the Finance Committee of the Legislative Council in future.

67. The Chairman thanked the representatives for their participation in the discussion and closed the discussion on this item.

Item 5: Proposed Functions of Community Care Teams in 18 Districts (Yau Tsim Mong)
(YTMDC Paper No. 37/2022)

68. Mr LEE Wai-fung supplemented the content of the paper. He said that the concept of District Services and Community Care Teams (“CTs”) was a new concept and the Government had not chosen YTM district as a pilot site. However, according to the Government’s past practice, programmes successfully implemented in a pilot site would be directly applied to other districts and the actual needs of the latter might not be considered. The problem of street sleepers in YTM district was more serious among the 18 districts and required more resources to deal with. Since the concept of CTs was to care for the community and serve the public, he hoped that CTs could include street sleepers in their scope of functions.

69. Mr Edward YU responded as follows:

- (i) The Policy Address announced the establishment of CTs with a view to supporting the Government’s district work and strengthening community network. The Government would steer the CTs by providing them with some of the resources required, setting Key Performance Indicators and monitoring their performance. The CTs would organise caring activities, for example, visiting the needy.
- (ii) With reference to the District Council Ordinary Election constituency boundaries, the Government would delineate each of the 18 districts into different sub-districts, and set up a CT in each sub-district to ensure that CTs could serve the needs of residents of the sub-districts. District organisations could, through a selection process, form CTs and be responsible for the work of the sub-districts concerned.
- (iii) The Government would initially set up CTs in Tsuen Wan and Southern districts in the first quarter of 2023. With reference to the experience of these two districts, CTs in other districts would gradually be set up.
- (iv) The Government would announce details of CTs shortly.

70. Mr LEE Wai-fung said that the Government would keep updating its policies in accordance with the needs of the public and the districts, so he hoped that the Government would take note of the views of the public and the districts. Since the Social Welfare Department regarded street sleepers as part of the community, he believed that it would not exclude street sleepers from its target of care. Nevertheless, he stressed that the needs of street sleepers should continue to be taken care of when there was a change in government policies.

71. The Chairman announced the closure of the discussion on this item.

Item 6: Concerns over Industrial Accidents on Construction Sites and Request for the Labour Department to Inspect Construction Sites Effectively (YTMDC Paper No. 38/2022)

72. The Chairman said that the written responses from the Labour Department and the Occupational Safety and Health Council (“OSHC”) (Annexes 2 and 3) had been sent to Councillors for perusal before the meeting.

73. Mr CHUNG Chak-fai supplemented the content of the paper. He was disappointed that there was no departmental representative present. There were about 700 construction

sites in the district but there had been two serious industrial accidents resulting in the death of workers in just one month and frontline workers and their families were worried about industrial safety. In the past, safety officers would conduct more frequent inspections and, according to the Labour Department's written response, inspections of construction sites would normally be conducted once no more than every three months, but it seemed that inspections and enforcement had not achieved a desirable result. Thus, he hoped the Labour Department could step up inspections and strengthen the industrial safety awareness of frontline workers so as to prevent accidents from happening.

(Mr Frank HO left the meeting at 5:50 p.m.)

74. Mr Derek HUNG raised the following views: (i) the Labour Department merely provided figures of the district in the response and did not send representatives to attend the meeting; (ii) although the Labour Department had always paid attention to the safety, health and risks of various trades and industries, two industrial accidents occurred at construction sites in the district within a short period of time. He therefore considered that the current practice should be improved and enhanced; and (iii) the OSHC said that it would promote industrial safety messages through various activities and seminars, symposiums and safety awards, but these were all voluntary participation activities. Construction site workers were given a card to record the safety courses they had attended and he felt that this was more effective as it would give them a basic idea on safety. However, conditions of construction sites had now become more complex and often involved working at height. In view of the major industrial accidents, he considered that the curriculum should be reviewed to enhance the knowledge of industrial safety with regard to the causes of accidents.

75. Mr HUI Tak-leung raised the following views and enquiries: (i) he asked when the Secretariat knew that no departmental representatives would attend the meeting. He suggested that, in future, if it was known that no departmental representatives would attend a meeting, Councillors should be informed in advance so that they would not think that a departmental representative would be present at the meeting to respond to their papers, and therefore decided to attend the meeting; and (ii) he requested that Councillors continued to discuss this item at the next meeting.

