

**Minutes of the 7th Meeting of
Traffic and Transport Committee
Yau Tsim Mong District Council (2012-2015)**

Date : 21 March 2013 (Thursday)
Time : 2:30 p.m.
Venue : Yau Tsim Mong District Council Conference Room
4/F., Mong Kok Government Offices
30 Luen Wan Street
Mong Kok, Kowloon

Present:

Chairman

Mr IP Ngo-tung, Chris

Vice-chairman

Mr WONG Chung, John

District Council Members

Mr CHUNG Kong-mo, JP	Mr HUNG Chiu-wah, Derek
Ms KO Po-ling, BBS, MH, JP	Mr LEUNG Wai-kuen, Edward, JP
Mr CHAN Siu-tong, MH	Mr LAU Pak-kei
Mr CHAN Wai-keung	Ms KWAN Sau-ling
Mr CHONG Wing-charn, Francis	Mr WONG Kin-san
Mr CHOW Chun-fai, BBS, JP	Mr WONG Man-sing, Barry, MH
Mr HAU Wing-cheong, BBS, MH	Ms WONG Shu-ming
Mr HUI Tak-leung	Mr YEUNG Tsz-hei, Benny

Co-opted Members

Mr CHUI Kin-man	Mr LEUNG Shiu-cheong
Mr HUI Hon-man	Mr MAN Cheong-ming, Chris
Mr LAW Siu-hung, Paul	Mr SO Tsz-wing
Mr LEUNG Ping-foon	

Representatives of the Government

Mr CHIU Chung-yan, Charlson	Assistant District Officer (Yau Tsim Mong)	Home Affairs Department
Mr FUNG Kwok-leung, Andrew	Senior Liaison Officer (1)	Home Affairs Department
Ms YUEN Miu-chun, Christine	Senior Transport Officer/Yau Tsim Mong	Transport Department
Miss KUNG Wai-han, Sally	Engineer/Mongkok & Yaumatei	Transport Department
Mr TAI Seung-kun	Engineer/Yau Tsim	Transport Department
Mr PANG Tat-wing	District Engineer/Mong Kok	Highways Department
Mr NG Tin-chi	District Engineer/Yau Tsim	Highways Department
Mr LEE Chung-kin	Chief Inspector of Police, Operations (2) (Mong Kok District)	Hong Kong Police Force

Mr MOK Man-wai	Officer-in-Charge, District Traffic Team (Mong Kok District)	Hong Kong Police Force
Mr SHING Kin-wah	Officer-in-Charge, District Traffic Team (Yau Tsim)	Hong Kong Police Force
In Attendance:		
Mr Yau Shing-mu, JP	Under Secretary for Transport and Housing	Transport and Housing Bureau
Ms LAM Wai-ki, Cordelia	Principal Assistant Secretary for Transport and Housing (Transport)	Transport and Housing Bureau
Mr TANG Wai-leung	Chief Engineer/Transport Planning	Transport Department
Ms Sue CHAN	Director	Wilbur Smith Associates Ltd.
Mr Billy WONG	Associate	Wilbur Smith Associates Ltd.
Mr Derek LEUNG	China Offices Manager	Wilbur Smith Associates Ltd.
Miss KAM Wai-ming, Esther	Senior Transport Officer/Bus/Kowloon	Transport Department
Mr WONG Wai-lam, William	Environmental Protection Officer (Mobile Source) 42	Environmental Protection Department
Mr Mark SAVELLI	Transport Development Director	The Kowloon Motor Bus Co. (1933) Ltd.
Ms Peggy WONG	Assistant Manager, Planning and Development	The Kowloon Motor Bus Co. (1933) Ltd.
Mr LEUNG Wang-cheong	Senior Operations Officer	The Kowloon Motor Bus Co. (1933) Ltd.
Mr HO Wing-hong	Senior Assistant Manager, Community Affairs	The Kowloon Motor Bus Co. (1933) Ltd.
Mr Brian NG	Senior Planning Officer	Citibus Limited/New World First Bus Services Limited
Mr YEUNG Wing-kin	Engineer/Housing & Planning 3/Kowloon	Transport Department
Ms Maria CHEUNG	General Manager – Corporation Communication	New World Development Co. Ltd.
Mr Jeff TUNG	Project Director – Project Management	New World Development Co. Ltd.
Ms Becky CHAN	Executive Manager	Avenue of Stars Management Ltd.
Ms Carmen CHU	Associate Director	Ove Arup & Partners Hong Kong Ltd.
Mr O Sik-kin	Engineer/Kowloon 1-1	Highways Department
Mr TSE Ying-ming	Engineer/Housing & Planning 1/Kowloon	Transport Department
Mr CHAN Hok-man	Engineer/Planning West 2	Transport Department
Ms CHEUNG Lui	Assistant District Operations Officer (Yau Tsim)	Hong Kong Police Force
Mr YEUNG Chuen-ching, Francis	Senior Environmental Protection Officer (Regional E) 1	Environmental Protection Department

Dr LAW Chi-wing	Environmental Protection Officer (Regional Assessment) 61	Environmental Protection Department
Ms Lilian YEUNG	Public Relations Manager-External Affairs	MTR Corporation Limited

<u>Secretary</u> Miss MAN Shuk-yan, Karen	Executive Officer (District Council)1, Yau Tsim Mong District Office	Home Affairs Department
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Absent:

Mr CHOI Siu-fung, Benjamin	District Council Member
Mr CHAN Sik-ming	Co-opted Member

Opening Remarks

The Chairman welcomed Members, representatives from government departments and those who were in attendance to the meeting.

2. The Chairman said that he would introduce the departmental representatives and individuals invited to the meeting before discussing each agenda item. He proposed that Members who had submitted papers be given no more than two minutes to make supplementary remarks, and that each member be allowed to speak twice on each agenda item: two minutes for the first time and one minute for the second time. Members had no objection to the proposal.

3. The Chairman reported that Mr Benjamin CHOI and Mr CHAN Sik-ming were absent due to other commitments. He also said that the audio record of the meeting would be uploaded to the webpage of the Yau Tsim Mong District Council (“YTMD”). In addition, according to the Standing Orders, the Chairman could issue warnings to Members or members of the public attending or observing the meeting who acted in a disorderly manner and interrupted the proceedings of the meeting. If the warnings were not heeded, the Chairman could order such persons to leave the venue.

(Mr CHAN Wai-keung joined the meeting at 2:33 p.m.)

(Ms KWAN Sau-ling joined the meeting at 2:34 p.m.)

Item 1: Confirmation of Minutes of Last Meeting

4. The minutes of the last meeting were confirmed without amendment.

Item 2: Public Consultation on Proposed Measures to Improve the Traffic Distribution among the Road Harbour Crossings (YTM TTC Paper No. 13/2013)

5. The Chairman welcomed:

- (a) Mr YAU Shing-mu, Under Secretary and Ms Cordelia LAM, Principal Assistant Secretary for Transport and Housing (Transport) of the Transport and Housing Bureau (“THB”);
- (b) Mr TANG Wai-leung, Chief Engineer/Transport Planning of the Transport Department (“TD”); and
- (c) Ms Sue CHAN, Director, Mr Billy WONG, Associate and Mr Derek LEUNG, China Offices Manager of the Wilbur Smith Associates Ltd.

(Mr WONG Kin-san joined the meeting at 2:35 p.m.)

6. Mr YAU Shing-mu said the THB was conducting a 3-month public consultation on the toll adjustment options of the Road Harbour Crossings (“RHCs”). The three options aimed to improve the traffic distribution among the RHCs. All three options involved reducing the tolls for the Eastern Harbour Crossing (“EHC”) whilst increasing those for the Cross Harbour Tunnel (“CHT”). As the connecting roads of the West Harbour Crossing (“WHC”), in particular those in Central, were already very congested during rush hours and would not be able to cope with additional traffic, the THB would not consider reducing tolls at WHC to divert traffic from the CHT to the WHC. The THB estimated that all of the three options could reduce the traffic queue at the existing CHT by 30% to 40% and would bring overall economic benefits of \$520 million to \$560 million per year to Hong Kong.

(Mr Benny YEUNG and Mr HUI Hon-man joined the meeting at 2:39 p.m.)

7. Mr TANG Wai-leung gave a PowerPoint presentation on the three options.

(Ms KO Po-ling, Mr Francis CHONG, Mr CHOW Chun-fai and Mr Edward LEUNG joined the meeting at 2:43 p.m.)

8. Mr HAU Wing-cheong considered that Option B involving reduction in EHC tolls and increase in CHT tolls (“EHC Reduction CHT Increase”) was a more preferred option. He held that the public would find the toll increase of this option more acceptable.

9. Mr CHAN Wai-keung wanted to know how the THB obtained the traffic assessment data for the three options. He pointed out that vehicles using RHCs were mostly private cars. Therefore, he suggested providing toll concessions for buses and minibuses using RHCs so as to lower the fares of cross-harbour buses/minibuses and attract more private car drivers to switch to use public transport, with a view to easing congestion at the CHT and alleviating air pollution.

10. The Chairman pointed out that buses weaving into bus stops near the CHT portal would aggravate congestion of the tunnel. He suggested alleviating the congestion by reducing the number of bus stops near the CHT portal through bus route rationalisation.

11. Mr Chris MAN worried that traffic would be diverted from the CHT to the WHC after the toll increase for the CHT. He recalled that the Government had increased CHT tolls and kept EHC tolls unchanged in early years. He wanted to know whether the traffic throughput of the CHT had been reduced as a result of the measure at that time.

(Mr So Tsz-wing joined the meeting at 2:50 p.m.)

12. Mr Derek HUNG opined that in analysing the three options, the THB should set out the possible savings for motorists in respect of tolls and fuel expenses so as to allow a comprehensive consideration. In addition, he wanted to know whether the THB had considered the option of reducing EHC tolls by \$5 and maintaining CHT tolls; and whether it had assessed the impact of the traffic diverted to other RHCs on the traffic of the connecting roads of various RHCs.

13. Mr LEUNG Ping-foon supported the EHC Reduction CHT Increase Option. He remarked that the Hong Kong-bound section near Wong Nai Chung Road and the Kowloon-bound section near the Hong Kong Polytechnic University of the CHT were always the traffic bottlenecks. He hoped the Administration would improve the road design.

14. The Chairman proposed that the departments concerned should consider providing bus-bus interchanges and roundabouts at portals of RHCs to facilitate the turning of buses.

