

**Minutes of the 10<sup>th</sup> Meeting of  
Traffic and Transport Committee  
Yau Tsim Mong District Council (2012-2015)**

**Date:** 5 September 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 CHOW Chun-fai, BBS, JP	Mr LAU Pak-kei
Ms KO Po-ling, BBS, MH, JP	Mr HAU Wing-cheong, BBS, MH	Mr WONG Kin-san
Mr CHAN Siu-tong, MH	Mr HUI Tak-leung	Mr WONG Man-sing, Barry, MH
Mr CHAN Wai-keung	Mr HUNG Chiu-wah, Derek	Ms WONG Shu-ming
Mr CHOI Siu-fung, Benjamin	Ms KWAN Sau-ling	Mr YEUNG Tsz-hei, Benny, MH

Co-opted Members

Mr CHAN Sik-ming	Mr LEUNG Shiu-cheong
Mr CHUI Kin-man	Mr MAN Cheong-ming, Chris
Mr LAW Siu-hung, Paul	Mr YIM Kin-ping, JP
Mr LEUNG Ping-foon	

Representatives of the Government

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 PANG Tat-wing	District Engineer/Mong Kok	Highways Department
Mr NG Tin-chi	District Engineer/Yau Tsim	Highways Department
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:**

Ms CHEUNG Lui	Assistant District Operations Officer (Yau Tsim)	Hong Kong Police Force
Mr CHUNG Chi-shun	Deputy Project Team Leader	Highways Department
Mr Ivan LAW	Deputy Project Manager	Mott MacDonald Hong Kong Ltd.
Ms FUNG Man-ki	Engineer/Planning 2	Transport Department
Ms SHING Ne-chi	Senior Engineer, Major Works Project Management Office	Highways Department
Ms Yuen Pui-shan	Engineer, Major Works Project Management Office	Highways Department
Mr Emeric WAN	Technical Director	Parsons Brinckerhoff (Asia) Ltd

**Secretary**

Miss MAN Shuk-yan, Karen	Executive Officer (District Council) 1, Yau Tsim Mong District Office	Home Affairs Department
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**Absent:**

Mr HUI Hon-man	Co-opted Member
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**Opening Remarks**

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

2. The Chairman proposed that Members with documents to present be given two minutes to make additional remarks, and that each Member be allowed to speak twice on each item: two minutes for the first time and one minute for the second time. There was no objection.

3. The Chairman reported that Mr HUI Hon-man, Co-opted Member, was 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 Order, 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 LAU Pak-kei joined the meeting at 2:33 p.m.)

**Item 1: Confirmation of Minutes of Last Meeting**

4. The Chairman said that the Secretariat had received from the Transport Department ("TD") a proposal for amendment to the minutes of the last meeting. The relevant document (see Annex 1) was distributed at the meeting for Members' information.

5. The amended minutes of the last meeting were confirmed.

(Mr CHUNG Kong-mo and Ms KO Po-ling joined the meeting at 2:35 p.m.)

**Item 2: Matters Arising:**

- **Strong Indignation against Slow Progress of Provision of Lift Access to Bute Street Subway near Nathan Road**  
**(YTM TTC Paper No. 40/2013)**
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6. The Chairman welcomed the following representatives to the meeting:

- (a) Mr CHUNG Chi-shun, Deputy Project Team Leader of the Highways Department (“HyD”); and
- (b) Mr Ivan LAW, Deputy Project Manager of Mott MacDonald Hong Kong Ltd.

(Mr HAU Wing-cheong, Mr CHOW Chun-fai and Ms WONG Shu-ming joined the meeting at 2:37 p.m.)

7. Mr CHUNG Chi-shun gave a PowerPoint presentation on the current situation of the works to provide lift access to Bute Street Subway near Nathan Road, the status of the works in progress, the pedestrian route after the completion of the works and the enclosed area of the works:

- (i) The staircases on both sides of the subway were divided into the upper and lower section and the upper section led to exits on the left and right side. During the laying of foundation for the lift to be retrofitted at the subway, the exits of the upper sections of staircases facing Nathan Road on both sides of the subway would have to be closed. At present, the narrowest sections were the pavements near Kingland Apartments and Mascot House where there were shops operating nearby. The works therefore had greater impacts on the pedestrians and shops nearby.
- (ii) At the last meeting of the Traffic and Transport Committee (“TTC”), the HyD expected that the works could commence by the end of September 2013. However, after further assessment, the department currently expected that the works would commence in mid or late October.
- (iii) The contractor had earlier prepared a proposal for road closures. However, the proposal was not accepted by the TD and Police because of the extensive road closures which would cause unnecessary inconvenience to pedestrians.
- (iv) The contractor subsequently revised the area of closures and re-submitted the proposal. The HyD would hold a meeting with the TD and Police next week to discuss the revised proposal. If the proposal was accepted, the retrofitting works could commence in a month at the earliest.
- (v) During construction, the HyD would close the exits of the staircases on both sides of the subway near Nathan Road and implement temporary traffic arrangements. To cross Bute Street, pedestrians to the east of Nathan Road

had to make a detour to Sai Yeung Choi Street South, whereas those to the west of Nathan Road had to walk some 20 metres towards Portland Street. Part of the pavement at Bute Street would be narrowed to accommodate the construction works but the net width of the road would not be less than 1.8 metres.

