

**Minutes of the 11<sup>th</sup> Meeting of  
Traffic and Transport Committee  
Yau Tsim Mong District Council (2012-2015)**

**Date:** 21 November 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	Ms WONG Shu-ming
Mr CHAN Wai-keung	Mr HUNG Chiu-wah, Derek	Mr YEUNG Tsz-hei, Benny, MH
Mr CHOI Siu-fung, Benjamin	Ms KWAN Sau-ling	
Mr CHONG Wing-chaun, Francis	Mr LAM Kin-man	

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
Mr TSE Chi-wai	Engineer/Mong Kok & Yaumatei	Transport Department
Mr FONG Wai-pang	District Engineer/Mong Kok	Highways Department
Mr NG Tin-chi	District Engineer/Yau Tsim	Highways Department
Mr LEE Chung-kin, Ken	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
Mr HO Chi-kin	Officer-in-Charge, District Traffic Team (Yau Tsim) (Designate)	Hong Kong Police Force

**In Attendance:**

Ms HO Siu-ping, Betty, JP Dr Lubanski LAM	District Officer (Yau Tsim Mong) Assistant Professor, Department of Business Administration	Home Affairs Department Hong Kong Shue Yan University
Mr YEUNG Wing-kin	Engineer/Housing & Planning 3/Kowloon	Transport Department
Mr LI Ka-kei	District Environmental Hygiene Superintendent (Mong Kok)	Food and Environmental Hygiene Department
Mr NG Ping-sum	Senior Environmental Protection Officer (Regional East) 6	Environmental Protection Department
Ms FUNG Man-ki Mr Raymond CHAN	Engineer/Planning 2 General Manager	Transport Department Kai Shing Management Services Limited
Mr Ken HO	Senior Property & Facility Manager	Kai Shing Management Services Limited
Ms Yannis YIP Mr Victor TAM	Project Coordinator Senior Operations Officer	Traces Limited The Kowloon Motor Bus Co. (1933) Ltd.
Mr YIP Koon-keung, Ken Mr CHAN Wai-kit Mr FUNG Wai-chung Ms WOO Ting-ka, Gloria Mr NG Ying-chuen	Senior Engineer/Priority Railway 1 Acting Senior Engineer/XRL (1) Senior Liaison Engineer Projects Communications Manager Head, Technical Services	Transport Department Highways Department MTR Corporation Limited MTR Corporation Limited West Kowloon Cultural District Authority
Ms Wendy LAM	Head, Communications and Public Affairs	West Kowloon Cultural District Authority
Mr Patrick LAM	Senior Traffic and Transport Engineer	West Kowloon Cultural District Authority
Ms CHEUNG Lui	Assistant District Operations Officer (Yau Tsim)	Hong Kong Police Force
Mr LAW Chau-sang	Chief Health Inspector 1, Yau Tsim District Environmental Hygiene Office	Food and Environmental Hygiene Department
Mr TAI Seung-kun Ms Lilian YEUNG	Senior Engineer/Yau Tsim Public Relations Manager External Affairs	Transport Department MTR Corporation Limited

Secretary

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

Mr WONG Man-sing, Barry, MH	District Council Member
Mr HUI Hon-man	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 welcomed Mr LAM Kin-man for attending the meeting of Yau Tsim

Mong District Council (“YTMD”) Traffic and Transport Committee (“TTC”) for the first time and Mr Francis CHONG for rejoining the TTC.

3. The Chairman said that he would introduce the departmental representatives and individuals invited to the meeting before discussing each item. He 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.

4. The Chairman reported that Mr Barry WONG and Mr HUI Hon-man were absent due to other commitments and that Mr Barry WONG had authorised Mr HAU Wing-cheong to vote on his behalf. He also said that the audio record of the meeting would be uploaded to the webpage of the 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.

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

5. Minutes of the last meeting were confirmed without amendment.

(Mr CHAN Siu-tong and Mr LAU Pak-kei joined the meeting at 2:33 p.m.)

**Item 2: Matters Arising:**

- **To Discuss Growing Confusion and Anarchy-like Situation in Pedestrian Areas at Sai Yeung Choi Street South (between Argyle Street and Dondas Street) and Soy Street (between Sai Yeung Choi Street South and Fa Yuen Street)**  
**(YTMTTC Paper No. 47/2013)**

6. The Chairman welcomed:

- (a) Ms Betty HO, District Officer (Yau Tsim Mong) of the Home Affairs Department;
- (b) Dr Lubanski LAM, Assistant Professor, Department of Business Administration of the Hong Kong Shue Yan University (“HKSYU”);
- (c) Mr YEUNG Wing-kin, Engineer/Housing & Planning 3/Kowloon of the Transport Department (“TD”);
- (d) Mr Ken LEE, Chief Inspector of Police (Operations) (2) (Mong Kok District) and Mr MOK Man-wai, Officer-in-Charge, District Traffic Team (Mong Kok District) of the Hong Kong Police Force (“HKPF”);
- (e) Mr LI Ka-kei, District Environmental Hygiene Superintendent (Mong Kok) of the Food and Environmental Hygiene Department (“FEHD”); and
- (f) Mr NG Ping-sum, Senior Environmental Protection Officer (Regional East) 6 of the Environmental Protection Department.

(Mr WONG Kin-san and Mr Chris MAN joined the meeting at 2:36 p.m.)

7. Ms Betty HO said that the objective of the TD to designate part of the Sai Yeung Choi Street South as Mong Kok Pedestrian Precinct (“MKPP”) on a trial basis in 2000 was to improve pedestrian environment. The MKPP had been set up for years and was beset with street management problems. For example, there were a large number of commercial advertising, hawker activities and street performances which caused problems such as street obstruction and noise nuisance. Therefore, a TTC member requested the Yau Tsim Mong District Office (“YTMDO”) to consult the views of residents and shop operators in the vicinity on the reduction of the number of opening days of the MKPP at the meeting in July 2013. The YTMDO had conducted the survey concerned from 27 September to 10 October. Other than collecting views of the local community through the usual approach of district consultation, the YTMDO also commissioned the HKSYP to conduct an on-street questionnaire survey during the same period to garner views of pedestrians on the issue.

8. Ms Betty HO and Dr Lubanski LAM gave a PowerPoint presentation respectively on the results of the district consultation and the questionnaire survey on streets pertaining to the proposed reduction of implementation days of the MKPP along Sai Yeung Choi Street South (Annex 1).

(Ms KWAN Sau-ling and Mr LAM Kin-man joined the meeting at 2:45 p.m.)

9. The Chairman said that in the past few months, he, together with the District Officer and Mr CHOW Chun-fai, had met with the representatives of residents living in the vicinity of the MKPP and street performing groups to listen to their views on the reduction of the opening days of the MKPP. He also reminded Members that they had to vote on the motion set out in the paper at this meeting.

10. Mr HAU Wing-cheong pointed out that the TD aimed to separate pedestrians and vehicles to ensure safety when the pedestrian areas were designated. However, the MKPP had caused noise and environmental nuisance to nearby residents after years of implementation. Furthermore, the lack of departmental control had also given rise to various street management problems. In view of this, he hoped that the street order could be restored through the adjustment of the opening days of the MKPP.

11. Mr Francis CHONG said that the MKPP was often packed with spectators of street performances and easy-mount frames were found everywhere along pavements, causing obstructions to the road. This had run counter to the original purpose of improving the pedestrian environment when the MKPP was designated. He opined that the proposal to reduce opening days of the MKPP was reasonable and supported option 2 set out in the questionnaires of the local consultation (i.e. to scrap the MKPP arrangements and resume vehicular traffic from Monday to Friday and implement them only from 12:00 noon to 10:00 p.m. on Saturdays, Sundays and public holidays).

12. Mr CHAN Wai-keung said that according to the results of a local consultation conducted by the YTMDO, most respondents supported the reduction of the opening days of the MKPP. However, the findings of the on-street questionnaire survey by the HKSYP revealed that most respondents would like to maintain the status quo. In this connection, he enquired whether the YTMDO would consider collecting public views on the issue through telephone interviews to produce more comprehensive consultation results. Furthermore, he also pointed out that government departments had recently been criticised by the press for its failure to address effectively the street management problems in the MKPP. He would like to know the number of enforcement actions against noise and hawking activities taken by the Police and the FEHD at the MKPP. In addition, he said that the TD should no longer implement the MKPP on a trial basis and the departments concerned should determine the



opening days of the MKPP at this meeting.

13. The Chairman recalled that at the meeting held in July 2013, Members had authorised him and Mr CHOW Chun-fai to discuss the scale of the consultation with the YTMDO after the meeting. Both parties subsequently agreed that the consultation should target at residents, shop operators and pedestrians in the vicinity of the MKPP. He said that with the local consultation results and the findings of the on-street questionnaire survey, Members could thoroughly consider the issue and vote on the reduction of the opening days of the MKPP.