76. The Secretary responded that the Secretariat received a written response from the Labour Department on 23 November that no representatives would be present at the meeting. The Secretariat then called the Labour Department, whose staff member said, as the department had provided a written response, it would not send a representative to the meeting.

77. Mr HUI Tak-leung suggested that if a similar situation arose in future, the Secretariat should inform Councillors in advance so that they could choose whether to attend the meeting or not.

78. The Secretary said she noted the suggestion.

79. Mr Derek HUNG said that it was unacceptable that the Labour Department did not send representatives to the meeting on the grounds that a written response had been provided, as the meeting was a two-way communication and departmental representatives could listen to Councillors' views. If departments only submitted written responses, there was no need to hold a meeting at all.

80. Mr CHUNG Chak-fai said that the reason for Councillors to submit papers was that

they wanted to communicate with government representatives face to face, otherwise they could just send emails. By attending a meeting, departmental representatives not only responded to the questions raised in the papers, but also communicated and responded to Councillors during the meeting. He agreed to continue the discussion of this item at the next meeting.

81. Mr LEE Wai-fung agreed with the above Councillors and said that some departments often did not send representatives to meetings. At present, the atmosphere of discussion in the YTMDC was relatively normal and views from all factions, except the radicals, were freely expressed. He agreed to continue the discussion of this item at the next meeting.

82. The Vice-chairman said that the reason for Councillors to submit papers was that they wished to discuss issues with representatives of the departments concerned face to face. There had been a paper on the industrial accident at Yau Ma Tei Maternal and Child Health Centre, but the departmental representatives concerned had not attended, which was a disrespect to the YTMDC. He therefore supported continuing the discussion of this item at the next meeting.

83. The Chairman considered that continuing the discussion of this item was reasonable and that the reason for Councillors to submit papers was that the issues concerned were important and worthy of attention. Therefore, the department concerned should have sent its representative to the meeting. He announced that Councillors would continue to discuss this item at the next meeting.

**Item 7: Train Doors Ripped Off and Passengers in Danger Due to Train
Derailment at Yau Ma Tei Station
(YTMDC Paper No. 39/2022)**

84. The Chairman said that the consolidated written responses from the Transport and Logistics Bureau and the TD (Annex 4) had been sent to Councillors for perusal before the meeting. He then welcomed:

- (a) Ms Alice TAM, Chief Transport Officer/Kowloon 1 of the TD; and
- (b) Mr Jacky CHAN, External Affairs Manager, and Ms Yannes KO, Senior Corporate Communications Executive, of the MTRCL.

85. The Vice-chairman supplemented the content of the paper. He raised the following views and enquiries: (i) there had been a spate of major and minor incidents involving the MTRCL, causing the public to be greatly concerned about train safety. It was fortunate that the incident occurred on a Sunday, as the consequences would have been unimaginable if it had occurred during peak hours on a weekday; (ii) he was puzzled by the cause of the incident. According to the preliminary investigation on that day, the train was derailed after hitting a metal foreign object on the track. However, this did not happen during the first train, but after trains had been running for some time, i.e. around 9:30 a.m., which was unusual. He asked whether this was a problem with that train or whether it was the result of a foreign object suddenly emerging on the track. The public would like to know the truth as the situation was dangerous; and (iii) some passengers did not enter Yau Ma Tei Station during the evacuation, but opened the rear doors and then walked on the tracks. It took some time before the MTRCL realised that some people were walking on the tracks. Some

passengers saw trains of Kwun Tong Line running on the adjacent tracks, which was very dangerous. According to news reports, the train captain was unaware of the situation but he believed that passengers certainly could have opened the doors themselves, as there were signs at all MTR stations instructing passengers to open the rear doors in emergency. However, he did not understand why such a major safety incident had occurred and felt that the MTRCL had a major responsibility to investigate the problem and make improvements in a serious manner in future.