- (vi) The works would take more than a year to complete. The contractor would re-open the closed areas where the works were finished by phases so as to reduce the impact of works on shop operators and pedestrians in the vicinity.

(Mr CHAN Siu-tong joined the meeting at 2:43 p.m.)

8. Ms WONG Shu-ming condemned the HyD for repeatedly delaying the commencement date of the works. Noting that the HyD used “the status of the works in progress” as the heading of some PowerPoint presentation slides, she considered it a deception as the works had in fact yet to commence. She asked the Chairman to write to the Director of Highways (“D of Hy”) in the name of the TTC to express Members’ concern over the further delay of the works. She also suggested that the Yau Tsim Mong District Office (“YTMDO”) should organise a joint meeting with the relevant departments with a view to resolving the construction difficulties together so that the works could commence as soon as possible.

9. Mr WONG Kin-san said that at the previous meeting, the representative of the HyD had clearly indicated that the works could commence at the end of September in 2013. As the commencement date was further delayed, he supported writing to the D of Hy in the name of the TTC to express Members’ dissatisfaction.

10. Mr HUI Tak-leung said that the HyD should liaise with the relevant departments once it was known that the works could not be implemented as scheduled in order to work out other options to commence the works as soon as possible. However, what the department did instead was put the blame on other departments. He suggested that this item be dealt with under “Matters Arising” and requested the HyD to report the latest progress of the works at the next meeting.

11. Mr CHAN Siu-tong recalled that at the previous meeting, Ms WONG Shu-ming had made a request of writing to the D of Hy in the name of the TTC to relay Members’ views. At that time, the representative of the HyD indicated that the works would commence at the end of September in 2013. Therefore, he suggested putting the request on hold. However, the HyD ignored the demands of the TTC and the works had yet to commence as scheduled. He thus agreed to write to the D of Hy to express Members’ concern over the slow progress of the works.

12. The Chairman summarised that some Members requested to write to the D of Hy, condemning the HyD for further delaying the works of providing lift access to Bute Street Subway near Nathan Road. He also said that the HyD had endorsed the provision of a pedestrian crossing at Hoi Fan Road (outside Hampton Place) nine months before. However, the works had yet to commence. He proposed to take the chance of writing to the D of Hy to express Members’ dissatisfaction over the slow progress of HyD’s other works in the district. Members unanimously agreed to the arrangement.

(Mr Barry WONG joined the meeting at 2:55 p.m.)

13. Mr CHUNG Chi-shun responded as follows:

- (i) The works was further delayed mainly because the contractor did not give due consideration to the area of enclosure. As a result, the proposal of road closure could not be endorsed. The HyD had no intention to shift the blame onto other departments and apologised to the TTC for the works delay.
- (ii) The contractor had revised the plan of the enclosed area and it was initially accepted by the TD and Police. If the revised proposal of enclosure was endorsed at the inter-departmental meeting held next week, it was expected that the works would commence in mid or late October.

(Mr Benjamin CHOI joined the meeting at 3:00 p.m.)

14. Miss Sally KUNG said that the TD supported the revised proposal of road closure in principle and would discuss the details of temporary traffic arrangements during construction with the HyD and Police at the inter-departmental meeting held next week. The TD would work closely with the HyD so that the works could be commenced as soon as possible.

15. Mr MOK Man-wai added that the Road Management Office of the Traffic Kowloon West Region was responsible for reviewing the HyD's applications for road excavation and road closure in respect of the retrofitting works and the temporary traffic arrangement during the course of construction. He would reflect the requests of the TTC to the staff of relevant sections after the meeting with a view to shortening the review period as far as possible.

16. The Chairman urged the relevant departments to advance the inter-departmental meeting so that the HyD could make early pre-construction arrangements, and thereby expedite the works progress.

17. Ms WONG Shu-ming said that if the YTMDO could coordinate the inter-departmental meeting and report to Members the latest works progress, or if she was allowed to attend the inter-departmental meeting to be held next week and was updated with the latest information of the works, there was no need to continue the discussion on this item.

18. Mr HUI Tak-leung urged the HyD to expedite the works progress and said that the department should not waste too much time on local consultation because of the opposition from individual stakeholders.

19. Mr Derek HUNG said according to the HyD, the works could not commence as scheduled because there were errors in the contractor's layout plan. He wanted to know whether the Government could hold the contractor responsible in accordance with the terms stated in the works contract.