14. Ms WONG Shu-ming said that some nearby residents told her that the MKPP was seriously obstructed, blocking the access of ambulances going there. She also noted that some residents who had been subjected to serious noise nuisance of the MKPP had fallen prey to depression. She opined that the health of residents should be the most important consideration of government departments and therefore, she supported option 2 to reduce the opening days of the MKPP.

15. Ms KO Po-ling said that the target respondents of the YTMDO's local consultation were residents and shop operators in the vicinity of the MKPP whose daily lives were more affected by the situation there. However, the survey of the HKSYU had focused on the pedestrians with greater mobility, resulting in greater discrepancies between the two surveys. She also enquired whether the definition of the term "residents" used in the HKSYU's questionnaires referred to residents living in Mong Kok or those living in the YTM District as a whole.

16. Mr CHAN Siu-tong recalled that, in order to resolve the conflicts between pedestrians and vehicles and improve air quality, the TD proposed establishing a pedestrian precinct in Mong Kok. He supported the proposal at that time. Today, the MKPP had been implemented on trial basis for over a decade. Although the MKPP had drawn a lot of visitors to the YTM District, it had also gravely affected the lives of the residents nearby. He opined that option 2 could balance the interests of shop operators and street performers in the vicinity of the MKPP. Not only could it reduce the noise nuisance to the residents, but also allow street performers to fully demonstrate their talents on the days with higher pedestrian flow.

17. Mr Paul LAW said that he was the Chairman of the Yau Tsim Mong North Area Committee. During the consultation launched earlier by the YTMDO, he had also sought the views of the owners' corporations of the buildings and shop operators near the MKPP. Moreover, the views of the representatives from the taxi and public light bus trades were also collected. Most respondents supported option 2 so as to improve the overall situation of the MKPP.

18. Mr LAM Kin-man indicated that many residents living near the MKPP had expressed to him their dissatisfaction about the current conditions there. He pointed out that there were discrepancies between the results of the surveys conducted by the YTMDO and the HKSYU. Therefore, Members should think through the pros and cons of reducing the opening days of the MKPP when casting their votes. He continued to say that it was necessary for government departments to step up control over noise and street performances in the areas. However, over-monitoring was undesirable as the MKPP might lose its unique features. He also said that he had reservation on option 2 as it greatly reduced the opening days of the MKPP.

19. Mr WONG Kin-san considered that the questionnaire survey should not equate the

number of opening days of the MKPP with the monitoring of street performances. He also pointed out that according to the terms of reference of the TTC, Members should focus their discussion on how the adjustment of the opening days of the MKPP would affect the traffic conditions of the district, before the TD decided what arrangements should be made. He requested the relevant departments to comment on the effectiveness of the pilot scheme before Members casting their votes.

20. Mr CHUI Kin-man agreed that the health of residents should be the prime consideration when we decided the opening days of the MKPP. He suggested that street performers should liaise with the Arts and Culture Co-ordinating Committee of the YTMDC to enquire whether there were other venues in the district available for them to perform.

21. Mr Benny YEUNG recalled that at the meeting held in July 2013, he had proposed that the consultation should target at three groups of people, namely residents, shop operators and passers-by near the MKPP. He enquired whether the “residents” mentioned in the on-street questionnaire survey report had included the representatives of shop operators there. He also asked if the survey data could be further broken down so that Members could have more comprehensive understanding of the concerned situation.

22. Ms Betty HO responded as follows:

- (i) The YTMDO had arranged public consultation in response to the requests made at the meeting held in July 2013. And beside adopting the usual practice to collect stakeholders’ views through district consultation, the YTMDO also commissioned the HKSYU to conduct a questionnaire survey in the MKPP to collect passers-by’ views on the current conditions and opening days of the MKPP. The issue was a local one and the coverage of this consultation was already much wider than some general district consultations.
- (ii) In the past few months, the YTMDO had received the views and opinions of various organisations (including street performers) on the reduction of opening days of the MKPP. All the opinions had been set out in the survey report in Annex 3 for Members’ reference.
- (iii) In the past, the TD proposed to establish the MKPP to improve pedestrian safety and maintain free passage. However, in view of the current situation of the MKPP, there was still a long way to go before the target can be reached.

23. Dr Lubanski LAM responded as follows:

- (i) There were two groups of target respondents in the questionnaire survey conducted by the HKSYU, namely residents of the Mong Kok District and residents of other districts in Hong Kong.
- (ii) The HKSYU was commissioned by the YTMDO to conduct questionnaire survey for passers-by in the MKPP. The survey results did not include the opinions of shop operators and residents there.
- (iii) Besides data analysis, Annex 3 of the report of the on-street questionnaire survey had listed out in details the respondents’ opinions towards the MKPP, which were also good for reference.

24. Mr LI Ka-kei responded as follows:

- (i) The FEHD had from time to time conducted joint operations with the Police to curb offences such as carrying out publicity by erecting easy-mount frames in public places. From January to October 2013, the FEHD had instituted 366 prosecutions against this problem and seized over 2 700 easy-mount frames. With the existing resources, the FEHD had tried its best to deploy staff and step up enforcement in the MKPP. If the reduction of opening days of the MKPP was confirmed, it would be much easier for the FEHD to make manpower arrangement.
- (ii) The unlicensed hawking problem in the MKPP had been aggravating since June 2013. The FEHD had adopted a mild approach in carrying out enforcement actions there since mid-June. The staff of the FEHD would issue verbal warnings to unlicensed hawkers and advise them to leave before issuing warning letters. The FEHD also indicated that they will strictly enforce the law against unlicensed hawking activities in the MKPP.
- (iii) From July to September 2013, the FEHD and the Police had carried out various enforcement actions in the MKPP. It had successfully prosecuted 27 unlicensed hawkers, among which 25 had been convicted by court and two were awaiting trial. After the operations, the FEHD continued to carry out static patrols in the MKPP and unlicensed hawking was now under control.
- (iv) According to Section 2 of the Public Health and Municipal Services Ordinance (Cap. 132), the definition of “hawker” did not include photographers. The FEHD therefore could not invoke the relevant Hawker Regulation and take enforcement actions against people who carried out instant photography activities in the MKPP. The relevant departments would hold a joint meeting in due course to find out feasible ways to handle the problem.

25. Mr Mok Man-wai responded as follows:

- (i) From November 2012 to October 2013, the Mong Kok Police District had received 1 111 complaints about the noise from the MKPP, including 790 complaints on the noise generated from singing and 277 complaints on the noise level of the music.
- (ii) During the above period, the Mong Kok Police District had made 759 advices, 12 prosecutions, and 39 warnings on the noise complaints against the MKPP. Since it was not easy for the Police to gather evidence on the noise complaints, they might find it difficult to institute prosecution.

26. Mr YEUNG Wing-kin responded that the pedestrian flow of Sai Yeung Choi Street South pedestrian area was relatively low during weekdays, with about 12 000 to 13 500 pedestrians per hour at peak hours. During weekends, there were around 19 000 to 20 000 pedestrians per hour at peak hours. The TD would remain vigilant on the pedestrian and traffic situation of the MKPP, maintain close liaison with departments concerned, and implement proper traffic management measures if necessary.

27. Mr YIM Kin-ping believed that the noise level of the MKPP had exceeded the environmental standards. Moreover, hamstrung by the existing grey areas in our legislation, the departments concerned failed to handle some of the street management problems in the MKPP. He supported option 2, believing that it could alleviate the nuisance caused to the residents near the MKPP. He also proposed to draw experience from the Tuen Mun District and found another place located far away from residential buildings for street performing purpose.

28. Mr CHUNG Kong-mo indicated that the MKPP had caused different impacts to the residents nearby as well as the pedestrians. Therefore it was hardly surprising to see discrepancies between the findings of the YTMDO and the HKSJU. According to the district consultation report of the YTMDO, over 80% of residents were discontent with the current situation of the MKPP and demanded that the opening days of the pedestrian area be reduced. According to the survey report of the HKSJU, approximately 53% of respondents supported the maintenance of status quo of the MKPP. The results were one-sided. He agreed to reduce the opening days of the MKPP under option 2 on a trial basis and review the arrangement regularly. He also indicated that he had reflected the street management problems of the MKPP to the Chief Executive. He asked the Government to work out strategies for the monitoring of the MKPP to prevent the problem from worsening.

29. Mr CHAN Wai-keung said that the photos were in fact commodities if the photography activities at the MKPP involved sale and purchase. He asked whether the FEHD had sought legal advice from the Department of Justice (“DoJ”) about the exclusion of photographers in the current definition of “hawker”. He added that the police had received over one thousand noise complaints in relations to the MKPP. Yet the number of successful prosecution was relatively low. He hoped that the police could strengthen enforcement action on the noise problem at the MKPP.

30. Mr Francis CHONG asked if option 2 was endorsed by Members, what was the earliest date for the TD to reduce the opening days of the MKPP.