15. Mr YAU Shing-mu responded as follows:

- (i) To encourage the use of public transport, the Government actively promoted railway development so as to alleviate road congestion and air pollution;
- (ii) According to the data provided by the consultant, Hong Kong had a daily cross-harbour traffic throughput of about 250 000 vehicles while the total capacity of the three RHCs was 270 000 vehicles per day. Hence, the uneven traffic distribution was the major cause of congestion at the RHCs;
- (iii) CHT tolls had not been adjusted since 1999. Hence, there was a certain difference between the toll level of the CHT and those of other RHCs. The THB hoped to divert some traffic to the EHC through the current toll adjustment, so that a more reasonable traffic distribution among the RHCs could be achieved;
- (iv) Currently the connecting roads of the WHC, in particular those in Central, were already very congested during rush hours. They would not be able to cope with additional traffic. Hence, prior to the commissioning of the Central-Wanchai Bypass, the THB would not consider diverting traffic from the CHT to the WHC;
- (v) The consultant had studied different degrees of toll adjustments at various RHCs. It considered that the option of only reducing EHC tolls and

maintaining status quo for CHT tolls would induce additional cross-harbour traffic. Traffic at the EHC would thus become heavier and congestion at the CHT would not be eased. Therefore, the toll reduction of the EHC must be complemented by the toll increase of the CHT in order to effectively alleviate the existing congestion at the CHT;

- (vi) The THB noted Members' suggestions on bus route rationalisation and improvement to road design;
- (vii) As the toll adjustment options for the RHCs were formulated by the consultant on the basis of a territory-wide traffic model, the data derived could serve as reference; and
- (viii) The toll adjustment option would be implemented on a 12-month trial basis. Then, the THB would review the outcome of the trial before deciding whether the option concerned should continue. The THB was confident that the objective of improving the traffic distribution among the RHCs could be achieved through adjusting the tolls of RHCs. Besides, the outcome of the trial would also serve as important reference for the long-term rationalisation arrangement for the three RHCs.

16. Mr TANG Wai-leung added that the consultant had consolidated the data of transport modes used by the public and other information such as their destinations, the road networks throughout the territory and economic situations. On the basis of these data and information, the consultant had used computer modelling to assess the changes in traffic throughput brought about various toll adjustment options. He said that the Government had considered more than 30 options involving different degrees of toll adjustments at RHCs. The Government considered that the option which only reduced EHC tolls and maintained status quo for CHT tolls would induce additional vehicular traffic and generate additional cross-harbour traffic. He also pointed out that buses only accounted for a small portion of cross-harbour traffic at present, hence reducing the number of bus routes operating via the CHT might not have a significant effect on reducing the traffic queue at the CHT.

17. Ms Sue CHAN said that the consultant had divided Hong Kong into 400 traffic zones and developed a comprehensive traffic model to conduct a reliable estimation of the traffic throughput of the RHCs by inputting information such as the population, the average family income and the travel patterns for different destinations of each traffic zone.

18. Mr CHUI Kin-man supported Option B. He also suggested that the Government should use the fiscal surplus to construct a new RHC connecting Sung Wong Toi and North Point.

19. Mr SO Tsz-wing said there was a significant difference in toll levels between the CHT and the WHC. The Government should reduce WHC tolls to alleviate the traffic congestion at CHT, such that the existing cross-harbour traffic queue at the CHT would no longer interfere with non-cross-harbour traffic.

20. Mr Chris MAN pointed out that the CHT was closer to the WHC, yet farther away from the EHC. Even with reduction in EHC tolls, motorists would have to bear additional fuel costs when switching from the CHT to the EHC. Hence, increasing CHT tolls would, on the contrary, induce motorists to switch to the WHC.

21. Ms KO Po-ling wondered why the Government did not include the WHC as a consideration in the toll adjustment options for RHCs. She noted that apart from Option A (Resource Management Option), the Government had to provide reimbursement to tunnel users when effecting the other two options. Therefore, she opined that if Option A was eventually adopted, the additional revenue generated from the increase in CHT tolls should be used to reimburse the cross-harbour public transport vehicles so as to benefit the public.

22. Mr HAU Wing-cheong opined that Option B involving a relatively moderate toll increase would be more acceptable to the public. In addition, he hoped that the Government would consider reducing WHC tolls after the commissioning of the Central-Wanchai Bypass so as to further balance the traffic distribution among the RHCs.

23. Mr Derek HUNG wanted to know whether the THB could select two most preferred options out of the three options and introduce each of them on a 6-month trial basis, thereby comparing their effectiveness.

24. Mr YAU Shing-mu responded that Option A would increase CHT tolls by ratio according to the road space occupied as well as the wear and tear caused on the road by vehicles. After deducting the reimbursement for users of the EHC, it was expected that the option would bring a net revenue of about \$164 million to the Government. He emphasised that all three options could bring overall economic benefits of over \$500 million per year to Hong Kong. Besides, the Government was open-minded on the options and would like to listen to the views of all parties, thereby selecting the most preferred option for a 12-month trial to assess the effectiveness.

25. Mr TANG Wai-leung supplemented that the option mainly targeted motorists travelling in areas between the EHC and the CHT. It was hoped that with the toll adjustments in place, marginal users would be attracted to switch from the CHT to the EHC for a saving in travel time.

26. Mr YAU Shing-mu added that a 1-year trial would be more appropriate as it would be useful for understanding the changes in traffic flows of the RHCs throughout the year for the purpose of conducting a comprehensive review.

27. Mr TANG Wai-leung said that the seasonal variation of traffic flows of the RHCs and the impact of long holidays on cross-harbour traffic could be gauged through the 1-year trial, enabling a more accurate evaluation of the effectiveness of the toll adjustment option.

28. There being no further comments, the Chairman declared the discussion of this item closed.

(Mr LEUNG Ping-foon and Mr SO Tsz-wing left the meeting at 3:35 p.m.)

Item 3: Progress Report on District Traffic Improvement Projects under Construction or Planning by Transport Department / Highways Department (as at February 2013)
(YTMTTC Paper No. 14/2013)

29. The Chairman welcomed Mr PANG Tat-wing, District Engineer/Mong Kok and Mr NG Tin-chi, District Engineer/Yau Tsim of the Highways Department (“HyD”).

30. Mr NG Tin-chi and Mr PANG Tat-wing briefly introduced the paper.
31. There being no further comments, the Chairman declared the discussion of this item closed.

(Mr LEUNG Shiu-cheong left the meeting at 3:40 p.m.)

Item 4: Bus Route Development Programme 2013-2014 for Yau Tsim Mong District
(YTMTTC Paper No. 15/2013)

32. The Chairman welcomed:
- (a) Miss Esther KAM, Senior Transport Officer/Bus/Kowloon of the TD;
 - (b) Mr William WONG, Environmental Protection Officer (Mobile Source) of the Environmental Protection Department (“EPD”);
 - (c) Mr Mark SAVELLI, Transport Development Director, Ms Peggy WONG, Assistant Manager, Planning and Development, Mr LEUNG Wang-cheong, Senior Operations Officer and Mr HO Wing-hong, Senior Assistant Manager, Community Affairs of the Kowloon Motor Bus Co. (1933) Ltd. (“KMB”); and
 - (d) Mr Brian NG, Senior Planning Officer of the Citibus Limited/New World First Bus Services Limited.
33. Miss Esther KAM briefly introduced the paper.
34. Mr William WONG briefly introduced the environmental benefits of bus route rationalisation. He said that franchised bus was a major source of roadside air pollution. The Government hoped to minimise bus emissions through bus route rationalisation, with a view to improving the problem of roadside air pollution.
- (Mr HUI Hon-man left the meeting at 3:51 p.m.)
35. Mr LAU Pak-kei pointed out that it was mentioned in the paper that some bus routes in the district, e.g. Route No. 30X (Allway Gardens — Whampoa Garden) and Route No. 6 (Lai Chi Kok — Star Ferry), would be diverted to operate via the West Kowloon Corridor (“WKC”). He wanted to know the actual number of bus routes to be diverted to operate via the WKC under the Bus Route Development Programme and the daily bus flow through the WKC. Furthermore, he opined that the increase in bus traffic diverted to the WKC would aggravate air and noise pollutions, which would seriously affect the residents in the vicinity. The Vice-chairman agreed with the comments.
36. Mr CHAN Wai-keung said that Route No. 33A (Tsuen Wan (Nina Tower) — Mong Kok (Park Avenue)) would no longer operate via Sham Shui Po and Cheung Sha Wan under the Bus Route Development Programme, thus the elderly and the mobility-handicapped

would have no point-to-point access to the Caritas Medical Centre. He hoped the bus companies would pay heed to the problem.

37. Mr William WONG responded that buses operating on busy roads would have a lower speed and thus a larger emission of suspended particulates as compared to those operating on expressways. Hence, diverting some bus routes to operate via the WKC would help mitigate the roadside air pollution. As regards the noise information, he said that he would ask his colleagues for the information after the meeting and make a reply afterwards.

38. Miss Esther KAM noted Members' concerns over the environmental impact of bus services. She would maintain close liaison with the EPD, and Members' views would be considered and taken into account in considering the Bus Route Development Programme.

39. Mr Mark SAVELLI spoke in English. He said that the public's demand for bus services was the KMB's primary concern in rationalising bus routes. As there were many overlapped bus routes at present, the KMB hoped to make optimal use of the expressway network to reduce the travel time and improve the roadside air quality.

40. Mr Chris MAN wanted to know whether the discussion of the item should continue if Members did not approve the rationalisation programmes of some bus routes, e.g. the rationalisation of Route No.33A and Route No.6.

41. Mr LAU Pak-kei considered the TD and the bus companies underprepared as they could not answer his question. He stressed that residents in Tai Kok Tsui relied on bus services for travelling to MTR stations. The YTMDC had repeatedly requested the bus companies for enhancement of bus services in Tai Kok Tsui, e.g. frequency increase for Route No. 2E (Pak Tin — Kowloon City Ferry) and Route No. 914 (Hoi Lai Estate — Causeway Bay (Tin Hau)). However, the bus companies had not responded to the requests. He asked the TD to give a written reply to his question.

42. Mr CHAN Wai-keung pointed out that residents in Tai Kok Tsui mainly took Route No. 43C (Cheung Hong — Tai Kok Tsui (Island Harbourview)) to Cheung Hong Estate, Cheung Ching Estate and Cheung Hang Estate. As the housing estates were far away from the Tsing Yi MTR Station, local residents objected to the service cancellation of Route No. 43C during the off-peak period. In addition, noting the service overlap between Route No. 42A (Cheung Hang — Jordan (To Wah Road)) and MTR lines, he wondered why the bus company would enhance the service of Route No. 42A while reducing the frequency of Route No. 43C.