20. Mr HAU Wing-cheong urged the HyD to coordinate with the relevant departments to commence the works as soon as possible.

21. Ms KO Po-ling wanted to know if the delay of the works was due to technical difficulties with the works or objections from stakeholders in the district.

22. Mr Yim Kin-ping said that though the works had fallen behind schedule, he wanted to know whether the contractor could expedite the works procedures so as to catch up on the original schedule.

23. Mr CHUNG Chi-shun responded as below:

- (i) The HyD had written to the commercial tenants near the works area during the works design stage in 2012 to inform them of the works details and the photomontages, during which no opposing views were received. Prior to the commencement of the works, the HyD would notify commercial tenants nearby of the arrangement during construction, communicate with them and collect their views. It would consider adopting improvement measures and gradually re-opening the areas where works were finished to reduce the impact of the works on them.
- (ii) The HyD had signed a two-year works contract with the contractor which would expire at the end of March 2015. The works were originally scheduled for completion before the deadline but the actual completion date might be delayed due to other factors (e.g. the length of the rainy season).

24. Miss Sally KUNG added that the TD had no comment on the temporary traffic diversion arrangement of the HyD in principle, but the details were subject to discussion with the HyD and Police.

25. Ms WONG Shu-ming further asked whether she could attend the inter-departmental meeting next week to learn more about the works. Mr CHUNG Chi-sun and Miss Sally KUNG welcomed her attendance.

26. There being no further comments, the Chairman closed the discussion on this item.

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(Post-meeting note: The Secretariat had written to the D of Hy on 12 September 2013 to express Members' concerns on the slow progress of various works of the HyD in the district (Annex 2) and the HyD had replied on 23 September 2013 (Annex 3). Moreover, the HyD had commenced the advanced works of the provision of lift access to Bute Street subway near Nathan Road on 12 October 2013. Hoardings, on which the details of the works and pedestrian traffic diversion proposal were displayed, were installed at the entrance of the subway. The staircase at the entrance of the subway would be closed on 7 November 2013 when the works would commence.)

**Item 2: Matters Arising:**

- **Concern over Passage Difficulty for Emergency Vehicles on Man Wai Street, Man Yuen Street and Man Ying Street**  
**(YTMTTC Paper No. 45/2013)**
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27. The Chairman welcomed Ms FUNG Man-ki, Engineer/Planning 2 of the TD to the meeting.

28. Ms FUNG Man-ki reported the following matters:

- (i) The TD had conducted a local consultation on the proposal of painting double yellow lines at the non-parking areas along Man Wai Street, Man Yuen Street and Man Ying Street through the YTMDO in June 2013. Out of the 140 submissions received, 129 were in opposition to the proposal.
- (ii) The TD noted that Mr CHAN Siu-tong had also collected the views of residents of Ferry Point on the above proposal. Among the submissions received by Mr CHAN, around 200 were in support of the proposal.
- (iii) Under the coordination of the YTMDO, the TD held an inter-departmental meeting with representatives of the Police and Fire Services Department (“FSD”) in August 2013. A department representative proposed to introduce a no-stopping restriction (“NSR”) at the streets concerned from midnight to 7 a.m. and said that some commercial tenants nearby supported the arrangement.
- (iv) The TD would conduct a local consultation on the designation of Man Wai Street, Man Yuen Street and Man Ying Street as a no-stopping zone from midnight to 7 a.m. through the YTMDO to collect views of various parties.

29. Mr CHAN Siu-tong restated his comments made at the previous meeting that those who opposed the proposal of painting double yellow lines were mainly commercial tenants at Ferry Point, while most of the owners’ corporations (“OCs”) and residents of the buildings in the vicinity supported the proposal to designate Man Wai Street, Man Yuen Street and Man Ying Street as twenty-four-hour-restricted zones. Subsequently, the issue was discussed again at the meeting of the District Management Committee where the YTMDO, Hong Kong Police Force, FSD and TD studied the proposal of designating the above-mentioned streets as no-stopping zones with a time period from midnight to 7 a.m. He considered that the suggestion would enable emergency vehicles to access the concerned road sections in the middle of the night and could reduce the impact on the shops nearby at the same time. He believed that both residents and commercial tenants would support the proposal and therefore did not understand why the TD had to conduct a local consultation about the proposed NSR time period. Mr HAU Wing-cheong agreed with Mr CHAN Siu-tong.

(Mr Benny YEUNG joined the meeting at 3:25 p.m.)

30. Mr CHUI Kin-man pointed out that emergency vehicles could hardly access the vicinity of Man Ying Building, Man Yiu Building and Man Cheong Building. Rescue operations might be delayed if there were any emergency incidents. He considered that the TD should designate the streets at Ferry Point as twenty-four-hour-restricted zones, or if impossible, impose an NSR at the concerned streets from midnight to 7 a.m. as soon as possible.