31. Mr LI Ka-kei responded that the FEHD had sought legal advice from the DoJ on whether photographer could be defined as “hawker”. The DoJ replied that photographer was not included in the legal definition of hawker. In May 2013, the FEHD consulted the DoJ once again whether photographer could be categorised as hawker in view of the instant photography activities in the MKPP. They received the same reply. The FEHD had also consulted the DoJ on the partnering business mode between some hawkers and photographers at the MKPP to avoid being arrested and prosecuted. They were still waiting for a reply. He supplemented that the concerned departments would organise a joint meeting later to discuss a feasible method to combat the photography activities at the MKPP.

32. Mr Mok Man-wai responded that the police had to confirm the source of noise before handling the noise complaints. In the previous year, the police had received over one thousand complaints in relation to the noise from the MKPP. About 290 cases were non-pursuable as the police officers could not identify the source of noise after arrival. He emphasised that the police would proceed with prosecution if there was sufficient evidence.

33. Mr CHOW Chun-fai said that option 1, namely to scrap the MKPP arrangements and resume vehicular traffic from Sunday to Thursday and implement them only from 4 p.m. to 10 p.m. on Fridays and Saturdays, was the original motion proposed by him in the discussion paper. According to the results of the district consultation of the YTMDO, 34% of the respondents supported this option while 55% supported option 2. He said that both the survey reports of the YTMDO and the HKSJU had listed out other comments of respondents.

Most of them faithfully reflected the current problems of the MKPP, including street obstruction and blocking of pedestrian walkways by easy-mount frames. He further said that he had received a signed letter from street performers calling for the maintenance of status quo of the MKPP. The sender of the letter criticised YTMDC Members for supporting the reduction of the opening days of the MKPP in order to drum up voters' support. He stressed that DC Members should reflect public opinions to the Government on behalf of the residents in the constituency. Therefore, to conform to the wishes of local residents, he switched to support option 2 and withdraw the original motion.

34. The Chairman said that according to the Standing Order, a motion could only be withdrawn with the unanimous support of all Members. He enquired Members' views and they unanimously supported the withdrawal of the motion.

35. The Chairman suggested that Members vote on whether to reduce the opening days of the MKPP first and there was no objection.

36. The Chairman asked Members if it was necessary to vote by open ballot and Mr CHOW Chun-fai support that.

37. The voting result was as follows: Mr CHUNG Kong-mo, Ms KO Po-ling, Mr CHAN Siu-tong, Mr CHAN Wai-keung, Mr Benjamin CHOI, Mr Francis CHONG, Mr CHOW Chun-fai, Mr HAU Wing-cheong, Mr HUI Tak-leung, Mr Derek HUNG, Ms KWAN Sau-ling, Mr LAU Pak-kei, Mr John WONG, Mr WONG Kin-san, Mr Barry WONG, Ms WONG Shu-ming, Mr Benny YEUNG, Mr CHAN Sik-ming, Mr CHUI Kin-man, Mr Paul LAW, Mr LEUNG Ping-foon, Mr LEUNG Shiu-cheong, Mr Chris MAN and Mr YIM Kin-ping voted for the motion. There was no vote against the motion and Mr LAM Kin-man abstained from the vote.

38. The Chairman announced that the TTC endorsed the reduction of opening days of the MKPP with 24 votes for it, 0 vote against it and 1 abstention.

39. The Chairman then asked Members to vote on option 1 and option 2. Mr CHOW Chun-fai requested to vote by open ballot.

40. The voting result was as follows: No one voted for option 1. Mr CHUNG Kong-mo, Ms KO Po-ling, Mr CHAN Siu-tong, Mr CHAN Wai-keung, Mr Benjamin CHOI, Mr Francis CHONG, Mr CHOW Chun-fai, Mr HAU Wing-cheong, Mr HUI Tak-leung, Mr Derek HUNG, Ms KWAN Sau-ling, Mr LAU Pak-kei, Mr John WONG, Mr WONG Kin-san, Mr Barry WONG, Ms WONG Shu-ming, Mr Benny YEUNG, Mr CHAN Sik-ming, Mr CHUI Kin-man, Mr Paul LAW, Mr LEUNG Ping-foon, Mr LEUNG Shiu-cheong, Mr Chris MAN and Mr YIM Kin-ping voted for option 2. Mr LAM Kin-man abstained from the vote.

41. The Chairman announced that the TTC adopted the arrangement of option 2 with 0 vote for option 1, 24 votes for option 2 and 1 abstention.

42. The Chairman stressed that though the TTC had endorsed the new arrangement of reducing the opening days of the MKPP, the MKPP would still be implemented on a trial basis. Therefore, the TD still had to report to the TTC the effectiveness of the trial scheme every six months or when appropriate. The opening days of the MKPP could be further revised as appropriate.

43. Mr CHOW Chun-fai asked the TD when the arrangement of option 2 could be

implemented and would like to know about the procedures involved.

44. Mr YEUNG Wing-kin responded that the TD would cooperate and discuss with the YTMDO, the Police and other departments the implementation details and the relevant preparatory work, including changing of traffic signs, gazettal, distribution of notices to shop operators and residents in the vicinity of the MKPP as well as erecting temporary signs to remind pedestrians and drivers of the new arrangement of opening hours of the MKPP etc. It was estimated that 3 to 4 months were required to complete all the procedures.

45. Mr CHOW Chun-fai recalled that the closing time of the MKPP was originally 11 p.m. before the YTMDC later endorsed the closing time be advanced to 10 p.m. It only took the TD one week to implement the arrangement concerned at that time. However, the department now indicated that it needed three to four months to implement the new arrangement and he was unsatisfied.

46. Mr CHAN Siu-tong agreed with the views of Mr CHOW Chun-fai. He added that the TD only needed around one month for preparation when it set up the MKPP.

47. Mr WONG Kin-sun said that as the TTC had made decision on the opening days of the MKPP, the TD should immediately proceed with the necessary procedures to improve the situation of the MKPP as early as possible.

48. Ms WONG Shu-ming opined that the TD should assume the leading role in the reduction of opening days of the MKPP. She expressed dissatisfaction and strong condemnation of the response given by the TD's representative that it had to work in coordination with other departments on the issue.

49. Mr CHOW Chun-fai urged the TD to implement the reduction of opening days of the MKPP by the end of this year.

50. The Chairman proposed writing to the TD in the name of the TTC, requesting the TD to expeditiously implement the new arrangement for the reduction of opening days of the MKPP. There was no objection.

51. Mr YEUNG Wing-kin added that at the meeting held in April 2012, the YTMDC had passed a motion that the opening hours of the MKPP be ended an hour earlier. The arrangement had been implemented in July 2012. It took time for the TD to complete all the initial preparation work and he hoped Members could understand that. Moreover, he stressed that the TD would deal with the relevant work as soon as possible.

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

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(Post-meeting note: The Chairman had issued a letter (Annex 2) to the Commissioner for Transport in the name of the TTC on 5 December 2013, urging the TD to implement the new arrangement for the reduction of opening days of the MKPP as soon as possible and send its staff to report the progress of the work at the next meeting. The TD had replied on 6 January 2014 (Annex 3).)  
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**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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53. The Chairman welcomed Ms FUNG Man-ki, Engineer/Planning 2 of the TD and Mr NG Tin-chi, District Engineer/Yau Tsim of the Highways Department (“HyD”) to the meeting.

54. Mr NG Tin-chi reported that after the last meeting, the HyD had received the works proposals from the TD to designate Man Wai Street, Man Yuen Street and Man Ying Street at Ferry Point as non-parking areas from 12 a.m. to 7 a.m. These included the painting of double yellow lines at the non-parking area along the aforesaid streets, replacement of eight signs, removal of an existing sign and addition of three signs. The HyD had conducted an on-site visit in mid-November and confirmed that no underground public utilities had to be relocated for the purpose of the above works. The works concerned had been completed on 20 November.

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

**Item 2: Matters Arising:**

- **To Discuss Road Safety Impacts of Bulk Vehicles Entering and Leaving Grand Century Place, Mong Kok from/for Prince Edward Road West**
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56. The Chairman welcomed:

- (a) Mr TSE Chi-wai, Engineer/Mongkok & Yaumatei of the TD;
- (b) Mr Raymond CHAN, General Manager and Mr Ken HO, Senior Property & Facility Manager of Kai Shing Management Services Limited;
- (c) Ms Yannis YIP, Project Coordinator of Traces Limited;
- (d) Mr Victor TAM, Senior Operations Officer of the Kowloon Motor Bus Company (1933) Limited (“KMB”);
- (e) Mr Ken LEE, Chief Inspector of Police (Operations) (2) (Mong Kok District) and Mr MOK Man-wai, Officer-in-Charge District Traffic Team (Mong Kok District) of the HKPF; and
- (f) Mr FONG Wai-pang, District Engineer/Mong Kok of the HyD.