86. Mr Jacky CHAN responded as follows:

- (i) On behalf of the MTRCL, he would like to apologise to the passengers for the incident. The MTRCL took the train incident at YMT Station on 13 November very seriously and had commenced an in-depth investigation and submitted a preliminary investigation report to the Government on 16 November. The MTRCL had now formed an investigation panel to fully investigate the incident to determine its cause and to review the follow-up and handling arrangements on that day.
- (ii) As for the cause of the incident, the MTRCL preliminarily found that a metallic protection barrier on the trackside in the tunnel was dislodged before the train entered the platform and it collided with the train, leading to the first bogie of the first train compartment deviating from the track. When the first two compartments were entering the platform, two pairs of train doors of the first compartment were dislocated. The MTRCL would further investigate and determine the cause of the incident (including the dislodging of the metallic protection barrier and the reason of its collision with the train) and would review the maintenance arrangement, usage and depletion, environmental factors, the design intent, as well as the train and platform screen doors.
- (iii) Regarding the passengers in the train compartment on that day, two compartments had already entered the platform and the MTRCL's staff members had originally arranged for passengers to return to the platform at YMT Station through the train doors and platform screen doors with the assistance of staff members, and the Operations Control Centre ("OCC") and the train captain had maintained communication at that time. However, the public announcement on the train that day might not be adequate because it did not clearly convey the message on the arrangement for passengers to leave the train, resulting in some passengers leaving the train through the rear door of the train. Due to the damages to some equipment in the captain's cabin in the incident, the train captain was not immediately notified when the detrainment ramp was opened by passengers. The ramp deployment came to the notice of a staff member at YMT Station several minutes after its deployment, who immediately informed the OCC to activate the emergency arrangements, including the suspension of train service on the section concerned of the Kwun Tong Line towards Whampoa Station and the deployment of additional staff at Mong Kok Station to assist passengers to enter the platform of Mong Kok Station and to ensure that there were no more passengers within the track area. There was a time gap between the detrainment ramp deployment and the suspension of train operations as ordered by the OCC. The MTRCL would conduct an in-depth investigation

and would like to reiterate its sincere apologies to the affected passengers.

- (iv) About 900 free shuttle-bus trips were arranged on that day by the MTRCL for the affected passengers. Over 350 additional staff members were deployed at various stations along the line. The MTRCL had also maintained close communication with TD's Emergency Transport Co-ordination Centre to review and adjust the shuttle bus service arrangements in the light of passenger demand and road conditions. Apart from arranging free shuttle bus services from Lai King and Jordan Stations (i.e. the section where train service was suspended) to ease the passenger flow, additional single directional trips from Prince Edward to Lai King Stations were arranged later that day to cater for the increased demand at certain sections. Moreover, a special circular route was arranged for some stations where alternative railway routes were not available (e.g. Sham Shui Po, Cheung Sha Wan and Lai Chi Kok Stations), so that passengers could travel to Nam Cheong Station, where they could change trains to Tuen Ma Line to go to East and West Kowloon or to Tung Chung Line to go to Hong Kong Island. Over 40 000 passengers were carried by these free shuttle buses on that day. The order was generally good, and the MTRCL thanked the passengers for their understanding again.
- (v) The MTRCL had established an investigation panel, which would complete a final report in two months. A large-scale and comprehensive survey would be carried out on trackside infrastructure and equipment, amongst others. Reinforced training would be provided to the OCC and train captains. The MTRCL would explore adopting new approaches to enhance real-time monitoring, such as the use of innovation and technology to avoid the recurrence of similar incidents.
- (vi) Regarding fare adjustments, the MTRCL would arrange and process them according to the time of service disruption in accordance with the established mechanism with the Government on service performance.

(Mr HUI Tak-leung left the meeting at 6:03 p.m.)

87. The Chairman said, according to his observation on that day, the incident was quite serious. He asked the MTRCL whether this was a longer incident of train stoppage on record, because train service was halted from around 9 a.m. to night-time and that normal station service did not resume until the following morning. On that day, there was chaos throughout the entire Kowloon to Lai King, and traffic congestion was very serious. The incident was even more serious on a Sunday as people were out and about at all hours of the day, most of them relying on MTR, and had to change trains or buses several times as a result of the incident. The shuttle bus service on that day also needed to be improved as the queue at the shuttle bus stop near the MTR station was often 100 to 200-person long. In addition, the traffic along Nathan Road was very congested, but the one-way and circular route shuttle bus services were not available until the afternoon. He opined that they should be provided in the morning to ease the flow of people. He suggested that the MTRCL should learn a lesson and improve the shuttle bus service and strengthen communication with the TD and bus companies, e.g. by introducing additional bus routes to deal with the problem.