43. Mr WONG Kin-san wanted to know what benefits would be brought to the residents by the bus route rationalisation for the YTM District. He pointed out that as most bus routes to be rationalised would still operate via busy roads such as Nathan Road and Argyle Street, the bus route rationalisation would not improve the air quality in the locality. In addition, he opined that the diversion of some bus routes to the WKC would only bring about noise pollution to the vicinity.

44. The Vice-chairman requested the EPD to provide the noise assessment data regarding the diversion of bus routes to the WKC, or he would not accept the Bus Route Development Programme.

45. Mr HUI Tak-leung wanted to know how the bus companies came up with the rationalisation proposals. He understood that the bus companies, having regard to the cost-effectiveness, had to reduce the service frequency of some routes with lower occupancy rates. However, he disapproved of their using environmental protection as an excuse to adjust the bus routes. He opined that the bus companies should have adequate consultation with DC Members of the constituency concerned when rationalising the bus routes.

46. Mr Mark SAVELLI responded in English as follows:

- (i) At present, over 80% of the drive circuits of Route No. 43C and Route No. 42A were overlapped. Hence, the KMB proposed to reduce the service of Route No. 43C during the off-peak period;
- (ii) With concern about the bus services in Tai Kok Tsui, the KMB was actively investigating ways to improve Route No. 2E and the cross-harbour bus services in the area. Furthermore, the KMB would introduce a new express route from Tai Kok Tsui to Tsing Yi to facilitate residents in Tai Kok Tsui; and
- (iii) The KMB proposed to divert some bus routes (e.g. Route No. 30X) to the WKC, so as to capitalise on the advantage of the expressway network to reduce the travel time and mitigate the roadside air pollution.

47. The Chairman said that the bus companies used the excuse of improving air quality to divert some bus routes to the WKC, which would only aggravate the noise pollution in the vicinity. He recalled that the YTMDC had repeatedly advised and asked the bus companies to enhance the bus services in Tai Kok Tsui, e.g. the services of Route No. 2E and Route No. 12 (Hoi Lai Estate — Tsim Sha Tsui East (Mody Road)), but the advice was not taken. He criticised that the bus companies did not respect the views of the DC.

48. Mr Derek HUNG understood that in developing bus routes, the bus companies had to consider not only the passengers' demand for bus service, but also the operating costs. Hence, it was difficult to satisfy the interests of both parties. He suggested that apart from reducing the service frequency, the bus companies could also consider the use of smaller vehicles to reduce the emission of suspended particulates.

(Mr Francis CHONG left the meeting at 4:09 p.m.)

49. The Vice-chairman spoke in English. He stressed that he was not against the service improvement of the bus companies, but he could not accept the diversion of bus routes to the WKC because it would aggravate the air and noise pollutions in the vicinity. He urged the departments concerned to provide the environmental impact assessment data in regard to the diversion of bus routes to the WKC.

50. Mr Mark SAVELLI spoke in English. He said that supplementary information would be provided in response to the questions raised by Members after the meeting. He remarked that there were currently 10 buses per hour for Route No. 42A and 6 buses per hour for Route No. 43C. However, since the service frequencies of the two routes were not coordinated with one another, it was a common case that both buses arrived at the same time, and passengers who could not get on the buses would have to wait longer. To ensure proper allocation of resources, the KMB proposed to reduce the service frequency of Route No. 43C

and enhance the service of Route No. 42A during off-peak hours so that the frequency would be more even. He believed that with this arrangement in place, the passengers' waiting time for Route No. 42A would be greatly reduced.

51. Miss Esther KAM said that rationalisation of bus routes would enable better use of the existing bus resources, improve the bus network and alleviate the traffic congestion along busy roads. In assessing the rationalisation proposals, the department would give due consideration to factors such as passenger demand, accessibility of alternatives and availability of bus-bus interchange facilities. Among all the proposals, the proposal of converting Route No. 43C to one-way bound during peak hours while enhancing the bus service of Route No. 42A would continue to cater for the needs of passengers during peak hours. On the other hand, it would reduce the number of bus trips in busy areas, so that the traffic congestion would be alleviated and the roadside air pollution could be reduced. In addition, noting Members' views on services of the bus routes serving Tai Kok Tsui, such as Route Nos. 2E and 12, the TD would collaborate with the KMB to monitor the service operation of the routes concerned and to take follow-up actions as appropriate.

52. Mr HO Wing-hong responded that the KMB had noted Members' requests for enhancing the bus services in Tai Kok Tsui. The KMB was actively exploring the room for improvement. He said that the KMB would maintain close liaison with members of the local community and listen to the views of different parties, so as to improve its bus services.

53. Mr Mark SAVELLI spoke in English. He said that the KMB would set up a working group to investigate measures to enhance its bus services in Tai Kok Tsui, e.g. the service of Route No. 2E.

54. Mr WONG Kin-san expressed strong dissatisfaction with the Bus Route Development Programme submitted to the meeting. He questioned if the rationalisation arrangement could serve the purpose of environmental protection. He also asked whether the TD and the EPD were satisfied with the rationalisation proposals of the bus companies.

55. Mr CHUNG Kong-mo expressed great disappointment at the KMB's response. Having been a Member of the Traffic and Transport Committee ("TTC") of the YTMDC for over 10 years, he remembered that every year in the TTC's discussion on the Bus Route Development Programme, Members had requested the bus companies to improve their services in Tai Kok Tsui. For example, requests had been made to the bus companies for efforts to address the issues of lost trips and inadequate frequency of Route Nos. 2E, 12 and 914. However, the bus companies had not proactively followed up the issues over the years. He hoped that the KMB would give serious consideration to Members' requests and make an effort to enhance the bus services in Tai Kok Tsui.

56. Mr Mark SAVELLI spoke in English. He said that the KMB would listen to Members' views on improvement of the bus routes. The KMB would also maintain transparency of its bus services, so as to keep the public well informed of the bus frequency and service hours.

57. In summing up Members' comments, the Chairman proposed that service improvement of Route Nos. 2E, 12 and 914 should be made an item under matters arising. Representatives of the KMB were invited to the next meeting to report on the progress of the bus service improvement in Tai Kok Tsui.

58. Mr William WONG supplemented that the lower the speed of a vehicle, the higher the emission level of suspended particulates. Hence, diverting some bus routes to expressways would help reduce air pollution. He also said that Members' concern over noise pollution would be relayed to the EPD.

59. Miss Esther KAM said that the TD would provide supplementary information on the Bus Route Development Programme for the YTM District after the meeting, such as the number of routes to be diverted to the WKC and their service frequency.

60. Mr LAU Pak-kei requested the TD and the EPD to submit written replies in the next meeting to explain their stances on the Bus Route Development Programme and the environmental impact of the programme.

61. Mr CHUNG Kong-mo reiterated that for years the YTMDC had been requesting the TD and the KMB to enhance bus services in the Tai Kok Tsui Reclamation, e.g. services of Route Nos. 2E, 12 and 914. However, the TD and the bus companies all along had not considered Members' views. He was very disappointed about this.

62. The Vice-chairman said that as some bus routes would operate via the WKC after the rationalisation, adverse effects would be imposed on its surrounding environment. Therefore, he had reservation about the Bus Route Development Programme.

63. Mr Derek HUNG opined that the TD and the bus companies should develop the Bus Route Development Programme having regard to the perspectives of the public. He agreed that operating speed and emission level of suspended particulates were strongly correlated, but he hoped that the EPD would provide practical data to substantiate the claim.

64. The Chairman decided to continue the discussion on the bus service improvement of Route Nos. 2E, 12 and 914 in the next meeting, whereupon representatives of the KMB would have to report on the matter. In addition, he requested the TD and the EPD to submit written replies in response to the questions raised by Members before the next meeting.

65. There being no further comments, the Chairman declared the discussion of this item closed.

Item 5 : Continuation of Mong Kok Pedestrian Scheme (YTM TTC Paper No. 16/2013)

66. The Chairman welcomed Mr YEUNG Wing-kin, Engineer/Housing & Planning 3/Kowloon of the TD.

67. Mr YEUNG Wing-kin briefly introduced the paper.

68. Mr HUI Tak-leung expressed dissatisfaction that the TD continued to remark the Mong Kong Pedestrian Scheme as a "trial scheme". He said that the Mong Kok Pedestrian Scheme had been on trial for more than 10 years. Yet, management of the pedestrian zone had not been tasked to any department, and many problems had thus been caused. He opined that government departments should review the effectiveness of the scheme so as to

decide as soon as possible whether the scheme should become a permanent measure or should simply be cancelled.

69. Mr CHOW Chun-fai pointed out that since the implementation of the pedestrian scheme, the continued emergence of environmental problems, such as noise nuisance, illegal display of easy-mount frames and conglomeration of hawkers, had caused nuisances to residents in the vicinity. He requested the departments concerned to step up enforcement and prosecution in the pedestrian zone. If there was no improvement, the pedestrian zone should be cancelled.

70. Mr Derek HUNG also considered that the departments should review the effectiveness of the Mong Kok Pedestrian Scheme so as to decide whether the scheme should continue. In addition, he wanted to know if the term “permanent implementation” in Annex 1 was referring to the permanent implementation of the Mong Kok Pedestrian Scheme.

71. Mr CHAN Wai-keung recalled that in the past DC meetings, Members had objected the continuation of the Mong Kong Pedestrian Scheme. However, the TD had eventually continued to implement the scheme. Hence, he questioned why the TD consulted the TTC on the scheme. He requested the TD to clearly state the time to end the trial scheme for Mong Kok Pedestrian Precinct (“MKPP”) and submit an evaluation report of the effectiveness of the scheme.

72. Mr Wong Kin-san said that the problem of illegal display of easy-mount frames was serious in the MKPP. Furthermore, there were always street performances in the MKPP, which attracted crowds of on-lookers and thus caused obstruction to passageways. He reckoned that the situation in the MKPP was chaotic, hence the Government should cancel the Mong Kok Pedestrian Scheme permanently.

73. Ms KO Po-ling hoped that the departments would step up enforcement to deal with the environmental problems arising from illegal display of easy-mount frames, street performances and illegal hawking at MKPP. She supported ending the implementation hours of pedestrian areas at Sai Yeung Choi Street South, Nelson Street and Soy Street 1 hour earlier every day. Furthermore, she hoped that the TD would improve the traffic arrangement at the pedestrian streets so as to ensure pedestrian safety.

74. Mr Barry WONG wanted to know whether a voting had to be held regarding the TD’s proposal for continuation of the Mong Kok Pedestrian Scheme. In addition, he considered that the paper of the TD did not reflect the actual situation of the MKPP at present, including the problems of obstruction of pavement by easy-mount frames, illegal hawking and street obstruction caused by on-lookers of street performances.