57. Mr TSE Chi-wai reported that the TD would install railings at the section of pavement near the entrance of the Grand Century Place Car Park on Prince Edward Road West to extend the non-parking area. Moreover, the minibus stop would be relocated westward to prohibit minibuses from picking up or dropping off passengers near the entrance of the car park. In addition, the TD had conducted a site visit with TTC Members, representatives of the YTMDO, Kai Shing Management Services Limited and KMB on 4 October 2013 to observe the trial arrangement of diverting coaches to leave Grand Century Place via Luen Wan Street. They affirmed that the proposal was feasible. Subsequently, the views of the local community on the proposal were collected through the YTMDO and no objection had been received. The TD had issued a consent for the commencement of the

works to the HyD in mid-November so as to facilitate early implementation of road improvement works at the transport interchange at Luen Wan Street.

58. Mr WONG Kin-san enquired that would the TD put into practice the routing arrangement for coaches to leave Grand Century Place via Luen Wan Street. If so, he wanted to know the official timetable for implementation, and would these coaches no longer be allowed to enter Prince Edward Road West via the entrance of the Grand Century Place Car Park after the proposal was implemented.

59. Mr Paul LAW said that the car park at 152A-D Prince Edward Road West was re-opened on 7 November 2013. He pointed out that the vehicles entering and leaving the car park would pose danger to pedestrians. So far, two accidents had occurred at that entrance, causing injury to passers-by. He urged the TD to improve the design of the car park entrance as soon as possible to prevent recurrence of fatal accidents.

60. Ms KO Po-ling was glad to hear that it was feasible for coaches to leave the Grand Century Place via Luen Wan Street. She asked the TD when the arrangement would be formally put into effect.

61. Mr CHUNG Kong-mo recalled that the TTC held a special meeting earlier to discuss which route coaches should take when leaving the Grand Century Place, and he had requested the TD to follow up the road safety problems of the car park at 152A-D Prince Edward Road West at the same time. In addition, the Police had clearly stated at the meeting that the above lot was not suitable for car park operation. He urged the TD to take follow up action on that car park promptly, instead of taking remedial measures after accidents.

62. Mr HAU Wing-cheong opined that the traffic signals at the Prince Edward Road West Flyover were not coordinated. There were always vehicles entering the flyover at a high speed, causing fatal traffic accidents. He prodded the TD to take heed of the issue and proactively mitigate the problem. Besides, he said that he had already pointed out in the previous term of the TTC that the lot at 152A-D Prince Edward Road West was located close to the Flower Market. It was not a suitable location to operate a car park as there might be vehicle-pedestrian conflicts, posing safety hazards to passers-by. However, the TD had yet to carry out any follow-up actions. He reckoned that its bureaucratic practices deserved condemnation.

63. Mr TSE Chi-wai responded that the lot at 152A-D Prince Edward Road West was a privately-owned one and the design of the car park entrance there did not comply with the standards of the TD and the HyD. In view of this, the HyD had issued letters to the owner, requiring him/her to improve the design of the car park entrance.

(Mr CHAN Wai-keung left the meeting at 4:06 p.m.)

64. Mr FONG Wai-pang supplemented as follows:

- (i) The HyD obtained the Consent on Commencement of Building Works issued by the TD in mid-November for the installation of railings and setting up of a non-parking area at the road section of Prince Edward Road West near the entrance of the Grand Century Place Car Park. The HyD was ordering materials for the works which was expected to complete by mid-December.
- (ii) To allow coaches to leave the Grand Century Place via Luen Wan Street, the HyD needed to carry out road improvement works at the transport interchange



at Luen Wan Street in advance. As soon as an excavation permit was obtained, the works would be launched in January 2014 and anticipated to complete in March 2014.

- (iii) The HyD had issued letters to the lot owner of 152A-D Prince Edward Road West, requiring him/her to improve the design of the car park entrance so as to comply with HyD's standard. The department was still waiting for the lot owner to follow up the issue. Meanwhile, the HyD would study with the TD other measures to improve traffic safety there.

65. The Chairman indicated that the owner of 152A-D Prince Edward Road West had made application to change the land use of the related site. Moreover, the Yau Tsim Mong North Area Committee ("YTMNAC") and the YTMDC also reckoned at previous meetings that the lot was no longer suitable for use of a car park. However, the TD and the HyD had been passing the buck to each other and had not follow up the lot owner's application for change of land use. He was discontented about this.

66. Mr WONG Kin-san asked again after the arrangement for coaches to leave the Grand Century Place via Luen Wan Street was implemented, would they no longer be allowed to enter Prince Edward Road West via the entrance of the Grand Century Place Car Park. As for the car park at 152A-D Prince Edward Road West, he was glad to know that the lot owner concerned had applied for changing land use. Nevertheless, he still hoped that the Police would deploy additional staff during Christmas and the New Year to direct road traffic so as to prevent accidents caused by conflicts between pedestrians and vehicles.

67. Mr CHUI Kin-man indicated that the lot at 152A-D Prince Edward Road West was granted for the purpose of a car park in 1960. In view of the high pedestrian flow of the Flower Market at present, the old layout plan of the above lot was completely outdated. He continued to say that since the car park was re-opened on 7 November 2013, he hoped that the government departments could finish processing the application for change of land use made by the lot owner before Christmas and resolve the problem of vehicle-pedestrian conflicts at the above site as soon as possible.

68. KO Po-ling indicated that the lot owner of 152 A-D Prince Edward Road West and the YTMDC both agreed to change the current land use of the lot. She did not understand why the TD had not yet carried out any follow-up actions.

69. Mr CHUNG Kong-mo said that the YTMNAC agreed that 152 A-D Prince Edward Road West should not continue to be used as a car park and the YTMDC had long reached a consensus on that. He requested the TD, the HyD and the Police to indicate their stance on the arrangement at this meeting.

70. Mr WONG Kin-san said that to his knowledge, the YTMDC had neither voted nor reached any consensus on the land use of 152 A-D Prince Edward Road West in the past.

71. Mr Paul LAW indicated that to ensure pedestrian safety and reduce noise nuisance, the YTMNAC opposed to have a car park at 152 A-D Prince Edward Road West. He continued to say that as Christmas and New Year etc. were approaching, the pedestrian flow at the Flower Market would increase significantly, he urged the Police to deploy additional manpower there to maintain order and ensure road safety.

72. Mr TSE Chi-wai reiterated that 152 A-D Prince Edward Road West was a privately-owned site and the TD would assess the application for change of land use

according to departmental guidelines once they received it from the lot owner.

73. Mr MOK Man-wai responded as follows:

- (i) On 14 September 2013, a fatal traffic accident happened at Prince Edward Road West (outside the Grand Century Place). The Police and TD officers conducted site inspection after the accident to discuss feasible road improvement measures.
- (ii) From 14 September to late October 2013, the Police had not recorded any road traffic casualties or accidents at Prince Edward Road West.
- (iii) As it was outside the purview of the Police, they could not comment on the application for change of land use of 152 A-D Prince Edward Road West.
- (iv) 152 A-D Prince Edward Road West was currently an hourly car park with heavy vehicular flow. Since the design of its entrance had been altered, vehicles pulling in and out would easily pose danger to pedestrians. The District Traffic Team of the Mong Kok District would pay extra attention to the traffic conditions of that location on days when the pedestrian flow at Flower Market was high (i.e. before and after festivals).

74. Mr TSE Chi-wai supplemented that the road improvement works at Luen Wan Street was expected to be completed in March 2014, and coaches would leave the Grand Century Place via Luen Wan Street. The management company of the Grand Century Place would be responsible for the traffic management in the Grand Century Place.

75. Mr FONG Wai-pang added that the HyD expected that the works of designating non-parking area at Prince Edward Road West (outside the Grand Century Place) would be completed in December 2013. Also, upon receiving the application for change of land use from the lot owner of 152 A-D Prince Edward Road West, the HyD would coordinate with the TD and the Police to improve the road safety of that location. But since it was outside the purview of the HyD, it could not give comments on the application for change of land use of that lot.

76. Mr CHUI Kin-man enquired whether the HyD had received application for change of land use from the lot owner of 152 A-D Prince Edward Road West.

77. Mr HAU Wing-cheong said that the car park at the above location was operated on an hourly basis. With vehicles pulling in and out all the time, it would posed danger to pedestrians. He noted that the concerned lot owner intended to change the land use for that lot; however, no follow-up actions were carried out by government departments. He urged the relevant departments to handle the concerned application as soon as possible.

78. The Chairman supplemented that Members had sifted through the road improvement works proposed by the current-term TTC which would require follow-up action of the TD. The Secretariat had compiled a list accordingly and the items included taking follow-up action on the land use of 152 A-D Prince Edward Road West. He requested the representatives of the TD to report the progress of the road improvement proposals on the list at the next meeting.

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

80. The Chairman said that Mr SHING Kin-wah, Officer-in-Charge of District Traffic Team (Yau Tsim) of the HKPF would retire soon. He thanked Mr Shing's long support for the TTC's work and welcomed Mr HO Chi-kin, Officer-in-Charge of District Traffic Team (Yau Tsim) (Designate) to the meeting.

(Mr Paul LAW left the meeting at 4:25 p.m.)