88. The Vice-chairman raised the following views and enquiries: (i) it was fortunate that there were not many passengers on the train at that time. During peak hours, a train could

carry 2 500 passengers, but the incident only involved about 600 passengers and fortunately no passengers were leaning on the doors, thus avoiding the situation where there might be casualties; (ii) the shuttle bus arrangement was indeed inadequate and its information confusing, leaving the affected passengers at a loss as to what to do. He hoped that there would be more specific and direct channels to disseminate information to the public on the shuttle bus arrangements in future; and (iii) in the incident, some passengers at the rear of the train opened the door themselves for evacuation because they were unaware of the evacuation arrangement, but the signal of passengers opening the door could not be relayed to the train captain. In the end, more than 100 passengers escaped in a dangerous condition with trains running close by, which was the biggest problem during the evacuation. He asked if the MTRCL could improve the current arrangement of evacuation for passengers.

89. Mr LEE Wai-fung raised the following views and enquiries: (i) he asked about the time of arrival of the first shuttle bus at YMT Station so that he could gauge the time which the MTRCL took to respond; and (ii) passengers were walking on the tracks and it was dangerous. He asked whether the captains of the trains running on adjacent tracks had reported to their superiors that passengers were walking on the tracks.

90. Mr Frank HO raised the following views and enquiries: (i) according to the MTRCL, the main cause of the accident was the failure of the metallic protection barrier. Legislative Councillor Mr Gary ZHANG Xinyu used to be a platform manager, and he said that the metallic protection barrier or related fittings at the station had never been inspected or repaired. He asked whether this was true; (ii) he asked whether the MTRCL had any updates to announce on the incident, such as the cause of the incident or other follow-up matters; (iii) he asked whether the MTRCL could conduct regular inspections and maintenance on metallic protection barriers and related fittings at stations to prevent further accidents from happening; (iv) he advised the MTRCL not to simply ask passengers to stay away from train doors. This was not a practical way to ensure passenger safety as passengers inevitably had to stand close to the doors during peak commuting hours when trains were crowded. Instead, the MTRCL needed to ensure the safety of metallic protection barriers and other facilities to protect passengers; and (v) platform screen doors had not yet been installed at some of the East Rail Line stations in YTM district. In the wake of the incident last week in which a passenger fell onto the tracks from a platform, he suggested that the MTRCL should install platform screen doors as soon as possible to safeguard the safety of passengers.

91. Mr CHUNG Chak-fai raised the following views and enquiries: (i) he asked if the train in question was of the same model as other trains running on the same tracks previously. The time gap between the incident and the previously-departed train would not be long and if each train was of the same model and the time gap was short, he questioned why the barrier had suddenly shifted and hit the train; and (ii) the front of the train was damaged after the accident, but it appeared that the train captain was not fully aware of the condition of the whole train at that time. If the MTRCL had a well-developed system in place, it would have sounded an alert after the collision, or the situation could have been monitored by a system at the platform. However, it seemed that there was a problem with the train and the MTR system, which led to the failure of the staff on the platform and the train captain to detect the situation immediately. He hoped that the MTRCL would conduct a thorough investigation and provide a clear explanation.

92. Mr Derek HUNG raised the following views: (i) he believed that the MTRCL and government departments would investigate the cause of the accident; (ii) he asked whether there were sufficient lighting and torches for passengers during evacuation when the

emergency doors at the front and rear of the train were opened. Given the considerable distance between stations and the darkness of the tunnel, accidents were more likely to occur especially when a large group of passengers were rushing to escape at the same time. In this incident, it was fortunate that no accidents occurred as a result of passengers thronging to escape; and (iii) when passengers walked on the tracks after the accident, there were trains running at high speed on the adjacent tracks at the same time. He was concerned about this as it might cause an accident. He suggested that trains on the adjacent tracks should stop and resume service only after everyone had gone to safety.