31. Mr HUI Tak-leung indicated that elected District Council (“DC”) Members represented residents of their constituencies. As the DC Member of the constituency concerned supported the suggestion of introducing a NSR time period, he did not understand why the TD had to conduct a local consultation again.

32. Mr CHUNG Kong-mo understood that the residents and commercial tenants at Ferry Point had different opinions about the painting of double yellow lines. He considered that the proposed NSR time period was already a balanced option for all parties. Therefore, he hoped that the TD could confirm a trial run of the arrangements at the meeting and conduct timely reviews on the NSR time period and effectiveness of the arrangements to facilitate the entry of emergency vehicles to the emergency access at Ferry Point.

33. Ms WONG Shu-ming pointed out that the problem of illegal parking was so serious at Ferry Point that the access of emergency vehicles was hindered. The TD should give first priority to the lives and safety of the residents and finalise the implementation of NSR time period at the non-parking areas along Man Wai Street, Man Yuen Street and Man Ying Street. Therefore, she strongly opposed the TD to conduct another local consultation about the proposal.

34. Ms KO Po-ling shared Mr CHUNG Kong-mo's views. She hoped that the trial run of NSR time period could be finalised at the meeting. She indicated that if the situation did not improve significantly after the trial run of the arrangements, the TD should consider making Man Wai Street, Man Yuen Street and Man Ying Street a twenty-four-hour-restricted zone.

35. Ms KWAN Sau-ling indicated that residents were less alert during the small hours and if there was any emergency incident at midnight, residents might not be able to escape immediately. Therefore, it was very important to provide timely rescue. She urged the TD to immediately introduce an NSR time period at the non-parking areas along Man Wai Street, Man Yuen Street and Man Ying Street and review the effectiveness six months after the trial run.

36. The Chairman added that a representative of the shops at Man Wah Sun Chuen sent him many signed letters from residents at Ferry Point before the meeting. The letters showed support to the designation of no-stopping zones at the non-parking areas along Man Wai Street, Man Yuen Street and Man Ying Street from midnight to 7 a.m. He summarised the views of Members and indicated that the TD should not conduct a local consultation about the proposed NSR time period. As the Chairman of the TTC, he urged the TD to immediately pilot the NSR time period for three or six months.

37. Ms FUNG Man-ki responded as follows:

- (i) The TD thought that local consultation was a platform to collect public opinions. By holding another local consultation, the department hoped to explain to members of the public the proposal of NSR time period and heed public views, including the reasons of opposition.
- (ii) The TD did not mean to use local consultation as an excuse to postpone the implementation of NSR time period at the non-parking areas along Man Wai Street, Man Yuen Street and Man Ying Street. If the objections received were not justified, the TD would not simply shelve the proposed scheme without careful consideration.
- (iii) If Members agreed with designating the concerned streets as no-stopping



zones from midnight to 7 a.m. at the current meeting, the TD could immediately ask the YTMDO to help conduct a local consultation about the proposal to collect views of stakeholders.

38. The Chairman held that the TTC Members were mainly elected DC Members, so their views were representative enough. He stressed that the TD should launch a trial run of NSR time period immediately instead of conducting another local consultation. He also said that the TD might not necessarily consult the local communities about every traffic arrangement in the past.

39. The Chairman adjourned the meeting for three minutes, and asked the representative of the TD to report to their supervisors at the spot the TTC's request for immediate implementation of NSR time period at the areas concerned.

40. Mr CHAN Siu-tong clarified that the letters of support from the local residents at Ferry Point received by the Chairman before the meeting were not arranged by him.

(The meeting reconvened after three minutes.)

41. Ms FUNG Man-ki responded that if Members and the YTMDO all agreed that there was no need to conduct another local consultation on the proposal of designating the non-parking areas along Man Wai Street, Man Yuen Street and Man Ying Street as no-stopping zones from midnight to 7 a.m., the TD would make necessary arrangements to support the HyD.

42. Mr NG Tin-chi reported that according to the TD's proposal, the HyD would need to paint yellow lines and erect traffic signs indicating the NSR time period. The HyD expected that it would take around three months to apply for an excavation permit ("EP").

43. The Chairman recalled that the traffic sign erection works at Bowring Street earlier took only slightly over a month. He questioned why it would take more time to erect traffic signs indicating the NSR time period along Man Wai Street, Man Yuen Street and Man Ying Street.

44. Mr CHAN Siu-tong urged the HyD to complete the works of painting yellow lines and erecting traffic signs as soon as possible. If there was no progress on the works before the next meeting, he would again propose to write to the D of Hy to reflect the slow progress of the works.

45. Mr NG Tin-chi clarified that the time needed for the HyD to apply for the EP was around three months, during which the time for relocating the underground public facilities affected by the provision of sign posts was reserved. However, if there were existing posts on which traffic signs could be installed, it was not necessary to apply for the EP and traffic signs could be installed as soon as possible. He expected that the whole works could complete within three months.