75. The Chairman stated that the paper submitted by the TD aimed to report the effectiveness of the new implementation hours of the MKPP. He pointed out that the MKPP fell within the purviews of a number of government departments. In-depth discussion by the departments was necessary to decide the future development of the pedestrian zone. Hence, it was not necessary to vote at the meeting on whether to permanently implement or cancel the pedestrian scheme.

76. Mr YEUNG Wing-kin responded as follows:

- (i) At the YTMDC meeting held in April 2012, Members had agreed to end the implementation hours of pedestrian areas at Sai Yeung Choi Street South, Nelson Street and Soy Street 1 hour earlier. It had been about six months since the implementation of the new hours. The pedestrian flow and the traffic condition at the above-mentioned streets were generally satisfactory, and there was no increase in the number of traffic accidents involving pedestrians. With the assistance of the law enforcement departments, the above road sections could be re-opened to traffic after the pedestrian zone hours;
- (ii) In 2000, the YTMDC had approved the permanent implementation of the part-time pedestrian scheme in Mong Kok on Sundays and public holidays. In addition, the YTMDC had also approved in early years to permanently designate the section of Sai Yeung Choi Street South between Nelson Street and Soy Street as a part-time pedestrian zone from Mondays to Saturdays;
- (iii) The TD proposed to continue to adopt the new implementation hours (i.e. ending at 10 p.m. every night) for part-time pedestrian zones at Sai Yeung Choi Street South, Nelson Street and Soy Street for another year, with a view to observing and reviewing the impact of the arrangement on the traffic in the vicinity; and
- (iv) The TD would maintain co-ordination with the departments concerned to improve the overall operation of the MKPP.

77. Mr HUI Tak-leung reiterated his dissatisfaction that the Mong Kok Pedestrian Scheme was still a trial scheme even after ten years of implementation. He stressed that if there was any paper entitled “Continuation of Mong Kok Pedestrian Scheme” from the TD again, he would left the meeting to show his disapproval.

78. Mr Derek HUNG pointed out that there was currently no legislation for the regulation of pedestrian areas. He wanted to know if the TD would reflect the situation to the policy bureaux concerned and the Legislative Council (“LegCo”). Moreover, he asked when the TD would report on the effectiveness of the Mong Kok Pedestrian Scheme again.

79. The Chairman recalled that in meeting with LegCo Members every year, YTMDC Members had taken the opportunities to repeatedly reflect to the LegCo the current lack of regulation of the MKPP. But so far, the LegCo and the government departments had not yet put forward any specific measures or legislation to improve the situation.

80. Mr CHUI Kin-man suggested that the TD should conduct a site visit to the MKPP with DC Member of the constituency to learn about the impact on residents in the vicinity.

81. Mr CHUNG Kong-mo said that the Mong Kok Pedestrian Scheme was introduced initially by the TD having regard to pedestrian safety. However, the scheme was fraught with problems after years of trial implementation. He wanted to know if the TD would accept the current situation of the pedestrian precinct and whether it would discuss for solutions with other government departments such as the EPD, the Food and Environmental Hygiene Department (“FEHD”) and the HyD. He reckoned that the Government should

convene inter-bureaux meetings to seriously address the community problems brought about by the MKPP.

82. Mr CHOW Chun-fai pointed out that the TD, the initiating department of the Mong Kok Pedestrian Scheme, could not regard pedestrian safety as its only concern and turn a blind eye to the problems brought about by the scheme. He requested the TD to clearly explain its role in the management of the MKPP.

83. Mr YEUNG Wing-kin responded that the TD would, according to its functions and the policy areas concerned, reduce the impact of the MKPP on residents in the vicinity through traffic management measures, e.g. reduction of implementation hours of the pedestrian precinct. He reiterated that the TD had all along been communicating closely with the law enforcement departments on the operation of pedestrian zones. The TD would also report to the DC on the traffic situation of the MKPP when appropriate.

84. There being no further comments, the Chairman declared the discussion of this item closed.

Item 6: Improvement Proposal for Pedestrian Access to Tsim Sha Tsui Promenade (YTMTTC Paper No. 17/2013)

85. The Chairman welcomed:

- (a) Ms Maria CHEUNG, General Manager – Corporation Communication and Mr Jeff TUNG, Project Director – Project Management of the New World Development Co. Ltd. (“NWD”);
- (b) Ms Becky CHAN, Executive Manager of the Avenue of Stars Management Ltd.; and
- (c) Ms Carmen CHU, Associate Director of the Ove Arup & Partners Hong Kong Ltd.

86. Ms Maria CHEUNG said that in the previous meeting of the District Facilities Management Committee (“DFMC”), the Avenue of Stars Management Ltd. had consulted DFMC Members on the long term development and improvement proposal of the Tsim Sha Tsui Promenade. She said that the Tsim Sha Tsui Promenade and the area around Nathan Road were mainly linked by an underground walkway system with circuitous routes. Thus, the provision of at-grade pedestrian crossing facilities was needed to facilitate the use of the new facilities and public space at the Tsim Sha Tsui Promenade by more members of the public and tourists in future.

87. Ms Carmen CHU gave a PowerPoint presentation on the contents of the paper.

88. The Chairman supplemented that in the TTC meeting of September 2012, Members had requested the provision of an underground walkway for direct access from the Tsim Sha Tsui MTR Station to the Tsim Sha Tsui Promenade, but both the THB and the TD had said that they would not consider providing the access for the time being. In the subsequent DFMC meeting, DFMC Members urged the Avenue of Stars Management Ltd. to improve

the facilities at the Avenue of Stars and study the traffic flow and crossing arrangements of the area along the Tsim Sha Tsui Promenade. It was also confirmed in the meeting that the issue of pedestrian connectivity to the Tsim Sha Tsui Promenade would be passed to the TTC for discussion.

89. Mr CHUI Kin-man supported the provision of at-grade pedestrian crossing facilities connecting to the Tsim Sha Tsui Promenade. He also suggested adding clear directional signs to the exits in the underground walkway network.

90. Mr WONG Kin-san wanted to know the views of government departments such as the TD and the Leisure and Cultural Services Department (“LCSD”) on the proposal in the paper.

91. Mr Barry WONG reckoned that the proposal in the paper could make up for the inadequacy of the existing underground walkway system in Tsim Sha Tsui, facilitating direct connection between the central part of Tsim Sha Tsui and the promenade. He hoped the government departments concerned would implement the improvement proposal on pedestrian crossing facilities as soon as possible to tie in with the plan of the NWD.

92. Mr Derek HUNG said he remembered that the TD had shelved the provision of at-grade pedestrian crossings on Salisbury Road on the ground of traffic flow and built a subway instead. As the two at-grade pedestrian crossings proposed in the paper were very close to the subway, he doubted whether it was necessary to provide the pedestrian crossings. He asked if the TD would improve the external connection of the Tsim Sha Tsui Promenade by enhancing the routing of the subway. Moreover, he was worried that the traffic flow to and from Nathan Road and Canton Road via Salisbury Road would be affected if at-grade pedestrian crossings were provided on Salisbury Road. In this connection, he wanted to know if the consultant had assessed the impact of the proposed pedestrian crossings on the nearby traffic; and if yes, he wanted to obtain the relevant data for reference.

93. Ms KWAN Sau-ling said the underground walkway network in Tsim Sha Tsui was circuitous and was like a maze for pedestrians. It was thus necessary to provide at-grade pedestrian crossings connecting to the Tsim Sha Tsui Promenade. She agreed to the implementation of the improvement proposal in the paper, but she was worried that the road traffic would be affected by the two proposed pedestrian crossings as they were only a short distance from one another. She hoped the TD could address the issue and make appropriate arrangements.

94. Mr Benny YEUNG supported the improvement proposal and hoped that the measure benefiting the public could be implemented as soon as possible.

95. Ms Carmen CHU supplemented that according to the findings of the statistical survey on pedestrian flows, the pedestrian flow between the central part of Tsim Sha Tsui and the promenade via subways at weekends was about 3 370 pedestrian trips. It was estimated that 50% of pedestrians would shift to use the two at-grade pedestrian crossings on Salisbury Road if they were provided. She added that the provision of at-grade pedestrian crossings would inevitably affect the road traffic, but the data analysis showed that the impact would be at an acceptable level.

96. Mr TAI Seung-kun responded that the TD had held a meeting with representatives of the NWD in early March and had noted the proposed provision of at-grade pedestrian crossings on Salisbury Road. As there was a large discrepancy between the data of the TD and those of the consultant at that time, the TD had requested the consultant to provide more data for further analysis. He stressed that the TD had an open mind on the provision of pedestrian crossings on Salisbury Road.

97. Ms KO Po-ling was glad to hear the positive response from the TD, and she wanted to know when the construction of pedestrian crossings could be implemented.

98. Mr TAI Seung-kun replied that the TD was examining the feasibility of the proposal by making reference to different data. He added that if land resumption was involved for the provision of at-grade pedestrian crossings, it would take a longer lead time and require consultation with the HyD and the Electrical and Mechanical Services Department before commencement of the project. Therefore, the TD could not set a timetable for the provision of pedestrian crossings at the current stage.

99. Mr Derek HUNG anticipated that traffic lights would be provided at the proposed at-grade pedestrian crossings, and it would affect the traffic of Salisbury Road. He requested the consultant to provide data in this regard for TTC's reference.

100. Ms KO Po-ling hoped the TD would proactively work in tandem with the NWD's consultant to implement the measure for the benefit of the public.

101. Ms Carmen CHU responded that the consultant recommended that the construction of at-grade pedestrian crossings on Salisbury Road should be carried out in phases. As land resumption was not involved for construction at the location opposite The Peninsula Hong Kong, it was recommended that a pedestrian crossing could be provided at the location first. As regards the pedestrian crossing near Sogo Department Store, it involved a land boundary issue and would thus require more time for discussion with government departments. Hence, the consultant recommended that the pedestrian crossing should be provided at a later stage.

102. Mr TAI Seung-kun responded that the TD was waiting for the supplementary information, such as layout plan and data, from the consultant. The TD would examine and analyse the feasibility of the pedestrian crossing proposal after consolidating the information.

(The Vice-chairman left the meeting at 5:10 p.m.)

103. The Chairman concluded Members' comments and said that Members unanimously agreed to the provision of pedestrian crossings on Salisbury Road to enhance the external connection of the Tsim Sha Tsui Promenade. The TTC also invited the consultant and the TD to report on the progress of the proposed provision of pedestrian crossings at appropriate juncture.