**Item 3: Progress Report on District Traffic Improvement Projects under Construction or Planning by Transport Department/Highways Department (as at October 2013)**  
**(YMTTTC Paper No. 53/2013)**

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81. The Chairman welcomed Mr FONG Wai-pang, District Engineer/Mong Kok and Mr NG Tin-chi, District Engineer/Yau Tsim of the HyD.

82. Mr FONG Wai-pang and Mr NG Tin-chi briefly introduced the paper.

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

**Item 4: West Kowloon Terminus of Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link – Progress Report and Temporary Traffic Management Scheme**  
**(YMTTTC Paper No. 54/2013)**

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**Item 8: Enquiries on Latest Traffic Assessment and Planning for West Kowloon Cultural District and XRL Terminus**  
**(YMTTTC Paper No. 58/2013)**

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84. The Chairman indicated that both item 4 and item 8 were related to the West Kowloon Terminus of Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL"). He proposed that the two be discussed together. There was no objection.

85. The Chairman said that the written responses on item 8 from the Yau Tsim Police District of the HKPF (Annexes 4) had been faxed to Members for reference before the meeting. He then welcomed:

- (a) Mr Ken YIP, Senior Engineer/Priority Railway 1 and Ms FUNG Man-ki, Engineer/Planning 2 of the TD;
- (b) Mr CHAN Wai-kit, Senior Engineer/XRL (1) (Acting) of the HyD;
- (c) Mr FUNG Wai-chung, Senior Liaison Engineer and Ms Gloria WOO, Projects Communications Manager of the MTR Corporation Limited ("MTRCL");
- (d) Mr NG Ying-chuen, Head, Technical Services, Ms Wendy LAM, Head, Communications and Public Affairs, and Mr Patrick LAM, Senior Traffic and Transport Engineer of the West Kowloon Cultural District Authority ("WKCD"); and
- (e) Ms CHEUNG Lui, Assistant District Operations Officer (Yau Tsim), Mr SHING Kin-wah, Officer-in-Charge, District Traffic Team (Yau Tsim) and Mr

HO Chi-kin, Officer-in-Charge, District Traffic Team (Yau Tsim) (Designate)  
of the HKPF.

86. Ms Gloria WOO indicated that the carriageway of Lin Cheung Road Northbound near the section of temporary road D3E would remain a two lane road until the first quarter of 2014 as mentioned in item 3.1 of YTM TTC Paper No. 54/2013 should be corrected as the second quarter of 2014.

87. Mr FUNG Wai-chung gave a PowerPoint presentation to briefly introduce the content of YTM TTC Paper No. 54/2013.

88. Mr Derek HUNG briefly introduced YTM TTC Paper No. 58/2013.

89. Mr NG Ying-chuen responded that the WKCD initially intended to submit an application to increase the plot ratio of West Kowloon Cultural District (“WKCD”), which was originally set at 1.81. However the WKCD needed to consider individual factors, such as the impact to the environment nearby, before working out the rate of increase of the plot ratio and reporting to the YTMDC. He added that the WKCD planned to submit the application to the Town Planning Board (“TPB”) in April 2014.

90. Mr Ken YIP stated that the areas near the West Kowloon Terminus of XRL was now implementing major traffic improvement works to cater for the traffic flow after the commissioning of the XRL Terminus and the WKCD. If the WKCD proposed an increase on the plot ratio of the WKCD, the TD would request the WKCD to conduct a traffic impact assessment first and propose some measures to mitigate the traffic loading. The TD and other concerned departments would review the traffic impact assessment report submitted by the WKCD.

(Mr Leung Shiu-cheong left the meeting at 4:38 p.m.)

91. Ms KO Po-ling indicated that the road near Charming Garden and Yaumati Catholic Primary School was fenced off due to XRL works. She asked when the fenced-off area would be re-opened.

92. Mr Chris MAN said that the MTRCL should put up clear signs before the closure of the carriageway and traffic diversion to remind drivers to pay attention to the situation.

93. Mr LAU Pak-kei wanted to know when the MTRCL would plan to re-open the XRL sites at Sham Mong Road and Chung Wui Street. He asked the MTRCL to re-floor the tiles of the temporary works area at Sham Mong Road and Wong Tai Street, green the roadside slope, and install bollard with road lighting and lampshade for the convenience of the late home-comers. Moreover, he also enquired for the expected time of completion of the boring works of the second XRL tunnel (Tai Kok Tsui district section).

94. Mr Derek HUNG considered that raising the plot ratio of the WKCD would increase the traffic flow nearby. Therefore, he hoped the WKCD would carry out traffic impact assessment and consult the YTMDC so that the works progress of the WKCD would not be stalled. He also asked what role the TD would take in the related traffic planning and wanted to know the number of parking spaces for private cars and cross-border coaches at the XRL West Kowloon Terminus.

95. Mr CHUNG Kong-mo pointed out that the XRL works had caused noise and air pollution to the area near Hoi Wang Road. He had requested many times the MTRCL to

increase the greening area in Hoi Wang Road after the works were completed. However, he was disappointed that the MTRCL had not stepped up greening effort in that area after the works sites at Hoi Wang Road gradually re-opened. He also indicated that he had requested the MTRCL many times to carry out road raising works for Hoi Wang Road (outside Charming Garden) during the XRL works to reduce the level difference between the shops and the pavement. He had also reflected this problem to Professor Anthony CHEUNG, Secretary of Transport and Housing. He hoped the MTRCL would follow up the issue actively.

(Mr Lam Kin-man left the meeting at 4:45 p.m.)

96. Mr FUNG Wai-chung responded as follows:

- (i) The MTRCL would reinstate the works site along Hoi Wang Road in phases according to the construction progress of the XRL. It was expected that the reinstatement work of the fenced-off area at Hoi Wang Road would be completed in the second quarter of 2014.
- (ii) The construction of the XRL Terminus Approach Tunnel would be completed in 2015 and the works site of Ngo Cheung Road would then be reinstated.
- (iii) To facilitate the delivery of structural components for a steel-framed glazed roof of the XRL Terminus at night, full closures and traffic diversions would be implemented during specific periods at the carriageways of Wui Man Road, Wui Cheung Road westbound and Austin Road West. The MTRCL would issue notice to nearby residents before traffic diversions were implemented. Moreover, sufficient directional signs would be erected at the roadside to remind drivers about the arrangement.
- (iv) The MTRCL expected that the greening works for the works site at Wong Tai Street/Chung Wui Street would be completed in the second quarter of 2014. The MTRCL would conduct site inspection thereafter to see if it was feasible to improve street lights there. Discussions with the departments concerned would also be held.
- (v) As regards the underground boring works of the second XRL tunnel, it was expected that a tunnel boring machine would reach the strata of Tai Kok Tsui District in April 2014. The MTRCL would hold a community liaison group meeting for residents in Tai Kok Tsui in January 2014 to explain the works details. Moreover, the MTRCL had conducted an additional survey on the existing conditions of the buildings in areas along the alignment of the XRL tunnel in December 2013.
- (vi) Upon the reinstatement of the works sites along Hoi Wang Road, the MTRCL planned to plant trees there, including planting of shrubs in planters, with a view to greening the neighbouring areas of Hoi Wang Road. The MTRCL was pleased to discuss the greening arrangement at Hoi Wang Road with Mr CHUNG Kong-mo after the meeting.
- (vii) As the area around Hoi Wang Road was created through reclamation, various degree of surface ground settlement might occur. The MTRCL noted the demand of shop operators along Hoi Wang Road for reducing the difference in

road levels. However, such projects might cause backflow of rainwater and involve relocations of gutter covers and other public facilities. In view of this, the MTRCL had to discuss the feasibility of the works with the departments concerned.

(viii) Upon the completion of the XRL Terminus, there would be about 500 parking spaces for private cars.

97. Mr NG Ying-chuen responded that the WKCD covered about 40 hectares of land. According to the original plot ratio of 1.81, the TPB had granted a total gross floor area of more than 700 000 square metres. The WKCD proposed that the plot ratio be increased by no more than 15% and a traffic assessment report would be prepared for this purpose. After the TD had reviewed the report, the WKCD would submit a formal application to the TPB for increasing the plot ratio of the WKCD site.

98. Mr Patrick LAM added that the consultancy of the WKCD was conducting a study on the increase of plot ratio for the WKCD site and the outcome was expected to be reported to the YTMDC in early 2014.

99. Mr Ken YIP responded that in general, the project proponent had to conduct a series of technical assessments on the proposed development, including a “traffic impact assessment”. The TD was responsible for reviewing the “traffic impact assessment report” submitted by the project proponent to ensure that the proposed development would not adversely affect the traffic conditions in the neighbourhood.

100. Mr FUNG Wai-chung added that the MTRCL had resurfaced the works area and Hoi Wang Road during the construction period of the XRL. However, as the land was exposed to long term settlement, pedestrian pavements might slant outward. The MTRCL would take local improvement measures with the departments concerned to minimise the slant of the pavements.