46. The Chairman proposed to continue the discussion of this item at the next meeting, and asked the representatives of the TD and HyD to report on the progress of implementing NSR time period at the next meeting. There was no objection.

47. There being no further comments, the Chairman announced that this item would be dealt with under “Matters Arising” at the next meeting and closed the discussion on this item.

(Mr HAU Wing-cheong left the meeting at 3:55 p.m.)

**Item 3: Progress Report on District Traffic Improvement Projects under Construction or Planning by Transport Department (“TD”)/Highways Department (“HyD”) (as at July 2013)  
(YTMTTC Paper No. 50/2013)**

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48. The Chairman welcomed Mr PANG Tat-wing, District Engineer/Mong Kok and Mr NG Tin-chi, District Engineer/Yau Tsim of the HyD to the meeting.

49. Mr NG Tin-chi briefly introduced the paper.

50. The Chairman asked why no progress had been made of the works to provide a pedestrian crossing at Hoi Fan Road (near Hampton Place).

51. Mr PANG Tat-wing responded that as there were two big trees next to the selected site, the HyD had to obtain approval for relocation of the trees from the Leisure and Cultural Services Department (“LCSD”) prior to construction. The HyD had submitted information on the trees and a proposal of permanent relocation to the LCSD for advice.

52. The Chairman believed that the two trees mentioned above were not old trees listed on the Register of Old and Valuable Trees, and did not understand why the HyD had not been approved to relocate them. He stressed that it was necessary to provide a pedestrian crossing at the selected site to safeguard pedestrians’ safety.

53. Mr Benjamin CHOI wished to learn about the timetable of the works and the specific construction procedures, such as whether application for an EP and approval from other departments were required.

54. Mr Chris MAN asked whether another location of the pedestrian crossing could be identified to avoid the two trees mentioned above.

55. Mr PANG Tat-wing responded that according to the current tree preservation policy, government departments that would like to relocate trees with a trunk diameter of over 90 centimetres were required to prepare a report setting out the information on the trees, the reasons for relocating the trees, and the proposed relocation site to the LCSD and the Lands Department (“Lands D”) for consideration. As the HyD had submitted to the LCSD the information on the relocation of trees in respect of the above-mentioned works, if there were no further comments from the LCSD, the HyD could formally submit an application for tree relocation to the LCSD and the Lands D.

56. Ms KO Po-ling asked the HyD whether it was difficult to assess the estimated completion date of the works at the present stage. In addition, she said that the HyD planned to relocate the two trees to other appropriate locations instead of removing them. Therefore, she believed that the LCSD would not object to the application for tree relocation. She

suggested that the HyD submit applications in respect of the works to other departments concurrently where possible, in order to shorten the construction time.

57. Mr LAU Pak-kei asked the HyD the expected commencement and completion date of the works if the LCSD did not object to the relocation arrangement.

58. Mr PANG Tat-wing replied that if the application for relocation of trees was approved, the HyD would apply for an EP for the provision of a pedestrian crossing at Hoi Fan Road (Outside Hampton Place). It took approximately three months for the application for an EP. Upon receipt of the EP, the works would probably be finished within three months if no relocation of underground public utilities was needed during construction.

59. There being no further comments, the Chairman closed the discussion on this item.

(Mr HUI Tak-leung left the meeting at 4:06 p.m.)

**Item 4: Barrier-free Access Facility Retrofitting Works for Three Footbridges and a Subway in Yau Tsim Mong District under “Universal Accessibility” Programme**  
**(YMTTC Paper No. 51/2013)**

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60. The Chairman welcomed the following representatives to the meeting:

- (a) Ms SHING Ne-chi, Senior Engineer and Ms YUEN Pui-shan, Engineer of the Major Works Project Management Office of the HyD; and
- (b) Mr Emeric WAN, Technical Director of Parsons Brinckerhoff (Asia) Ltd.

61. Ms SHING Ne-chi gave a PowerPoint presentation on the following barrier-free access facility retrofitting works for footbridges/subways in the Yau Tsim Mong District:

- (i) Retrofitting of three lifts at the footbridge across Argyle Street near Yim Po Fong Street and Luen Wan Street, Mong Kok (structure no. KF27);
- (ii) Retrofitting of two lifts at the footbridge across Science Museum Road and Hong Tat Path along Science Museum Path (structure no. KF84);
- (iii) Retrofitting of a lift at the lower level of footbridge at Cheong Wan Road near the Hong Kong Polytechnic University (structure no. KF2); and
- (iv) Retrofitting of a lift at the subway across Chatham Road near the Hong Kong Polytechnic University and Chatham Road Interchange (structure no. KS31).

(Mr Paul LAW left the meeting at 4:16 p.m.)