104. There being no further comments, the Chairman declared the discussion of this item closed.

Item 7: Transport Department and Highways Department Were Shifting Responsibility onto Each Other. Mong Kok Footbridge Extension Scheme Not Implemented after Four Years' Study.
(YTM TTC Paper No. 18/2013)

Item 14: To Request Linking up of Footbridges at Mong Kok Road and Tong Mi Road to Connect Olympic and Mong Kok MTR Stations
(YTM TTC Paper No. 25/2013)

105. The Chairman said that both of the papers for Items 7 and 14 were about footbridges at Mong Kok Road and Argyle Street, hence he proposed the two items be discussed together. Members had no objection to the proposal.

106. The Chairman said that the written response on Item 7 from the Civil Engineering and Development Department (Annex 1) had been faxed to Members for reference before the meeting. He then welcomed Mr O Sik-kin, Engineer, Works Section of the HyD and Mr TSE Ying-ming, Engineer/Housing & Planning 1/Kowloon of the TD.

107. Mr CHAN Wai-keung briefly introduced the contents of YTM TTC Paper Nos. 18/2013 and 25/2013.

108. Mr O Sik-kin reported that the preliminary technical feasibility study for the extension works of the footbridge at Argyle Street had been completed. Since there were a large number of underground public utilities in the works area and the footbridge was situated in an area with heavy pedestrian/traffic flows, it would take time for the HyD to conduct detailed investigation to reduce the impact of the construction on nearby residents.

(Mr CHAN Wai-keung, Mr CHOW Chun-fai and Mr HUI Tak-leung left the meeting at 5:15 p.m.)

109. Ms WONG Shu-ming recalled that the Planning Department had planned to build a subway or a footbridge at Argyle Street for connection to Mong Kok and the newly developed area in Tai Kok Tsui. However, the plan was eventually not put into implementation. She also requested the HyD to adequately consult the owners and occupants of nearby buildings before carrying out the extension works of the Mong Kok Road Footbridge.

110. Mr CHAN Siu-tong considered that the progress of the extension works of the Mong Kok Road Footbridge was slow. He requested the HyD to give an explanation for the progress and a specific timetable for the project.

111. Mr TSE Ying-ming responded that there were technical difficulties in the extension works of the footbridge at Argyle Street. The TD had to make careful arrangements with the HyD to carry out the relocation of underground public utilities in phases. The two departments would maintain close liaison with a view to working out a more concrete timetable for early construction.

112. Mr CHAN Siu-tong asked if there were other complications in the construction of the footbridge at Argyle Street, e.g. whether support for the project had yet to be obtained from owners' corporations ("OCs") of nearby buildings.

113. Mr O Sik-kin reiterated that the HyD had completed the preliminary feasibility study for the extension works of the footbridge at Argyle Street and was working out the details of the detailed investigation study.

114. The Chairman urged the HyD to speed up the progress of the project.

115. There being no further comments, the Chairman declared the discussion of this item closed.

**Item 8: Request to Strengthen Services of GMB Routes No. 12A and 12B by Lengthening Seat Reservation Hours in the Afternoon and Extending the Arrangements to Saturdays and Sundays
(YTMTTC Paper No. 19/2013)**

116. The Chairman welcomed Ms Christine YUEN, Senior Transport Officer/Yau Tsim Mong of the TD.

117. Mr LAU Pak-kei supplemented the paper with additional information.

118. Ms Christine YUEN responded that after discussing with the operator of GMB Route Nos. 12A and 12B and conducting a site visit, the TD reckoned that currently the passenger demand for weekday service at en-route stops was lower during the hours before 4:30 p.m. and after 8:30 p.m., as compared to the rush hours in the afternoon. Taking into account the cost effectiveness, the operator would not consider lengthening the seat reservation hours on weekday afternoons at the terminus at the Mong Kok East MTR Station for the time being. However, the operator would extend the seat reservation arrangement to the hours between 5 p.m. and 8 p.m. on Saturdays. Two seats would be reserved when the bus moved off from the terminus at the Mong Kok East MTR Station, so as to facilitate passengers boarding at en-route stops.

119. Mr LAU Pak-kei was glad to learn that the seat reservation arrangement of GMB Route Nos. 12A and 12B would be extended to Saturdays. He would like to know the exact effective date. He also said that when he took the two GMB routes in Tai Kok Tsui on weekends, he often found that drivers would not move off until the bus was full. As such practice would affect the regularity of GMB service, he requested the TD to pay heed to the problem.

120. Ms Christine YUEN replied that the operator had agreed to extend the seat reservation arrangement to the hours between 5 p.m. and 8 p.m. on Saturdays. The new arrangement would be effective from 23 March 2013. She added that the TD would relay the issue regarding service frequency of the above two GMB routes to the operator and ask for improvement.

121. There being no further comments, the Chairman declared the discussion of this item closed.

Item 9: Request for Continued Follow-up Action on Serious Noise Nuisance Caused by Elevated Flyovers in Yau Tsim Mong District to Residents in Nearby Buildings
(YTMTTC Paper No. 20/2013)

122. The Chairman said the joint written response from the HyD and the EPD (Annex 2) was tabled at the meeting for Members' reference. He then welcomed Miss Sally KUNG, Engineer/Mongkok & Yaumatei of the TD and Mr PANG Tat Wing, District Engineer/Mongkok of the HyD.

123. Miss Sally KUNG responded that the speed limit of most parts of the southbound Tung Chau Street Flyover (Yau Ma Tei bound) was 70 km/h, but the speed limit of the part connecting to at-grade roads was lowered to 50 km/h for traffic safety. If the speed limit of the entire Tung Chau Street Flyover was standardised to 50 km/h, the traffic flow would be adversely affected; hence, the TD would not consider such measure. She added that the TD had conducted a trial scheme in 2000 to ban vehicles of over 5.5 tonnes from the Tai Kok Tsui section of the WKC between 11 p.m. and 7 a.m. However, diverting such vehicles to other roads would lead to a shift of traffic noise to other areas, and there were also difficulties in enforcement. Hence, the TD disagreed with the re-implementation of such arrangement.

124. Mr PANG Tat-wing reported that the southbound Tung Chau Street Flyover and the Tai Kok Tsui section of the WKC had been built for about 30 years. The two elevated road sections could not withstand the additional loading from noise barriers or noise enclosures due to constraints of their flyover designs and structural capabilities. In order to mitigate road noise, the HyD had paved the two flyovers with low noise materials. He added that the resurfacing of the southbound Tung Chau Street Flyover with low noise materials had been completed in September 2012. The resurfacing of the Tai Kok Tsui section of the WKC had also commenced and was expected to complete in April 2013.

125. Mr LAU Pak-kei pointed out that there were frequent movements of high-speed vehicles emitting huge engine noise on the WKC. He urged the enforcement departments to step up ambush operations and install speed cameras to improve the situation.

126. There being no further comments, the Chairman declared the discussion of this item closed.

Item 10: To Request Departments to Take Measures to Accommodate Traffic Demands Arising from Occupancy of The Coronation in Yau Ma Tei
(YTMTTC Paper No. 21/2013)

127. The Chairman welcomed Ms Christine YUEN, Senior Transport Officer/Yau Tsim Mong and Mr CHAN Hok-man, Engineer/Planning West 2 of the TD.

128. Mr CHAN Siu-tong supplemented the paper with additional information.

129. Mr CHAN Hok-man responded that the consultant of the developer of The Coronation had conducted a transport accessibility study and prepared draft plans for the housing development. The consultant proposed connecting the central reservations of Yan

Cheung Road and Yau Cheung Road and converting the junction of Yan Cheung Road and Yau Cheung Road into a signal-controlled junction. If the proposal was put into implementation, vehicles on Yau Cheung Road would be able to turn left to the eastbound Yan Cheung Road or turn right to the westbound Yan Cheung Road. Also, vehicles on the eastbound Yan Cheung Road could turn left and those on the westbound Yan Cheung Road could turn right to Yau Cheung Road. Moreover, the consultant proposed the provision of a signal-controlled crossing at the junction of Yan Cheung Road and Yau Cheung Road to facilitate pedestrians to cross the road. He said the TD supported the above proposal in principle. The developer would carry out the project design and apply for relocation of trees on the central reservation of Yau Cheung Road later. The TD would further discuss with the developer the exact works commencement date.

130. Ms Christine YUEN said that the TD was discussing with minibus operators to enhance the feeder transport services from The Coronation to the nearby MTR station. The TD would consult the local community through the District Office (“DO”) when a concrete proposal was available.

131. Mr Benny YEUNG was glad to know the transport arrangements made by the TD to dovetail with the completion and occupation of The Coronation. He remarked that some flats of the housing development were already occupied, so he hoped the TD would complete the ancillary transport works as soon as possible. Moreover, he asked if the TD would provide an en-route stop for GMB Route No. 43M near The Coronation in a short time to facilitate residents thereof.

132. Mr CHUI Kin-man reckoned that the TD should have more communication with DC Member of the constituency on the project design and the construction details before implementing the ancillary transport works for The Coronation.

133. Mr CHAN Hok-man replied that the TD would work in tandem with the consultant of the developer and the departments concerned to approve the project design as soon as possible for early commencement of the works by the developer. The TD would also consult DC Member of the constituency on the project at appropriate juncture.

134. Ms Christine YUEN reported that the TD was exploring whether an en-route stop for GMB Route No. 43M could be provided near The Coronation. It would consult the local community on the measure through the DO as soon as possible.

135. Mr Benny YEUNG pointed out that there was no cover for the existing pedestrian walkway leading to The Coronation. He hoped the Administration would make improvements so that pedestrians would not be tormented by the scorching sun and lashing rain.

136. There being no further comments, the Chairman declared the discussion of this item closed.

Item 11: Further Follow-up on Safety at Junction between Ferry Street and Saigon Street
(YTM TTC Paper No. 22/2013)

137. The Chairman welcomed Mr CHAN Hok-man, Engineer/Planning West 2 of the TD.

138. Mr CHAN Siu-tong supplemented the paper with additional information.

139. Mr CHAN Hok-man responded that the TD had issued a works order to the HyD for the provision of traffic lights at the pedestrian crossings on Man Cheong Street and Saigon Street. Upon completion of the project, pedestrians could cross the road safely by following the traffic signals.

140. Mr NG Tin-chi reported that the HyD planned to carry out the project in June 2013. The project was expected to complete by the end of the year.

141. There being no further comments, the Chairman declared the discussion of this item closed.

Item 12: Operators Encroach upon Pavement to Save Rents, Leaving Passers-by Worried
(YTMTC Paper No. 23/2013)

142. The Chairman said that the written responses from the FEHD and the Yau Tsim Police District (Annexes 3 and 4) had been faxed to Members for reference before the meeting. He then welcomed:

- (a) Mr TAI Seung-kun, Engineer/Yau Tsim of the TD; and
- (b) Ms CHEUNG Lui, Assistant District Operations Officer (Yau Tsim) and Mr SHING Kin-wah, Officer-in-Charge, District Traffic Team (Yau Tsim) of the Hong Kong Police Force.