93. Mr Jacky CHAN responded as follows:

- (i) The MTRCL noted Councillors' concerns. The equipment at the front of the train was damaged on that day, so when passengers at the rear of the train deployed the detrainment ramp, the train captain was not notified. A few minutes later, when a station staff member became aware of passengers walking on the tracks, he/she immediately informed the OCC and instructed that train service on that section be suspended. As there was a time gap, some passengers saw a train on the Kwun Tong Line passing through on the adjacent tracks, which, in his opinion, should not have happened. The MTRCL would conduct an overall and in-depth investigation and review of the arrangements, including the handling of the incident, the detrainment, the free shuttle bus and the dissemination of information.
- (ii) Recovery works (including jacking the off-the-rail wheels back onto the rail, arranging for the train to leave the site and repairing the damaged equipment) were conducted by over 150 maintenance personnel of the MTRCL to ensure that train service of the Tsuen Wan Line could resume on the following day. The MTRCL thanked the passengers for their understanding and cooperation.
- (iii) The train in question was a first-generation British train which had been in service on Tsuen Wan Line since 1995. The MTRCL had established maintenance and repair procedures to ensure that trains were maintained in good condition. New trains had been introduced on MTRCL's urban lines, with the first new train already in service on Kwun Tong Line. Such trains were equipped with advanced equipment that enabled real-time remote monitoring of equipment by the OCC. For example, the OCC would know immediately when the detrainment ramp at the rear of the train was deployed. The MTRCL would continue to refine the configuration of the equipment and would put it into service after completing the tests.
- (iv) In respect of metallic protection barriers, the MTRCL had established maintenance arrangements and timetables for different equipment as necessary. The MTRCL would conduct a comprehensive investigation into the barrier components, maintenance arrangements and usage to investigate all possibilities and further determine the cause of the incident.
- (v) Regarding information dissemination and bus arrangements, information on the latest train arrangement and alternative routes was disseminated on that day via various channels including public announcement systems in stations, the mobile app "MTR Mobile", the internet and the media. The MTRCL would review the dissemination of information in major incidents altogether, with the hope of a better performance in the future. As for bus service arrangements, the MTRCL had contingency plans in place. In the event of a

major incident, if MTR service was suspended for more than 20 minutes, the TD and all departments, as well as transport operators, would be notified immediately so that appropriate service adjustments and free shuttle bus arrangements could be made. The MTRCL would conduct a comprehensive and in-depth investigation and review of the free shuttle bus service and the latest service information.

94. Mr LEE Wai-fung asked again the two questions he raised, and said if the MTRCL's representatives could not respond at the moment, they could provide him with a response after the meeting.

95. The Vice-chairman asked whether the MTRCL could provide the investigation report to the YTMDC after the completion of the investigation.

96. Mr Jacky CHAN responded as follows:

- (i) He did not have information on the arrival time of the first shuttle bus arriving at YMT Station at hand, but he would contact Mr LEE Wai-fung after the meeting.
- (ii) A few minutes after the detrainment ramp was deployed, a station staff member had noticed it and immediately informed the OCC, which then maintained close communication with the train and the station and immediately suspended trains on the concerned section of Kwun Tong Line.
- (iii) As for the investigation, the MTRCL would continue to maintain communication with government departments. The investigation panel was expected to complete the investigation report within two months, which would review all relevant circumstances and make recommendations for improvement. The MTRCL would then report the relevant situation to Councillors and the public, and maintain timely communication with the YTMDC.

97. The Chairman thanked the representatives concerned for participating in the discussion and announced the closure of the discussion on this item.

Item 8: Progress Reports

- (1) Food, Environmental Hygiene and Public Works Committee
(YTMDC Paper No. 40/2022)**
 - (2) Community Building and Facilities Management Committee
(YTMDC Paper No. 41/2022)**
 - (3) Traffic, Transport and Housing Committee
(YTMDC Paper No. 42/2022)**
 - (4) District Management Committee
(YTMDC Paper No. 43/2022)**
-

98. Councillors noted the content of the progress reports.

Item 9: Invitation from Departments/Organisations to YTMDC and Other Activities

— Hong Kong Flower Show 2023 “18 District Greening Spot Exhibition”

99. The Chairman said that the Leisure and Cultural Services Department (“LCSD”) would hold the Hong Kong Flower Show at Victoria Park from 10 to 19 March 2023. The Hong Kong Flower Show Committee wrote to the YTMDC on 29 September to invite it to participate in the “18 District Greening Spot Exhibition”. Councillors were asked to recommend one of the most recommendable greening spots in the district and submit photos or videos. The organiser would consolidate information from different districts and display it on an electronic screen during the exhibition, so that the public could learn more about the good places to visit in each district, thereby promoting local tourism. The LCSD would provide a subsidy of \$2,000 to cover the cost of the photos or videos and the subsidy would be reimbursed on an accountable basis. He asked if Councillors agreed that the YTMDC should participate in the “18 District Greening Spot Exhibition”.