101. Mr LAU Pak-kei would like to visit the site at Wong Tai Street/Chung Wui Street Sitting-out Area with Mr Benjamin CHOI and the representatives of the MTRCL to give comments on the greening works there. He also said that the MTRCL should learn from the delay of the works at Chui Yu Road and complete the reinstatement works for Wong Tai Street/Chung Wui Street Sitting-out Area on time.

102. Mr FUNG Wai-chung added that the XRL Terminus would not provide any cross boundary coach stops.

103. Ms Gloria WOO said that the MTRCL would contact Mr LAU Pak-kei and Mr Benjamin CHOI after the meeting to discuss the details of the site inspection on the greening works for the works site at Wong Tai Street/Chung Wui Street.

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

**Item 5: Urging Police To Address Prolonged Occupation of Parking Spaces by Recyclers’ Vehicles and Illegal Parking Problems at Portland Street (Between Hamilton Street and Pitt Street), and the Resultant Harmful Effects on Safety of Pedestrians and Drivers and Hygienic Conditions of Streets**  
**(YTMTC Paper No. 55/2013)**

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105. The Chairman said that the written responses of the Yau Tsim Police District and the FEHD (Annexes 5 and 6) had been faxed to Members for perusal before the meeting. He then welcomed:

- (a) Ms CHEUNG Lui, Assistant District Operations Officer (Yau Tsim), Mr SHING Kin-wah, Officer-in-Charge, District Traffic Team (Yau Tsim) and Mr HO Chi-kin, Officer-in-Charge, District Traffic Team (Yau Tsim) (Designate) of the HKPF;
- (b) Mr YEUNG Wing-kin, Engineer/Housing & Planning 3/Kowloon of the TD; and
- (c) Mr LAW Chau-sang, Chief Health Inspector 1, Yau Tsim District Environmental Hygiene Office of the FEHD.

106. Mr HUI Tak-leung briefly introduced the paper.

107. Mr CHAN Siu-tong said that the parking spaces for goods vehicles at Portland Street (between Hamilton Street and Pitt Street) were occupied by a recycling store nearby for a long period of time and the roadside was piled up with recycled and miscellaneous items. However, he did not support cancelling the parking spaces for large vehicles at that road section. He suggested that the TD should add double yellow lines in the area or convert the above parking spaces to coach parking spaces. This could promote the development of tourism in Yau Tsim Mong and prevent the recycling store from occupying parking spaces for a long period of time.

108. Mr YEUNG Wing-kin responded that the usage rate of the above parking spaces was over 90% and the number of parking spaces for large vehicles was limited in the district. Therefore the TD opined that it was necessary to retain these parking spaces and the department would continue to monitor the parking arrangement in the district.

109. Mr SHING Kin-wah reported that according to the Road Traffic Ordinance, vehicles should not park for more than 24 hours at metered parking spaces. Before pressing charges against suspected prolonged parking, the Police would first mark the position of the wheels on the road and take a photo for record followed by an inspection on whether the vehicle had moved after 24 hours. However, this approach was not without limitations, e.g. the marks might wash away by rainwater and the Police had to arrange the same officer to check the position of the vehicle after 24 hours. Therefore, there were certain difficulties for the Police to press charges against prolonged parking.

110. Mr LAW Chau-sang responded that the FEHD was concerned about the hygienic conditions of Portland Street (between Hamilton Street and Pitt Street). Other than deploying staff to cleanse the above location every day, the department would also arrange street washing vehicles to wash the area regularly. He further said that the FEHD would make arrangement to step up inspection of the area.

111. Mr HUI Tak-leung said that the 90% usage rate of the parking spaces recorded by the TD was only the result of prolonged occupation by the recycling store. He supplemented that most residents and shop operators of Portland Street supported cancelling the parking spaces concerned. If they could not be cancelled, he asked the TD to consider seriously converting them to coach parking spaces to resolve the current problem of prolonged occupation of parking spaces for goods vehicles as soon as possible.

112. Mr HAU Wing-cheong said that the recycling store concerned had been occupying the parking spaces for goods vehicles of Portland Street (between Hamilton Street and Pitt

Street) for a long period of time, placing recycled items and handcarts on the pavement and next to the parking spaces. This not only affected street hygiene but also prevented other drivers from using the parking spaces. He suggested the TD designate the above road section as restricted zone from 7 a.m. to 7 p.m. or convert the parking spaces concerned to coach parking spaces to improve the current situation.

113. Mr CHUNG Kong-mo opined that if the parking spaces at the above location were converted to coach parking spaces, coaches had to pick up/drop off passengers outside the recycling store. These passengers might get injured when they bumped into the miscellaneous items piled up on the roadside. He suggested that the TD should consider installing roadside railings at that location instead to prevent the recycling store from occupying the parking spaces for a long period of time to load/unload goods.

114. Mr SHING Kin-wah responded that the Police would step up enforcement and prosecution at the above location and issue verbal warnings to the person-in-charge of the recycling store to combat the problem of prolonged occupation of parking spaces by the store.

115. Mr YEUNG Wing-kin said that the prosecution of illegal parking and street occupation required relevant departments to take follow-up and enforcement actions. He further said that the demand of the public for parking spaces in Yau Tsim Mong was keen and the TD would review the demand and supply of parking spaces in the district in a timely manner.

116. Mr HUI Tak-leung said the problem could not be resolved since both the Police and the TD failed to put forward specific improvement measures for the prolonged occupation of parking spaces for goods vehicles of Portland Street (between Hamilton Street and Pitt Street). He requested the item be dealt with under “Matters Arising” at the next meeting.

117. Mr YEUNG Wing-kin reiterated that the TD did not support cancelling the parking spaces for goods vehicles at the above location. As for the proposed conversion of those parking spaces to coach parking spaces, he said that the TD needed time to study the effects of the arrangement concerned on the traffic in the vicinity and would report to Members later.

118. The Chairman announced that this item be dealt with under “Matter Arising” at the next meeting. There being no further comments, the Chairman closed the discussion on this item.

**Item 6: Request for Provision of Railings Along Footpath off 106-116 Austin Road (YMTTC Paper No. 56/2013)**

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119. The Chairman welcomed Mr TAI Seung-kun, Engineer/Yau Tsim of the TD.

120. Mr TAI Seung-kun indicated that the TD agreed in principle the provision of railings along the footpath of 106-116 Austin Road. The TD would consult concerned departments on the proposal, and implement the works as soon as possible.

121. Ms KWAN Sau-ling was glad to know that the TD would add railing in the above location for the sake of pedestrian safety.

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

(Mr Francis CHONG, Mr HUI Tak-leung and Mr YIM Kin-ping left the meeting at 5:20 p.m.)



**Item 7: Request for Improving Services of Green Minibus (“GMB”) Routes No. 12A, 12B, 12S and 3**  
**(YMTTC Paper No. 57/2013)**

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

124. Mr Benjamin CHOI briefly introduced the paper.

125. Ms Christine YUEN responded as follows:

- (i) The TD had monitored the service quality of GMB route 12A, 12B, 12S and 3 from time to time. The operator had strengthened the service during peak hours from 7:30 a.m. to 9:00 a.m. to speed up passenger flow. Passengers could board within 10 minutes in general. The TD would encourage the concerned operator to increase the frequency of service accordingly to meet the passengers’ demand.
- (ii) The operator had reflected to the TD that the above GMB routes had encountered difficulties in their operation. Under financial pressure, the operator could not afford to build shelters for the GMB stops and provide concessionary fare to passengers.
- (iii) The operator was replacing the old vehicles gradually. The newly-registered minibuses would be installed with Electronic Data Recording Devices (commonly known as black boxes). Passenger seats would be installed with seat belt to protect passengers’ safety.

126. Mr LAU Pak-kei indicated that despite the increased frequency of service in the morning by the concerned operator, the passengers reckoned that the waiting time during peak hours was still too long. He hoped that the operator could deploy more vehicles to carry passengers. He also pointed out that the above routes had offered special trips travelling directly to MTR Mong Kok station and Mong Kok East Station in the morning. However the queuing arrangement at the GMB stops was chaotic. He urged the operator to address the problem. He added that the GMB route 12A and 12B were always full. Passengers could not board at the en-route stops such as Mong Kok Market. He hoped the operator could lengthen the seat reservation time. Mr LEUNG Ping-foon concurred with Mr LAU Pak-kei.

127. Mr Benjamin CHOI hoped that the operator could increase the frequency of route 12A, 12B, 12S and 3 and improve the service to meet the residents’ demand when financial conditions allowed.

128. The Vice-chairman hoped that the concerned operator would seriously consider providing concessionary fare for senior citizens and children.

129. Ms Christine YUEN responded as follows:

- (i) Currently, the GMB operator of route 12A and 12B would reserve two seats per journey when the minibus moved off from the terminus at Mong Kok East from Monday to Friday from 4:30 p.m. to 8:30 p.m., and on every Saturdays from 5:00 p.m. to 8:00 p.m. to facilitate passengers boarding at the en-route stops. As the operator required extra manpower for seat reservation, the TD

would ask the operator to review whether it was necessary to lengthen the seat reservation time according to practical conditions.