143. Ms KWAN Sau-ling supplemented the paper with additional information.

144. Ms CHEUNG Lui reported that the Police had all along been concerned about the problems of illegal parking, encroachment of carriageways and obstruction of pavements by goods arising from the goods loading and unloading activities on Mody Road, Carnarvon Road, Hanoi Road and Bristol Avenue in Tsim Sha Tsui. The Police had issued a total of 3 898 fixed penalty tickets for illegal parking on the above streets between August 2012 and February 2013. Regarding street obstruction by goods, the Police would generally give a warning to offenders to request them to clear the goods causing obstruction. If the warning was not heeded, the Police would initiate prosecution action. In the past 6 months, the Police had issued a total of 7 summonses for street obstruction at the above locations. The Police would continue to carry out joint operations with the FEHD and the DO to tackle street obstruction.

145. Ms KWAN Sau-ling opined that the serious problem of street obstruction arising from goods loading and unloading activities would tarnish the international image of Hong Kong. She strongly requested the DO to set up a task group to resolve the problems arising from goods loading and unloading activities at the above locations.

146. Mr WONG Kin-san said that most pavement sections along the above streets were always occupied for placing goods, and there were ethnic minorities engaged in the goods loading and unloading activities. He wanted to know if bilingual notices in Chinese and English or other languages had been put up on the above streets to remind the public not to load or unload goods at the above locations. He also asked if it was possible to place potted plants on the pavement to prevent people from occupying the kerbside for loading and unloading activities and to beautify the environment.

147. Ms WONG Shu-ming said some road sections in Mong Kok were also occupied for placing goods. She hoped the departments would step up enforcement to tackle street obstruction caused by goods loading and unloading activities.

148. Mr Derek HUNG wanted to know if there were any designated goods loading/unloading areas for the use by the shops along Mody Road, Carnarvon Road, Hanoi Road and Bristol Avenue. He suggested that the TD should strengthen communication with shops in the above areas to identify other suitable sites for provision of goods loading/unloading areas. He also urged the departments concerned to address the chronic problem of obstruction of pavement by goods.

149. The Chairman asked the TD if the coach parking spaces near Bristol Avenue could be re-designated as goods loading/unloading areas to cope with the imminent needs of the nearby shops for goods loading/unloading.

150. Mr Benny YEUNG reckoned that the Administration's current efforts of enforcement and prosecution were a symptomatic treatment rather than a cure. He wanted to know what measures the government departments had in place to root out the problem at its source.

151. Ms CHEUNG Lui responded that the Police would take actions with intelligence support and continue to work in collaboration with the government departments concerned, such as conducting joint operations with the FEHD and the DO and making joint efforts with the Immigration Department and the Labour Department to arrest illegal workers, to resolve the street obstruction problem at the above locations.

152. Mr TAI Seung-kun responded that Tsim Sha Tsui was a tourist area and there were insufficient parking spaces for coaches in the area at present. Thus it was not appropriate to re-designate the coach parking spaces on Bristol Avenue as goods loading/unloading areas. Moreover, the pavements of Bristol Avenue were narrow and were not suitable for designation as goods loading/unloading areas.

153. The Chairman supplemented that to his knowledge, the MTR Corporation Limited ("MTRC") would carry out improvement works in the area of Bristol Avenue and Carnarvon Road. He held that there would be a significant reduction in goods loading and unloading activities in the area during the works period.

154. Mr CHAN Siu-tong considered that the provision of legal goods loading/unloading areas on the above streets would only aggravate the existing problem of obstruction of pavements by goods.

155. Ms KWAN Sau-ling said that the OCs and commercial tenants of buildings at the above locations had complained repeatedly that the goods loading and unloading activities in the vicinity had caused the problems of obstruction of pavements and illegal parking. She strongly urged the DO to set up an inter-departmental task group for proactive follow-up on the matters.

156. The Chairman opined that there was no significant improvement to the problem of street obstruction on Bristol Avenue, for which the departments' ineffective enforcement was the main cause. He requested the departments concerned to step up enforcement and prosecution, and asked the DO to relay Members' concerns over the issue to the FEHD.

157. There being no further comments, the Chairman declared the discussion of this item closed.

Item 13: Rail Noise Is Causing Nuisance to the Public. Who Should be Held Responsible? The Special Administrative Government Should Clarify Its Stance.
(YTMTC Paper No. 24/2013)

158. The Chairman said that the written responses from the EPD, the HyD and the TD (Annexes 5 to 7) had been faxed to Members for reference before the meeting. Besides, the written response from the THB (Annex 8) was also tabled at the meeting for Members' reference. He then welcomed:

- (a) Ms Christine YUEN, Senior Transport Officer/Yau Tsim Mong of the TD;
- (b) Mr Francis YEUNG, Senior Environmental Protection Officer (Regional E) and Dr LAW Chi-wing, Environmental Protection Officer (Regional Assessment) of the EPD; and
- (c) Ms Lilian YEUNG, Public Relations Manager – External Affairs of the MTRC.

159. Mr WONG Kin-san supplemented the paper with additional information.

160. The Chairman reported that Mr WONG Kin-san had moved a motion on "The Traffic and Transport Committee of the Yau Tsim Mong District Council strongly request the government to set up an inter-departmental expert group for early discussion and complete resolution of the serious noise nuisance problem brought about by the East Rail Line to residents of the Yau Tsim Mong District" in the paper. He asked if any Member wished to second the motion.

161. Mr WONG Kin-san moved a motion to withdraw the paper, but he urged the departments concerned to seriously resolve the noise nuisance problem brought about by the East Rail Line ("ERL") to residents of the YTM District.

162. The Chairman said that according to the Standing Orders, motions could only be withdrawn with unanimous consent of Members. He asked Members for their views, and Members unanimously agreed to the withdrawal of the motion.

163. Mr Francis YEUNG reported that the MTRC had implemented a series of improvement measures to reduce the railway noise of ERL trains passing through Yim Po Fong Street, which included the replacement of rail switches in 2011 and reduction of train speed, etc. According to the assessment of the EPD, improvement was shown in the current level of railway noise recorded along Yim Po Fong Street and so far there was no exceeding of the noise level requirements under the Noise Control Ordinance (“NCO”) for ERL trains passing through Mong Kok.

164. Mr CHAN Siu-tong understood that the ERL was commissioned many years ago and there were difficulties on both technical and hardware aspects to get it installed with noise reduction facilities. He hoped the departments concerned would take other feasible measures to mitigate the noise nuisance caused to residents by ERL trains passing through Mong Kok.

165. Ms KO Po-ling had reservation on the EPD’s remarks that the current noise level of ERL trains was in compliance with the requirements of the NCO. She pointed out that apart from the noise from the trains passing through Yim Po Fong Street, the train maintenance procedures conducted by the MTRC in the early hours also caused serious noise nuisance to the residents. She recalled that Mr CHOW Chun-fai, together with representatives of OCs of buildings along Yim Po Fong Street, had reflected the issue to the MTRC and the EPD, but it was not taken seriously. She requested the MTRC to actively consider installing noise barriers along the ERL and to explore other feasible noise reduction measures with experts to mitigate the noise nuisance caused to residents nearby.

166. Ms WONG Shu-ming was dissatisfied with the EPD’s reply. She said she had still received a large number of complaints about the noise nuisance along the ERL section at Yim Po Fong Street. Thus, she doubted the comprehensiveness of the EPD’s noise assessment and considered that the noise level requirements under the NCO might be too lenient. She urged the EPD to appoint experts to explore feasible noise reduction measures to mitigate the noise nuisance caused by the ERL.

167. Mr WONG Kin-san suggested that the EPD should make reference to overseas experience and explore other feasible measures for noise mitigation for the ERL. He said that given its huge profits, the MTRC should reward the community. If the MTRC failed to take appropriate noise mitigation measures, it should consider compensating the affected residents. Besides, he noted that the EPD had quoted a consultancy study of the former Kowloon-Canton Railway Corporation completed in 1996 in its written reply. He wanted to know if the EPD had conducted other assessments on railway noise in the last 10 years or so.

168. Dr LAW Chi-wing responded that the MTRC had to apply for a Construction Noise Permits (“CNP”) from the EPD in advance for carrying out any maintenance works of tracks or trains during the early hours, and such works could only be carried out during the hours specified in the CNP and in accordance with the conditions stipulated in the CNP. He added that the EPD had conducted 27 midnight inspections to Yuen Po Street and Yim Po Fong Street last year and no non-compliance with CNP conditions was found.

169. Ms KO Po-ling reckoned that although the MTRC had made applications according to the established procedures for its maintenance of tracks and trains during the early hours and had carried out the works in accordance with the relevant regulations, the noise nuisance

still existed. There was little improvement to the situation even though some residents had installed double-glazed windows. She said she could hardly understand why the MTRC merely retrofitted noise barriers for the rail section along Peace Avenue but did not do so for the section along Yim Po Fong Street.

170. Mr WONG Kin-san opined that although there was no violation of the CNP conditions in the MTRC's night-time maintenance activities, it did not mean that the noise generated was not a nuisance to the residents. Given the current situation, he held that if the MTRC violated the CNP conditions, the noise emission would have reached an alarming level.

171. Mr Francis YEUNG responded that the EPD would, having considered the safety of maintenance staff and the requirement to maintain railway service, issue a CNP to the MTRC for its night-time maintenance works in accordance with the requirements set out in the technical memorandum. Moreover, the EPD would closely monitor the situation to ensure that the works were carried out by the MTRC in accordance with the CNP conditions. Also, it would be provided in the CNP that the MTRC should adopt noise mitigation measures, e.g. use of noise enclosures in carrying out the noisier maintenance works, to reduce the noise nuisance to the residents. He said that the EPD would step up inspection to ensure the compliance of the works with the CNP conditions.

172. Ms KO Po-ling understood that it was necessary for the MTRC to carry out night-time maintenance, but she reckoned that the MTRC also had to take mitigation measures to reduce the noise from the works. Moreover, she invited the EPD to meet representatives from OCs of buildings near the Mong Kok East MTR Station and conduct a site visit to better understand the noise nuisance caused to residents by the operation of the ERL.

173. Mr Francis YEUNG expressed his willingness to conduct a site visit and listen to the views of residents.

174. There being no further comments, the Chairman declared the discussion of this item closed.

Item 15: Any Other Business

(i) Information Paper

Mong Kok Road Footbridge System at Sai Yee Street – Extension across Nathan Road (Progress Report as at February 2013) (YTM TTC Paper No. 26/2013)

175. Ms WONG Shu-ming asked the HyD if the extension works of the Mong Kok Footbridge System at Sai Yee Street was carried out as scheduled. She said some residents in the constituency had asked her about the completion date of the excavation works and the current progress of the footbridge extension. She suggested that the HyD should erect a notice board at the works site for display of project information, so as to let owners and occupants of the buildings nearby know about the project details.