100. The Vice-chairman asked about the Flower Show last year as there had been changes to the Flower Show in response to the epidemic after the YTMDC had submitted photos last year.

101. The Secretary responded that although the YTMDC had submitted photos last year, the Flower Show was cancelled due to the epidemic and the photos were not used in the end.

102. The Vice-chairman suggested that the photos submitted last year should be used.

103. The Chairman asked if there were any changes to the greening spot in last year’s photos and if not, he considered that last year’s photos should be used to avoid wastage.

104. The Secretary responded that, according to the LCSD, the YTMDC could use the photos submitted last year.

105. The Chairman asked if Councillors agreed that the YTMDC should participate in the “18 District Greening Spot Exhibition”. There was no objection. He continued that as the YTMDC had decided to use last year’s photos, there was no need to nominate a Councillor to take up this activity.

106. There being no other business, the Chairman announced the end of discussion and closed the meeting at 6:31 p.m. The next meeting would be held at 2:30 p.m. on 31 January 2023 (Tuesday).

Yau Tsim Mong District Council Secretariat
December 2022

MTR Corporation Limited
香港鐵路有限公司
www.mtr.com.hk



來函檔號：YTMDC/13-10/19/20
本函檔號：CA/EA/DC/YTM/2211/028

電郵文件

九龍旺角聯運街 30 號
旺角政府合署 4 樓
油尖旺區議會主席
林健文議員
(經辦人：鄭永欣女士)

林主席：

油尖旺區議會
有關跟進廣華醫院與油麻地港鐵站無障礙通道事宜

就有關題述事項，港鐵公司現謹回覆如下：

港鐵公司一直密切留意港鐵油麻地站的運作和各出入口的使用情況，為乘客提供安全及舒適的乘車環境。現時油麻地站設有無障礙設施，供有需要人士使用，來往廣華醫院的乘客亦可使用近廣華醫院及碧街的 A2 出入口。根據觀察，車站各出入口運作良好，人流暢順，可配合乘客的需要。

公司歡迎相關部門或機構因應社區發展而加建行人通道或設施接駁港鐵站。就政府最新提出建議興建一條行人隧道，連接窩打老道和東方街交界至港鐵油麻地站 D 出口附近，為來往廣華醫院的市民提供多一條無障礙通道，公司表示歡迎。

公司樂意與相關政府部門或機構保持緊密溝通及協作，配合政府推展相關工作。如有需要，公司樂意與相關部門或機構就技術問題交換意見。

對外事務經理

A handwritten signature in blue ink, appearing to read '陳耀忠'.

陳耀忠

二零二二年十一月二十二日



Labour Department (Operations Division)(Kowloon Region)

勞工處(行動科)(九龍區)

Your reference 來函編號： YTMDC/13-10/19/20
Our reference 本處檔案編號： (30) in LD OD(K)/1-55/3 Pt. II
Tel number 電話號碼： 2399 2248
Fax number 傳真機號碼： 2787 5984

By Fax: 2722 7696

23 November 2022

Ms Ada KWONG
Secretary
Yau Tsim Mong District Council
4/F, Mong Kok Government Offices
30 Luen Wan Street, Kowloon

Dear Ms KWONG,

Invitation to Attend the Meeting
of Yau Tsim Mong District Council

We refer to your letter dated 17 November 2022 for the above-mentioned subject. Regarding the paper titled “關注地盤工業意外要求勞工處有效巡查建築地盤” for discussion at the YTMDC meeting to be held on 29 November 2022, we would like to give written response in both Chinese and English as enclosed.

2. Please be informed that representative of the Labour Department will not attend the meeting. Should you have further questions, please contact the undersigned.

Yours sincerely,



(LAI Wai-keung Andrew)
for Commissioner for Labour

Encl.