62. Mr WONG Kin-san wanted to know the expected completion dates of the projects. He opined that it was necessary to retrofit lift nos.1 and 2 at the footbridge KF27, but suggested combining the designs of lift nos. 2 and 3. By doing so, the tree at the proposed site of lift no. 3 did not have to be removed and pedestrians could use lift no. 2 to access

directly to Luen Wan Street, the footbridge deck and podium of the Mong Kok East Bus Terminal.

63. Ms KWAN Sau-ling wanted to know whether the HyD would set an order of priority of the four projects. She said that the pedestrian flow of footbridge KF2 was quite high and there were no trees at the proposed site, which meant that tree relocation was not required. She therefore thought that the HyD should accord top priority to that project.

64. Mr CHOW Chun-fai supported all the four projects. He said that the crossing at Yim Po Fong Street was of a high pedestrian flow. In order to alleviate the impact on pedestrians, the HyD should implement road closure properly during the retrofitting works at footbridge KF27. In addition, he asked whether the existing escalators provided at footbridge KF27 at Luen Wan Street would be suspended upon commissioning of lift no. 2.

65. Mr Barry WONG expected that there would be more wheelchair users using the footbridges/subways after the lifts were put into operation. He asked if the government departments concerned would set a speed limit for electric wheelchairs and adopt appropriate safety measures. For example, notices to remind pedestrians to be aware of wheelchair users should be displayed at the access.

66. Ms WONG Shu-ming pointed out that there were only a small number of commercial shops near the works area of the four projects. Hence, there was no need for the HyD to conduct a local consultation so as to avoid delays.

67. The Vice-chairman recalled that the TTC had earlier identified the footbridge across Cherry Street, Ferry Street and Tong Mi Road (structure no. KF94) as one of the prioritised projects for technical feasibility studies. He would like to know the current progress and works schedule of the project.

68. Mr CHUNG Kong-mo noted that the HyD proposed to construct a footbridge connecting lift nos. 2 and no. 3 at footbridge KF27. He asked the HyD whether there was a need to remove any trees along the pavement of Luen Wan Street. He also asked about the orientation of the door of lift no. 3 at Luen Wan Street. Besides, he hoped that the HyD would report at the next meeting on the progress of technical feasibility studies of the prioritised projects of barrier-free access facilities identified by the TTC.

69. Ms SHING Ne-chi responded as below:

- (i) The Civil Engineering and Development Department had commenced the investigation study for the three barrier-free access projects identified by the TTC earlier at the end of June 2013. The study was estimated for completion in one year.
- (ii) The HyD would conduct a trial hole investigation and carry out detailed works design for the retrofitting works of lifts at the four footbridges/subways mentioned above before calling for a tender. The department planned to invite tender for the four projects under one single contract and the tender exercise was estimated for completion in the first half of 2014. The construction would take around two years and the HyD would monitor closely the works progress of the contractor.

- (iii) The HyD would study with the TD the possibility of installing signs near the lift areas of footbridges/subways to remind pedestrians of their safety.
- (iv) The HyD had contacted the representatives of the Grand Century Place and noted that after the opening of the three lifts of footbridge KF27, the escalator linking the footbridge and Luen Wan Street would not be suspended.

70. Mr Emeric WAN responded as below:

- (i) Lift nos. 2 and 3 of footbridge KF27 would be connected by a new section of footbridge. When designing lift no. 2, the consultant had considered the option of stopping at three levels: Luen Wan Street, the deck of the footbridge and the podium of the Mong Kok East Bus Terminal respectively. However, such a design would necessitate another elevated footbridge to connect to the podium level of the Mong Kok East Bus Terminal and the traffic of Luen Wan Street would be affected as a result, thus the consultant did not adopt this design.
- (ii) The consultant understood that the pedestrian flow of the crossing at Yim Po Fong Street was quite high and thus it did not suggest closing the pedestrian crossing and the adjacent staircases connecting to the Mong Kok East MTR Station during the retrofitting works of lift no. 1 at footbridge KF27.
- (iii) The trees at Luen Wan Street were planted in pots and the HyD was discussing with relevant departments to identify another place for them.

71. Ms SHING Ne-chi said that if there were requests from the public for a local consultation about the four projects, the HyD would consider doing so as appropriate. Since there were only a few shops and residential buildings near the works area, the impact on the district would be relatively minimal.

72. Mr Derek HUNG said that if tree removal was involved in the lift retrofitting works of footbridge KF27, the greening area of Luen Wan Street would be reduced. He suggested the HyD consider relocating the trees at Luen Wan Street to be removed to a suitable location nearby to maintain the green environment near the lift.

73. Mr CHAN Wai-keung had concern about the progress of retrofitting barrier-free facilities of footbridge KF94. He opined that it was too inefficient of the department to take around two years to retrofit the lifts.

(Mr CHOW Chun-fai and Mr WONG Kin-san left the meeting at 4:40 p.m.)