176. Mr PANG Tat-wing replied that the footbridge extension was in progress as scheduled. The HyD would explore the most appropriate way with the consultant to provide the public with information on the various works items.

177. There being no further comments, the Chairman declared the discussion of this item closed.

178. There being no other business, the Chairman closed the meeting at 6:45 p.m. The next meeting would be held at 2:30 p.m. on 23 May 2013.

Yau Tsim Mong District Council Secretariat
April 2013

附件一

油尖旺交通運輸委員會第 18 / 2013 號文件



土木工程拓展署

Civil Engineering and
Development Department

Web site 網址 : <http://www.cedd.gov.hk>
E-mail 電子郵件:
Telephone 電話 : (852) 2762 5504
Facsimile 傳真 : (852) 2714 0103
Our reference 本署編號: (0X7LR-01) in SDW DS/GEN/13.09
Your reference 來函編號:

土木工程處

Civil Engineering Office

香港九龍公主道 101 號
土木工程拓展署大樓
Civil Engineering and
Development Building,
101 Princess Margaret Road,
Kowloon, Hong Kong

九龍聯運街三十號旺角政府合署四樓
民政事務總署
油尖旺民政事務處
區議會秘書處 (油尖旺民政事務處)

傳真急件 (2722 7696)

(經辦人: 文淑欣 女士)

文女士,

油尖旺區議會交通及運輸事務委員會
2013 年 3 月 21 日會議

油尖旺區議會交通及運輸事務委員會第 18/2013 號文件

本署已於 2013 年 3 月 8 日收到由路政署轉介有關陳偉強議員提交的 18/2013 號文件, 要求為亞皆老街近塘尾道的行人天橋 (即結構編號 KF94) 加建升降機, 現回覆如下:

路政署聯同本署於 2013 年 1 月 17 日已就“人人暢道通行計劃”諮詢貴委員會, 從公眾建議為公共行人通道 (即由路政署負責維修的公共行人天橋、高架行人道及行人隧道) 加建升降機的名單中率先選出三個優先項目, 以進行技術可行性研究。該三個項目為:

1. 沿西九龍公路下方橫跨渡船街及窩打老道的行人天橋 (結構編號: KF88)
2. 橫跨渡船街與登打士街交界的行人天橋 (結構編號: KF89)
3. 橫跨櫻桃街、渡船街及塘尾道的行人天橋 (結構編號: KF94)

路政署已委託本署推行上述三個項目, 本署已就這些項目的推行開始了顧問公司的遴選程序, 預期有關的顧問合約將於本年下旬開始, 以進行相關的技術可行性研究。

技術可行性研究(當中包括不同範疇的實地勘察、技術評估等)一般需時約一年完成。待上述可行性研究完成後,本署將就研究結果及相關的初步工程方案諮詢貴委員會的意見。若工程方案獲貴委員會的支持,本署將隨即安排顧問公司繼續進行餘下的詳細設計及招標工作,以儘快為這些公共行人通道加建升降機。

如對上述回覆有任何查詢,歡迎聯絡本人或本署工程師張繼祥先生(電話號碼:2762 5535)。

土木工程拓展署
總工程師/專責事務(工程)

(張惠華

張惠華

代行)

13/3

二零一三年三月十二日

副本送:

路政署

路政署

(經辦人:彭達榮先生)

(經辦人:楊世喜女士)

傳真號碼:2758 3394

傳真號碼:2758 3394



HIGHWAYS DEPARTMENT
URBAN REGION (KOWLOON)
13TH FLOOR, NAN FUNG COMMERCIAL CENTRE
19 LAM LOK STREET, KOWLOON BAY, KOWLOON
Web site : <http://www.hyd.gov.hk>

Urgent by Fax
27227696

路政署
市區(九龍)
九龍灣德輔道東19號
南豐商業中心十三樓
網址 : <http://www.hyd.gov.hk>

[KK4YC]

密件號 Our Ref.: (KK4YE)HyD UK/12-14/3/76TTC(DMK)
函件號 Your Ref.:
電話 Tel. No.: 2707 7203
傳真 Fax No.: 2758 3394

附件二

油尖旺交通運輸委員會第 20/2013 號文件

15 March 2013

Yau Tsim Mong District Council Secretariat
4/F, Mong Kok Government Offices,
30 Leun Wan Street, Mong Kok, Kowloon
(Attn: Miss Karen S Y MAN, Secretary, TTC of the YTMDC)

Dear Madam,

**7th Meeting of the Traffic and Transport Committee (TTC)
of the Yau Tsim Mong District Council**

I refer to your email dated 7 March 2013 regarding the subject TTC of YTM DC meeting on 21 March 2013.

2. In response to the submitted paper 20/2013, I append below our written reply in Chinese for your necessary action.

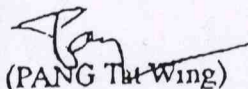
油尖旺交通運輸委員會第20/2013號文件

要求繼續跟進油尖旺區高架天橋的噪音嚴重滋擾附近大廈居民事宜

提問及要求 (1) 請問有關當局有什麼方法可舒緩上述噪音問題?

路政署為工務部門，主要職能範圍是建造、保養及維修道路和道路設施。有關交通噪音事宜，是環境保護署職能範圍。本署知悉環境保護署會就有關提問作出書面回覆。

Yours faithfully,


(PANG Tat Wing)

for Chief Highway Engineer/Kowloon
Highways Department

C,C,
AC for T/U, TD
EPD
Internal

(Attn: Miss Sally KUNG)
(Attn: Mr. Marco CW WU)
CTO/MK, ME/Str(KW), DI/MK

(Fax: 2397 8046)
(Fax: 2835 1202)



事項	路政署與環境保護署 就油尖旺交通運輸委員會第 20/2013 號文件的 聯合回覆
要求繼續跟進油尖旺區高架天橋的噪音嚴重滋擾附近大廈居民事宜	<p>政府一直積極處理香港包括油尖旺區內有關交通噪音問題。為紓減現有道路噪音對鄰近居民的影響，政府的政策是在資源許可及切實可行的情況下，研究在交通噪音水平超逾70分貝的現有道路實施直接紓減噪音工程，包括加建隔音屏障和隔音罩，或使用低噪音物料重鋪路面。</p> <p>信中提到的大角咀通州街南行天橋及西九龍走廊大角咀段同是屬於西九龍走廊的一部份。本署非常明白大角咀居民對有關西九龍走廊交通噪音問題的關注，亦明白有關道路兩旁的居民受到交通噪音影響。為緩減交通噪音，環保署曾要求路政署探討在以上兩段西九龍走廊路段加建隔音屏障或隔音罩的可行性。路政署指出，該等路段均屬已建成約三十多年的行車天橋，受天橋的設計及結構承托力所限，不能承受加建隔音屏障或隔音罩所帶來的額外負荷。因此，有需要構築獨立於行車天橋的結構來承托此等隔音屏障或隔音罩。不過，該等地點及附近地方的空間有限，並不適宜興建獨立的構築物。況且興建獨立的構築物將會妨礙該處建築物的消防救援工作，因此加裝隔音屏障或隔音罩並不可行。</p> <p>雖然如此，路政署已於有關西九龍走廊鋪上低噪音物料，以紓減道路交通噪音並提高下雨天時的行車安全。路政署亦會定期檢查該段路面減音物料的情況，如發現路面物料情況不理想，該署會即時重鋪有問題的路段。就路政署最近一次定期檢查時發現，有關一段西九龍走廊大角咀的路面物料有破損情況。該署已展開路面重鋪工程，預料有關工程將於本年4月底完成。此外，該署亦已於去年十二月三十日就該段行車天橋上損壞了的伸縮接縫進行更</p>

換工程。至於另一段西九龍走廊(即大角咀通州街南行天橋段)，路政署已於二零一二年年初至九月期間分兩階段完成該路段的低噪音物料重鋪工程，以便減低車輪與地面磨擦所產生的交通噪音。經該署查察有關高架天橋的路面，沒有發現任何不正常情況。儘管如此，該署會繼續監察題述路面的情況，如發現任何損壞，定必盡快修復。

除了在西九龍區內合適的路段鋪設低噪音物料外，政府亦從多方面著手防止或盡量減少道路交通噪音問題，例如透過規劃和環境影響評估避免製造新的噪音問題；透過立法避免把高噪音車輛進口香港；及透過各個噪音消減計劃緩解現有的交通噪音問題。

無論如何，政府會繼續留意及考慮藉著市區重建的機會，改善道路交通噪音的情況。政府同時會留意緩減道路交通噪音的新技術，以及參考外國在這方面的經驗及其它最新發展，務求盡量減低交通噪音對市民的影響。

至於議員信中提到有關調整以上路段車速以及限制重型車輛於晚間行駛以上路段的建議，相信運輸署及警方會作出相關回應。

附件三

油尖旺交通運輸委員會第 23 / 2013 號文件

霸佔道路慳租金 過路行人好擔心

食物環境衛生署的回應如下：

1. 在過去一年內，本署於尖沙咀區共收到 5 宗關於麼地道、加拿分道、河內道及碧仙桃道一帶行人路因上落貨而造成街道阻塞的投訴。
2. 行人路有物品阻街屬街道管理問題，涉及多個政府部門的職權範圍。本署的首要工作是保持環境衛生，凡涉及非法街頭販賣或妨礙垃圾清掃的個案，本署會優先處理。如有物品放於行人路上，妨礙本署的垃圾清掃工作，本署人員可於有關物品貼附要求物品擁有人於指定時間內移走物品的「移走障礙物通知書」，否則本署可將其檢取。任何人如妨礙垃圾清掃工作或導致或准許任何物件擺放於任何地方，以致妨礙垃圾清掃工作，本署會引用《公眾衛生及市政條例》(第 132 章)第 22(1)(a)條執法，最高刑罰為罰款 5,000 元。
3. 現時本署定期參與警務處的聯合行動，針對放置在上址行人路上的手推車及雜物等採取執法行動。行動由 2012 年 5 月至今，本署共發出 59 張「移走障礙物通知書」及檢走 20 架棄置的手推車。
4. 本署會繼續留意上述情況及採取適當行動，以保持環境衛生。

食物環境衛生署

2013 年 3 月

本署檔號：[]