- (ii) The TD had always encouraged GMB operators to provide concessionary fare to passengers when financial conditions allowed. The Authority would continue to study the extension of concessionary arrangement for senior citizens to GMB. Currently the concerned concessionary fare offered by the MTR and bus was \$2 for each journey.

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

**Item 9: Seeking Attention to Jaywalking Across Boundary Street  
(YMTTC Paper No. 59/2013)**

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131. The Chairman welcomed:

- (a) Mr TSE Chi-wai, Engineer/Mong Kok & Yaumatei of the TD; and
- (b) Mr Ken LEE, Chief Inspector of Police (Operations) (2) (Mong Kok District) and Mr MOK Man-wai, Officer-in-Charge, District Traffic Team (Mong Kok District) of the HKPF.

132. Mr WONG Kin-san briefly introduced the paper.

133. Mr TSE Chi-wai responded that the TD and the Police had carried out site inspection at the section of Boundary Street near Sai Yee Street on 15 November 2013. Railings had been installed at the footpath there and kerbs were provided in the middle of the carriageway. Besides, pedestrian crossings had been designated at the junction of Boundary Street/Tai Hang Tung Road and the junction of Boundary Street/Tung Choi Street respectively. But since that location was close to the point where the elevated road connected to the ground, the TD did not recommend adding a pedestrian crossing there.

134. Mr MOK Man-wai responded that in the past 12 months, Mong Kok Police District had recorded in total 4 traffic accidents at Tai Hang Tung Road, Boundary Street and Tung Choi Street. The Police had increased manpower to patrol and take prosecution actions against jaywalkers. Banners carrying slogan as “Jaywalkers will be prosecuted” had been hung at the roadsides to remind passers-by to be aware of road safety.

(Mr HAU Wing-cheong left the meeting at 5:35 p.m.)

135. Mr WONG Kin-san indicated that as shown in photo 1 of the paper, some railings at the road section of Boundary Street near Sai Yee Street were damaged and it was easy for pedestrians to climb through the railings and cross the road. He urged the TD to follow up on this and hoped that the Police and the TD would continue to pay attention to the problem of jaywalking.

136. Mr TSE Chi-wai responded that the section of railings mentioned by Mr Wong Kin-san was especially designed to accommodate the fire hydrants at the roadside. They were not damaged at any rate.

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

(Mr CHOW Chun-fai left the meeting at 5:38 p.m.)

**Item 10: To Seek Government's Early Action to Remove Traffic Traps Around Fruit Market**  
**(YMTTC Paper No. 60/2013)**

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----- 138. The Chairman said that the written responses (Annexes 7 and 8) of the HyD and Yau Tsim Police District of the HKPF had been faxed to Members for perusal before the meeting. He then welcomed:

- (a) Mr YEUNG Wing-kin, Engineer/Housing & Planning 3/Kowloon of the TD; and
- (b) Ms CHEUNG Lui, Assistant District Operations Officer (Yau Tsim), Mr SHING Kin-wah, Officer-in-Charge of District Traffic Team (Yau Tsim) and Mr HO Chi-kin, Officer-in-Charge of District Traffic Team (Yau Tsim) (Designate) of the HKPF.

139. Mr Benny YEUNG briefly introduced the paper.

140. Mr YEUNG Wing-kin responded that the junction of Lai Cheung Road/Ferry Street was a signalised junction and when the traffic light at Lai Cheung Road displayed green, the traffic light at the pedestrian crossing of Ferry Street (southbound) would turn to red. Pedestrians could cross the road safely if they followed the traffic signals. Also, the TD and the HyD had repainted the directional signs on the three right-turn lanes of Lai Cheung Road to Ferry Street to guide drivers. He supplemented that the junction of Lai Cheung Road/Ferry Street was not a traffic black spot.

141. Mr Benny YEUNG indicated that at the above junction, some drivers would accelerate and turn from Lai Cheung Road to Ferry Street when the traffic light was about to turn red. But the poles of the flyover at Lai Cheung Road would obstruct the sightline of drivers and if someone crossed the road from the pedestrian crossing of Ferry Street, accidents would easily occur. He enquired the TD whether words or signs could be painted on the road near the crossing to remind drivers to slow down before approaching it.

142. Mr YEUNG Wing-kin responded that when vehicles turned from Lai Cheung Road to Ferry Street, the traffic light at the above pedestrian crossing would turn red to facilitate vehicles turning from Waterloo Road westbound to Ferry Street. Therefore, the time vehicles exiting from Lai Cheung Road and the time pedestrians crossing the road would not be the same. But the TD and relevant departments would investigate feasible measures to remind drivers to slow down before approaching the crossing.

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

144. The Chairman said that representatives of the MTRCL who would participate in the discussion of item 11 had not arrived and suggested to discuss item 12 first. There was no objection.

**Item 12: Gas Station Being Used as a Shortcut?**  
**(YMTTC Paper No. 62/2013)**

----- 145. The Chairman indicated that the written response (Annex 9) of Shell Hong Kong Limited ("Shell") had been faxed to Members for perusal before the meeting. He then welcomed Mr TSE Chi-wai, Engineer/Mong Kok & Yaumatei of the TD.

146. Ms WONG Shu-ming briefly introduced the paper.

147. Mr TSE Chi-wai responded that the TD had put up a road sign at a road junction between Tong Mi Road and Bute Street, reminding drivers to enter Mong Kok Road from Bute Street. In addition, drivers could also follow the arrow displayed by a traffic light at Argyle Street and enter Mong Kok Road either via Reclamation Street or Canton Road. Regarding drivers entering Mong Kok Road directly through the gas station at Tong Mi Road, it was the management problem of Shell. The TD would advise the company on traffic and transport matters if necessary.

148. Ms WONG Shu-ming pointed out that she had received a lot of complaints about drivers using the above gas station as a shortcut to enter Mong Kok Road from Tong Mi Road at high speed and accidents might easily occur. She wanted to know whether the TD would take any improvement measures or prod Shell to face the problem squarely.

149. Mr WONG Kin-san opined that Shell should fulfill its social responsibility and enhance the gas station management to safeguard pedestrian safety. Besides, he also requested that the TD should give clear guidelines for Shell to solve the problem of drivers using the above gas station as a shortcut to enter Mong Kok Road as soon as possible.

150. Mr CHUI Kin-man said he learned that a gas station in Cha Kwo Ling had erected a sign read “No entrance except for gas filling service” to remind drivers. Shell might consider following such practice.

151. Mr MOK Man-wai responded that drivers accessing Mong Kok Road directly via the gas station at Tong Mi Road had not breached any traffic rules; therefore, the Police could not take any enforcement actions at all. However, it was required under the regulation that drivers should pay attention to road conditions when driving. In cases any driver who entered Mong Kok Road from the gas station had posed dangers to pedestrians crossing the road, he encouraged witnesses to take down the vehicle registration numbers and the time of the incidents for the Police to take follow up actions.

152. Mr TSE Chi-wai added that according to Shell, a sign was now set up at the gas station at Tong Mi Road to remind drivers that entry was permitted only for gas filling service.

153. Ms WONG Shu-ming understood that the Police found it hard to take actions as no laws could be applied. She recalled that Shell once fenced off the said gas station with a plastic chain to block such vehicles from entering, but the arrangement was soon cancelled. She urged the TD to send Shell a letter requiring them to improve management work of the gas station, and restore the above arrangement to stop vehicles using the gas station as a shortcut to enter Mong Kok Road.

154. Mr TSE Chi-wai responded that the TD would take the initiative to contact Shell to relay Members’ concerns about drivers using the gas station at Tong Mi Road as a shortcut.

155. Ms WONG Shu-ming asked the TD to send copies of the correspondences between the department and Shell on this issue to her office. Mr TSE Chi-wai agreed to make the arrangement.

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

(Mr Benny YEUNG left the meeting at 6:00 p.m.)

**Item 11: To Request MTRC to Further Improve Monthly Pass Concessionary Schemes and Assess City Saver Fare (YTM TTC Paper No. 61/2013)**

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157. The Chairman welcomed:

- (a) Ms Christine YUEN, Senior Transport Officer/YTM of the TD; and
- (b) Ms Lilian YEUNG, Public Relations Manager External Affairs of the MTRCL.