74. Mr CHUI Kin-man opined that the pedestrian flow of the crossing at Yim Po Fong Street was high and thus a larger capacity was needed for lift no. 1 of footbridge KF27 to accommodate more passengers.

75. Mr Emeric WAN responded as follows:

- (i) The HyD would construct a new section of footbridge to connect lift nos. 2

and 3 of footbridge KF27. The new section of the footbridge would block the sunlight and was not conducive to the growth of plants nearby. Therefore, the trees of Luen Wan Street had to be relocated to another appropriate location.

- (ii) The pedestrian flow of the works areas of the above four projects was high and the works had to be carried out in phases to ensure a smooth traffic flow and reduce the impact on pedestrians. Moreover, the HyD had to relocate underground public utilities to accommodate the retrofitting works and thus it would take as long as two years.
- (iii) The traffic of Argyle Street was busy and the HyD would consider implementing temporary traffic arrangements at Luen Wan Street and Yim Po Fong Street in the course of the retrofitting works of footbridge KF27.
- (iv) Lifts that met the design requirement of barrier-free access facilities at present could carry 12 passengers. As the proposed location for retrofitting lift no. 1 of footbridge KF27 was narrow and the underground was congested with public utilities, it was difficult to enlarge lift no. 1.

76. There being no further comments, the Chairman closed the discussion on this item.

**Item 5: Any Other Business**

**(1) Mong Kok Road Footbridge System at Sai Yee Street - Extension across Nathan Road (Progress Report as at July 2013)  
(YTM TTC Paper No. 52/2013)**

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77. Ms WONG Shu-ming said that upon completion of the relocation of underground public utilities at the southern section of Mong Kok Road in September 2014, the HyD would conduct the water mains connection works at the fifth lane of Mong Kok Road. She would like to know whether the HyD had informed residents of the nearby buildings about the arrangement for water suspension. She also asked the HyD whether the works were on schedule.

78. Mr PANG Tat-wing responded that the works were on schedule and there was no delay. He added that the HyD had a meeting with the residents of buildings affected by the works at the southern section of Mong Kok Road, explaining to them the details and timetable of the works at various stages.

79. Ms WONG Shu-ming said that being the DC member of the constituency concerned, she had not received the notice of meeting from the HyD. She requested the HyD to send a copy of any information about the works to her office in future so that she could know the progress and details of the works. Mr PANG Tat-wing agreed with the arrangement.

80. There being no further comments, the Chairman closed the discussion on this item.

81. There being no other business, the Chairman closed the meeting at 4:51 p.m. The next meeting would be held at 2:30 p.m. on 21 November 2013.

Yau Tsim Mong District Council Secretariat  
October 2013

**Proposed Amendments for the Draft Minutes of  
the 9<sup>th</sup> Meeting of Traffic and Transport Committee held on 18 July 2013  
Yau Tsim Mong District Council (2012-2015)**

The amendments proposed by the Transport Department were as follows:

**Paragraph 34:**

Original Text: “Mr YEUNG Min responded as follows:

- (i) .....
- (ii) Given that the capacity of the junction of Nathan Road and Salisbury Road could not cope with the heavy flow of both pedestrians and vehicles, the TD at the time considered it necessary to replace the then at-grade crossing with a subway.
- (iii) .....
- (iv) It was estimated.....the said location.
- (v) ..... ”
- (vi) .....

Proposed Amendment: “Mr YEUNG Min responded as follows:

- (i) .....
- ~~(ii)~~ (Delete this item).
- (iii) .....
- (iv) It was estimated.....the said location. The design had also given due consideration to pedestrian safety.
- (v) .....
- (vi) ..... ”



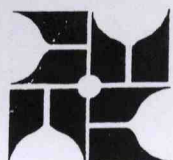
**Paragraph 38:**

Original Text: “Mr YEUNG Min responded as follows:

- (i) After conducting the traffic assessment, the TD at the time estimated that the crossing at the main entrance of the Peninsula Hong Kong could not cope with the ever-increasing pedestrian flow. Therefore, it was suggested that a subway separating pedestrians from vehicles be constructed to divert the pedestrian flow.
- (ii) .....
- (iii) The TD had conducted a simulation test at the proposed crossing so as to safeguard pedestrians. ”

Proposed  
Amendment: “Mr YEUNG Min responded as follows:

- (i) Given that the capacity of the junction of Nathan Road and Salisbury Road could not cope with the heavy flow of both pedestrians and vehicles, the TD at the time considered it necessary to replace the then at-grade crossing with a subway. Now that the remodelling of Salisbury Garden could spare space for road widening, the capacity of the junction would be high enough to allow the provision of an at-grade crossing.
- (ii) .....
- (iii) The proposed at-grade pedestrian crossing was designed with due regard to turning movements of vehicles. The flow of vehicles which entered Salisbury Road from Nathan Road would not be affected. ”