來函檔號：油尖旺交通運輸委

員會第 23/2013 號文件

電話：2359 8283

圖文傳真：2770 3597



香港警務處
油尖警區總部
尖沙咀警署
九龍彌敦道 213 號

油尖旺區議會交通運輸委員會秘書處

轉交

關秀玲區議員

附件四

油尖旺交通運輸委員會第 23 / 2013 號文件

關議員：

霸佔道路慳租金 過路行人好擔心

本署於 2013 年 03 月 07 日收到由油尖旺區議會交通運輸委員會秘書處轉交議員提出：要求正視位於尖沙咀麼地道、加拿芬道、河內道及碧仙桃道霸佔行車路、違例泊車、隨處上落貨及將貨物長時間擺滿行人路，阻塞道路等問題。

有關於議員的提問，本署回覆如下：

(一) 由 2012 年 08 月至 2013 年 02 月期間，本署共接獲 1,197 宗列為汽車阻塞或違例泊車的交通投訴。分別為麼地道 692 宗、加拿芬道 251 宗投訴、河內道 204 宗投訴及碧仙桃道 50 宗投訴。同期，警方在上述地點就違例泊車問題，總共發出了 3,898 張定額罰款通知書及向違例駕駛者發出了 561 張定額罰款通知書。本署將繼續留意上述地點的交通情況，根據靈活執行交通法例政策採取適當行動。

(二) 由 2012 年 08 月至 2013 年 02 月期間，本署共接獲 112 宗列為貨物阻街投訴，分別為麼地道 13 宗投訴、加拿芬道 74 宗投訴、河內道 17 宗投訴及碧仙桃道 8 宗投訴。警方會先向違例者發出警告，對方若不合作將阻塞物品移除，便會提出檢控。同期，警方在上述地點共發出 7 張阻街傳票通知書給違例者。

感謝議員的提問，如有進一步查詢，請致電 2359 8225 油尖警區交通隊與成建華警署警長聯絡。

油尖警區指揮官



(張蕾 代行)

二零一三年三月十四日

副本送：油尖旺區議會交通運輸委員會秘書處

2012-2015 油尖旺區議會
交通運輸委員會

鐵路噪音擾民，應向誰問責？
要求特區政府澄清立場

就上述討論文件，環保署回覆如下：

港鐵公司現行鐵路的行車噪音受《噪音管制條例》第 13 條管制。環保署若發現港鐵公司列車噪音超逾該條例的有關準則，會要求港鐵公司作出改善。然而，由於港鐵公司的東鐵線在《噪音管制條例》生效前已建成，要為這些鐵路加建減音設施存在一定的實際困難和限制。故此，《噪音管制條例》第 37 條訂明，第 13 條適用於港鐵公司，但必須以實際可行和符合該公司履行法律所賦予的職能或行使法律所委予的權力或職責為限。

由於鐵路是便捷的交通工具，隨着鐵路落成，不少地區的設施及物業均會沿鐵路沿線發展。因此對於在鐵路落成以後，才於沿線附近落成的物業，再要求鐵路公司採取噪音緩減措施時，基於原有規劃所限，在實施上實存在重大困難。

港鐵公司方面會因應每個個案、不同路段的不同情況、科技的發展，以及地理環境，盡量採取各項的措施，以減低列車行車時發出的聲響，當中包括定期打磨軌道及車輪、維修列車及路軌、使用軌道及車輪潤滑劑，調校行車模式及在可行的情況下減慢車速、在車輪加裝減音裝置、在所有可供焊接的路軌接口上焊接以減低車輪在軌道上行走時所產生的聲量、以及興建隔音屏障等不同實際可行方法，減少鐵路運作發出的噪音。

根據前九鐵公司在 1996 年完成的顧問研究結果，列車行駛時發出的噪音是影響在太平道一方居民的主要噪音來源。在該處增設隔音屏障能有效消減該處的整體噪音。而在染布房街一方，九鐵公司顧問指出該處的列車噪音水平和道路交通噪音相若，紓緩列車噪音不會為整體噪音環境帶來明顯改善，因此顧問沒有建議在染布房街一方採取特定的減音

措施。不過，九鐵公司亦在染布房街一方加建了四米高的隔音屏障，以減低列車噪音對染布房街居民的影響。

為進一步減低列車經過位於染布房街附近道岔時可能產生的聲響，港鐵公司在2011年已更換該處的道岔及於晚間非繁忙時段減慢列車離開東鐵線旺角站時的車速。其後環保署在染布房街藝興大廈天台評估東鐵綫列車噪音水平，發覺噪音已有改善。

根據東鐵綫的運作，鐵路維修工程安排夜間於鐵路服務停止後才進行是為了要確保維修人員的安全，及避免妨礙日間正常的鐵路交通，所以環保署依照《噪音管制條例》下有關技術備忘錄的規定，發出「建築噪音許可證」給港鐵公司，准許港鐵公司在符合許可證內條款的情況下，於夜間〔即平日晚上7時至翌日早上7時，或公眾假期（包括星期日）任何時候〕使用指定機動設備進行鐵路維修工程。警方及環保署均會就鐵路維修工程噪音投訴作出調查，並可就任何人違反許可證的規定作出檢控行動。過去一年，環保署在園圃街及染布房街共進行了27次深夜巡查。在巡查期間並沒有發現港鐵公司有違返有關許可證條款的情況。

環保署會繼續監察港鐵公司列車運作及維修工程的噪音，盡量減少對附近居民的滋擾。

環境保護署

2013年3月14日



HIGHWAYS DEPARTMENT
URBAN REGION (KOWLOON)
13TH FLOOR, NAN FUNG COMMERCIAL CENTRE
19 LAM LOK STREET, KOWLOON BAY, KOWLOON
Web site : <http://www.hyd.gov.hk>

Urgent by Fax
27227696

路政署
市區(九龍)
九龍彌敦道九十八號
兩層商業中心十三樓
網址 : <http://www.hyd.gov.hk>

[KK4YC]

本署編號 Our Ref.: (KK4ZK)HyD UK/12-14/3/76TTC(DMK)
來函編號 Your Ref.:
電話 Tel. No.: 2707 7203
圖文傳真 Fax No.: 2758 3394

附件六
油尖旺交通運輸委員會第 24 / 2013 號文件

15 March 2013

Yau Tsim Mong District Council Secretariat
4/F, Mong Kok Government Offices,
30 Leun Wan Street, Mong Kok, Kowloon
(Attn: Miss Karen S Y MAN, Secretary, TTC of the YTMDC)

Dear Madam,

7th Meeting of the Traffic and Transport Committee (TTC)
of the Yau Tsim Mong District Council

I refer to your email dated 7 March 2013 regarding the subject TTC of YTMDC meeting on 21 March 2013.

2. In response to the submitted paper 24/2013, I append below our written reply in Chinese for your necessary action.

油尖旺交通運輸委員會第24/2013號文件

鐵路噪音擾民 應向誰問責 要求特區政府澄清立場?

路政署為工務部門，主要職能範圍是建造、保養及維修道路和道路設施。有關東鐵營運的監管，並不屬路政署的職權範圍。

Yours faithfully,

(PANG Tat Wing)
for Chief Highway Engineer/Kowloon
Highways Department

C.C,
AC for T/U, TD
RDO, HyD

(Attn: Miss Sally KUNG)
(Attn: Mr. Alan WK CHU)

(Fax: 2397 8046)
(Fax: 2761 1508)



鐵路噪音擾民，應向誰問責？
要求特區政府澄清立場

本文件旨在回應油尖旺交通運輸委員會第 24/2013 號中，黃建新議員提出的查詢及建議。運輸署現回應如下：

由於鐵路系統每日不停地運作，軌道及配件會出現正常的損耗，因此必須定期進行維修保養及更換，以確保行車暢順及系統安全。為了不影響列車的服務，維修工程須待午夜列車停止服務後才能展開。我們已再次提醒港鐵公司，須留意在晚間維修工程的情況，確保實切執行有關的措施，以減低工程進行時產生的聲響。

至於港鐵鐵路露天段的行車噪音，是受《噪音管制條例》管制。據了解，為了減低列車行駛時的聲響，港鐵公司已採取多項噪音緩減措施，包括定期檢查及打磨路軌和車輪、調校列車車輪、使用潤滑劑令路軌與車輪的接觸更順滑、在車輪上加裝減震環，以及在弧度較大的路軌上實行限制列車行駛速度等，以減少路軌和車輪磨擦所產生的噪音對鄰近屋苑居民的影響。我們鼓勵及支持港鐵公司繼續採取實際可行的噪音緩減措施，並遵從環保署有關的指引、實務守則及其他建議。

運輸署

2013 年 3 月

附件八

油尖旺交通運輸委員會第 24 / 2013 號文件

政府總部
運輸及房屋局

運輸科
香港添馬添美道 2 號
政府總部東翼



Transport and
Housing Bureau
Government Secretariat

Transport Branch
East Wing, Central Government Offices,
2 Tim Mei Avenue,
Tamar, Hong Kong

本局檔號：

來函檔號：HAD YTMDC/13-30/2/1 Pt.

電話號碼：3509 8159

傳真號碼：2537 5246

九龍聯運街 30 號
旺角政府合署四樓
油尖旺區議會
交通運輸委員會秘書處
文淑欣女士

(傳真號碼：2722 7696)

文女士：

有關「鐵路噪音擾民，應向誰問責？要求特區政府澄清立場」的議題

你於 2013 年 3 月 11 日致運輸及房屋局的傳真收悉。本局未能派員出席 3 月 21 日油尖旺區議會交通運輸委員會的會議，運輸署和港鐵公司會派代表出席上述會議回應議員的提問。

隨函夾附本局就上述議題的書面回應，煩請把有關文件轉交委員會參閱。

運輸及房屋局局長

(林璟彤



代行)

副本送：
：香港鐵路有限公司 (經辦人：楊莉華女士)
運輸署 (經辦人：袁妙珍女士)

2013 年 3 月 19 日

油尖旺區議會交通運輸委員會

2013年3月21日會議

議員提出事項：

鐵路噪音擾民，應向誰問責？要求特區政府澄清立場

港鐵鐵路露天段的行車噪音，是受《噪音管制條例》管制。港鐵公司會因應每個個案、不同路段的不同情況、科技的發展，以及地理環境，盡量採取各項措施，以減低列車行車時發出的聲響，當中包括定期打磨軌道及車輪、維修列車及路軌、使用軌道及車輪潤滑劑，調校行車模式及在可行的情況下減慢車速、在車輪加裝減音裝置、在所有可供焊接的路軌接口上焊接以減低車輪在軌道上行走時所產生的聲量等不同實際可行方法，以期減少鐵路運作發出的噪音。

我們鼓勵及支持港鐵公司繼續採取實際可行的噪音緩減措施，並遵從環保署有關的指引、實務守則及其他建議。