Reply

- Ans 1: According to the record of the Labour Department, there are about 700 construction sites in Yau Tsim Mong ("YTM") District. At present, sixteen frontline Occupational Safety Officers of the Kowloon Division are responsible for inspection and enforcement within the region including YTM District. Due to different risk levels at different construction sites, the intervals for inspections vary from site to site. Usually, the interval will not exceed 3 months.
- Ans 2: Our department has been conducting inspections of different workplaces in accordance with our existing mechanism, especially those workplaces with high-risk processes. Regarding the frequency of inspection of workplaces, it depends on many factors, including the level of risk involved in the work processes of a workplace.
- Ans 3: Our department has been keeping close tabs on the occupational safety and health ("OSH") risk levels of various industries and the changes. In response to the changing risk situation of their work processes and pursuant to the risk-based principle, our department has been formulating and adjusting the strategies of inspection and enforcement, publicity and promotion, as well as education and training in a timely manner, in order to promote the OSH culture, and to raise Hong Kong's OSH level.

Remarks

Concerning the fatal accident that happened at Yau Ma Tei Public Cargo Working Area on 17 October 2022, it was out of the jurisdiction of our department as the accident was caused by the lifting operation of a crane installed on a vessel afloat. At present, the case is being investigated by the Marine Department. Our department will render assistance if so required. Regarding the fatal accident that happened on 8 November 2022 on a construction site at Ashley Road, the case is still under investigation. According to our preliminary investigation, it did not involve any lifting operation.

**職安局就「關注地盤工業意外 要求勞工處有效巡查建築地盤」
提案的回應**

1. 職業安全健康局是一個法定機構，透過教育、研究、宣傳推廣、顧問服務致力提升本港工作安全健康水平。建造業是我們其中一個重點推廣職安健的行業，透過不同的活動如工地巡迴講座、講座、研討會、安全大獎、大眾傳媒宣傳、製作宣傳單張海報、社交媒體等，向建造業前線員工及管理人士宣揚工作安全訊息。
2. 職安局亦設有中小企資助計劃及安全認證計劃，資助中小企購買符合安全標準的裝備和提供免費的安全顧問和認證服務以提升業界的職安健水平。
3. 由於 貴會之提問屬於勞工處執法範圍，因此抱歉我們無法回應有關提問。

職業安全健康局

2022 年 11 月

2022年11月29日
油尖旺區議會會議

2022年11月13日港鐵荃灣綫列車事故

運輸及物流局及運輸署的綜合回覆如下：

政府十分重視2022年11月13日發生的港鐵荃灣綫列車事故，並已責成港鐵公司就事故進行全面、深入且透徹的調查。應政府的要求，港鐵公司已在11月16日提交初步調查報告，並會於兩個月內完成詳細調查，交代事故成因，全面的改善措施及落實計劃，確保鐵路系統安全可靠，防止同類事故再次發生。

就事故當日的服務安排方面，由於荃灣綫荔景站至佐敦站列車服務暫停，港鐵公司在事故發生後隨即安排了免費緊急接駁巴士服務往來荔景站至佐敦站以疏導乘客。運輸署緊急事故交通協調中心(下稱「協調中心」)亦即時作出協調，除了要求專營巴士公司加強行經受影響範圍的巴士服務外，協調中心亦持續監察港鐵公司安排的免費緊急接駁巴士路線的運作情況，並要求港鐵公司因應乘客需求及路面狀況，檢視並調整緊急接駁巴士的服務安排，以接載受影響的乘客前往相關港鐵站繼續行程。協調中心亦不斷透過傳媒及手機應用程式提醒市民受影響範圍的路面交通較平常繁忙，呼籲市民要預留較多出行時間。

因應當天下午稍後時間太子站乘客對接駁巴士服務的需求有所增加，港鐵公司其後加開了由太子站往荔景站的單向路線服務。此外，就受影響路段中三個沒有替代鐵路綫的車站(即深水埗站、長沙灣站和荔枝角站)，港鐵公司及後亦增設了另一條特別循環綫，協助受影響乘客前往南昌站轉搭屯馬綫及東涌綫。綜合每次事故所得的經驗，運輸署會繼續定期與港鐵公司檢討和更新鐵路服務延誤的應變計劃。

根據港鐵票價調整機制內的「服務表現安排」，港鐵發生31分鐘或以上因機件故障或人為因素導致的服務延誤事故，須撥出款項用作票價回贈回饋市民。就是次荃灣綫事故的安排，政府會按現行機制與港鐵公司跟進。

運輸及物流局
運輸署
2022年11月