油尖旺區議會

YAU TSIM MONG DISTRICT COUNCIL

檔號 : ( ) in HAD YTMDC 13-30/2/1 Pt. 57  
電話 : 2399 2567  
傳真 : 2722 7696

Annex 2

附件二

郵寄及傳真(2714 5216)

九龍何文田  
忠孝街 88 號  
何文田政府合署 5 樓  
路政署署長  
劉家強先生, JP

劉先生：

關注路政署油尖旺區工程的進度

在 2013 年 9 月 5 日油尖旺區議會交通運輸委員會(“交運會”)第十次會議上,路政署代表報告,原訂於 2013 年 9 月底展開的旺角弼街/彌敦道行人隧道加建升降機工程,需延至 2013 年 10 月中施工,委員對該項工程一再拖延,深感不滿。

除上述工程外,委員亦關注路政署在區內多項工程進度緩慢,例如海帆道(凱帆軒外)加建安全島工程遲遲仍未動工。為正視問題,委員一致通過致函路政署署長,籲請署長關注有關情況。

有關交運會第十次會議的內容,請登入油尖旺區議會網站(網址: [http://www.districtcouncils.gov.hk/ytm/tc/2012\\_2015/committee\\_meetings\\_audio\\_10\\_TTC.html](http://www.districtcouncils.gov.hk/ytm/tc/2012_2015/committee_meetings_audio_10_TTC.html)),收聽會議錄音,會議記錄(擬稿)容後奉上。

特此轉達委員的意見,盼貴署以利民為原則,加快在油尖旺區工程的進度。

油尖旺區議會  
交通運輸委員會主席

葉傲冬

副本送：鍾志信先生(路政署工程管理副組長 1/暢道通行)  
(傳真：3968 4499)  
彭達榮先生(路政署區域工程師/旺角)  
(傳真：2758 3394)  
吳天賜先生(路政署區域工程師/油尖)  
(傳真：2758 3394)

2013 年 9 月 12 日





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

2722 7696

市區(九龍)  
九龍彌敦道十九號  
南豐商業中心十三樓  
網址 : <http://www.hyd.gov.hk>

[KKRRG]

本署檔號 : (KKSET)HyD UK/12-14/3/76TTC(SDKW)  
來函檔號 : ( ) in HAD YTMDC 13-30/2/1 Pl.  
電話 : 2707 7210  
圖文傳真 : 2758 3394

## Annex 3

### 附件三

九龍聯運街三十號  
旺角政府合署四樓  
油尖旺區議會  
交通運輸委員會主席  
(葉傲冬主席)

葉主席

### 關注路政署油尖旺區工程的進度

本署於二零一三年九月十二日收到閣下的來信，有關上述事宜。現謹覆如下：

為彌街行人隧道(結構編號 KS40)提供無障礙通道設施的建造工程合約是於 2013 年 3 月 28 日開始的。主要的工程是將行人隧道東西兩面出入口近彌敦道的上層樓梯改建為升降機，在地面及行人隧道各設有出入口，以方便有需要人士。承建商在合約開展後，首要工作是制定施工計劃及申請掘路許可證。由於 KS40 附近環境狹窄，行人及交通非常繁忙，行人隧道內的空間亦有限，因此承建商必須仔細考慮施工方法及工序，包括拆卸現有樓梯、挖掘及建造升降機井及連接行人隧道的出入口、期間的物料運送、建造升降機塔及安裝升降機的機電裝置等，主要是盡量減少對行人、交通及附近商鋪的影響。KS40 的前期準備工作現已大致完成，預計可於 10 月中開展實地施工。

有關在海帆道近凱帆軒的路段加設行人過路處，本署現正為工程進行規劃。工程包括加設安全島、安全島燈箱和低邊行人路過路處。由於現時有兩棵樹木種植在擬建的低邊行人路過路處的位置上，有關的樹木需要永久移植到其他合適的地點，以騰出空間以進行及完成工程。本署現正依照正常程序就有關樹木永久移植的方案征詢康樂及文化事務署的意見，而待有關方案得到落實，本署會盡快進行加設行人過路處的工程。

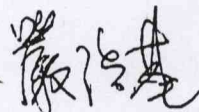


ISO 9001:2008  
Certificate No.: CC 1081



ISO 14001:2004  
Certificate No.: CC 3534

路政署總工程師/九龍

(嚴浩基、 代行)

副本送：

康樂及文化事務署	(經辦人：陳碧君 女士)	(傳真：2736 9555)
運輸署交通工程部(九龍)	(經辦人：馮敏琪 女士)	(傳真：2397 8046)
暢道通行工程管理小組	(經辦人：鍾志信 先生)	(傳真：3968 4499)
路政署公共關係組(PR1203)		(傳真：2187 2243)
綜合電話查詢中心(ICC#1-461026543)		(傳真：2770 9101)

內部) 區域工程師/旺角, 區域助理工程督察/旺角 1

二零一三年九月廿三日