158. The Vice-chairman supplemented the content of the paper.

159. Ms Lilian YEUNG responded as follows:

- (i) The “Monthly Pass Extra” concessionary scheme was applicable to the East Rail Line, the Ma On Shan Line, the West Rail Line and the Tung Chung Line. Such scheme mainly target frequent medium and long-distance passengers living in more remote areas, or commuters who need to travel on particular lines. Apart from the unlimited rides between stations within the designated areas in the valid month, the Monthly Pass Extra holders could also enjoy a 25% discount for domestic rides outside the designated areas covered by the monthly passes. Generally speaking, pass holders could enjoy higher fare discounts for longer journeys and more rides.
- (ii) The MTRCL also planned to introduce the “MTR City Saver” Scheme (“City Saver”) at a price of \$400 by the second quarter of 2014. Holders of City Savers could travel 40 trips within the designated urban area in 30 days. The scheme would also cover the future railway lines, including the West Island Line, the South Island Line (East) and the Kwun Tong Line Extension. Besides, the MTRCL also offered passengers concessions under the “10% Same day Second Trip Discount” at present.
- (iii) In a word, the various concession schemes provided by the MTRCL would cover the entire MTR railway network. Passengers could choose suitable types of tickets or concession schemes best fit their travel patterns.

160. Mr WONG Kin-san opined that the MTRCL’s concession schemes are chaotic and not comprehensive enough. Members of the public who worked across districts or with irregular travel patterns might not fully enjoy the concessions. He questioned why the MTRCL did not launch a standardised scheme to provide the same concession for passengers of all MTR lines.

161. Ms Lilian YEUNG responded that the various fare concession schemes aimed to let passengers choose the types of tickets or schemes that could best suit their needs according to where they lived and worked as well as their travel patterns.

162. Ms WONG Shu-ming recalled that although service integration was the main emphasis when the Mass Transit Railway Corporation and Kowloon-Canton Railway Corporation were merged, the concession schemes launched after the merger were inconsistent. She pointed out that since the MTRCL had already worked out different

concession schemes for different combinations of journeys, passengers were in fact unable to save fares by making their own combinations.

163. Ms Lilian YEUNG replied that the MTRCL was open-minded and would take heed to views of Members and the public on a range of concession schemes. It would also make reference to Members' view when considering whether to introduce other types of concessionary schemes or not.

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

**Item 13: Any Other Business**

**(i) Mong Kok Road Footbridge System at Sai Yee Street—Extension Across Nathan Road (Progress Report as at October 2013)  
(YTMTTC Paper No. 63/2013)**

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165. Ms WONG Shu-ming asked the HyD if the project was carried out as scheduled. Besides, she said that she had received views from local residents on the relocation of underground public utilities and connection of new and old water pipes at a site located to the south of Mong Kok Road. They pointed out that the buildings in the vicinity had been shaken at one time or another during the above works. She wanted to know whether the HyD had received any relevant complaints.

166. Mr FONG Wai-pang responded that the project had not been delayed and it was expected to complete by 2016. He added that the HyD had not received any complaints about the relocation of public utilities and connection of new and old water pipes at a location to the south of Mong Kok Road.

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

**(ii) Progress of Installation of Passenger Lift at A1 Exit of Tsim Sha Tsui MTR Station and Temporary Traffic Management Measures  
(YTMTTC Paper No. 63/2013)**

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168. Mr Derek HUNG said that he had earlier received an information paper submitted by the MTRCL titled "Progress of Installation of Passenger Lift at A1 Exist of Tsim Sha Tsui MTR Station and Temporary Traffic Management Measures" (Annex 10). He pointed out that it was necessary to fence off a section of the footpath of Nathan Road outside Kowloon Park (near the Kowloon Mosque and Islamic Centre) when the lift installation works was carried out at the above exit. Meanwhile, the Leisure and Cultural Services Department ("LCSD") would vacate some space in Kowloon Park to speed up pedestrian flow. However, the MTRCL had kept fencing off the area and started to place construction materials there. He asked the MTRCL to explain this.

169. The Chairman said that Mr Derek HUNG and he had repeatedly requested the MTRCL to re-open the said area in Kowloon Park. The MTRCL replied every time that they would make the arrangement as soon as possible. However, no action was taken to date.

170. Ms Lilian YEUNG replied that to her knowledge the MTRCL had discussed with the LCSD about vacating some space in Kowloon Park for public use and storage of construction

materials during the installation work of the passenger lift at A1 Exit of Tsim Sha Tsui MTR Station. She would ask the project staff after the meeting when the site would be re-opened and report to the Chairman and Mr Derek HUNG later.

171. The Chairman urged the MTRCL to re-open the area to the public as soon as possible.

172. Mr Derek HUNG said that he had demanded the LCSD to vacate some space in Kowloon Park during the works period for use of the ethnic minorities going to the Mosque and pedestrians. However, he was very dissatisfied that the MTRCL had fenced-off the area now and used it for storage of construction materials.

173. There being no other business, the Chairman closed the meeting at 6:20 p.m. The next meeting would be held at 2:30 p.m. on 16 January 2014.

YTMDC Secretariat  
December 2013



## 建議縮減西洋菜南街一帶行人專用區實施日數 意見調查結果

### 目的

本文件旨在向油尖旺區議會交通運輸委員會(“交運會”)報告有關縮減西洋菜南街一帶行人專用區(“旺角行人專用區”)實施日數的地區諮詢和街頭問卷調查結果。

### 背景

交運會於 2013 年 7 月 18 日的會議就縮減旺角行人專用區實施日數的建議進行討論，委員會認為需要就有關建議諮詢旺角行人專用區一帶的居民、商戶及途人的意見。為此，油尖旺民政事務處於 2013 年 9 月 27 日至 10 月 10 進行了為期兩周的地區諮詢，並委託香港樹仁大學於該段時間進行街頭問卷調查，收集途人對縮減旺角行人專用區實施日數的意見，以供交運會和相關政府部門參考。

### 諮詢工作詳情

諮詢工作分為地區諮詢及街頭問卷調查兩個部份：

#### 地區諮詢

油尖旺民政事務處於 2013 年 9 月 27 日向旺角行人專用區附近的大廈管理組織(包括：業主立案法團、業主委員會及管理公司)、三無大廈住戶或單位佔用人、及地舖商戶發出合共 745 份諮詢函件，收集他們對縮減旺角行人專用區實施日數的意見。諮詢於 2013 年 10 月 10 日結束，期間共收回 120 份回覆。詳情請參閱附件一「建議縮減旺角西洋菜南街一帶行人專用區的實施日數 - 地區諮詢報告」。

#### 街頭問卷調查

由香港樹仁大學派出調查員於 2013 年 9 月 27 日至 10 月 10 日期間於旺角行人專用區用定額抽樣方式，於不同時段、不同地段隨機接觸共 600 名途人，收集他們對縮減旺角行人專用區實施日數的意見。詳情請參閱附件二「建議縮減旺角西洋菜南街一帶行人專用區的實施日數 - 街頭問卷調查報告」。



## **油尖旺北分區委員會及其他團體意見**

在進行地區諮詢期間，油尖旺民政事務處按一貫做法諮詢油尖旺北分區委員會主席的意見。基於旺角行人專用區事宜一向是油尖旺北分區一項重要的地區事務，北分區委員會亦曾多次於會議上討論有關行人專用區的管理事宜，故此，北分區委員會主席透過委員會秘書處向全體分區委員轉發諮詢文件，建議委員就有關事項表達意見。委員回覆詳情見附件三「油尖旺北分區委員會及其他團體意見集錄」內的附件 3.1。

此外，油尖旺民政事務處分別於 2013 年 8 月 8 日及 10 月 30 日與旺角行人專用區表演人士會面，聽取他們就縮減旺角行人專用區實施日數的意見，及其他有關街頭表演活動的改善建議。於諮詢期內，車主會及公共小型巴士總商會亦提交了他們對旺角西洋菜南街一帶實施行人專用區的意見。有關各團體的建議請參閱附件 3.2 至附件 3.8。

### **諮詢結果報告**

油尖旺民政事務處及香港樹仁大學現就上述諮詢工作所收集的意見向交運會提交報告，以便委員就續議仇振輝議員提出有關縮減西洋菜南街一帶行人專用區實施日數的建議進行討論。

油尖旺民政事務處

2013 年 11 月

# 建議縮減旺角西洋菜南街一帶行人專用區的實施日數

## 地區諮詢報告



油尖旺民政事務處

二零一三年十一月



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## 1. 背景及目的

為改善區內行人安全和流通的情況，旺角西洋菜南街一帶的行人專用區(旺角行人專用區)於 2000 年開始以試驗形式實施。近年，由於旺角行人專用區內出現大量商業推廣、售賣活動、各種形式的街頭表演和團體集會等，對周圍大廈的居民構成嚴重的滋擾。有見及此，油尖旺區議會(區議會)轄下的交通運輸委員會(交運會)正考慮應否縮減旺角行人專用區的實施日數，區議會並要求油尖旺民政事務處(民政處)進行地區諮詢和街頭問卷調查，收集市民對縮減西洋菜南街一帶行人專用區實施日數的意見，以供區議會交運會和相關政府部門參考。與此同時，民政處亦因應其他持份者的建議，在是次諮詢內收集市民對街頭表演活動的意見。

上述地區諮詢由民政處按一貫安排進行；街頭問卷調查則由民政處委託樹仁大學進行。下文為地區諮詢的詳細報告。

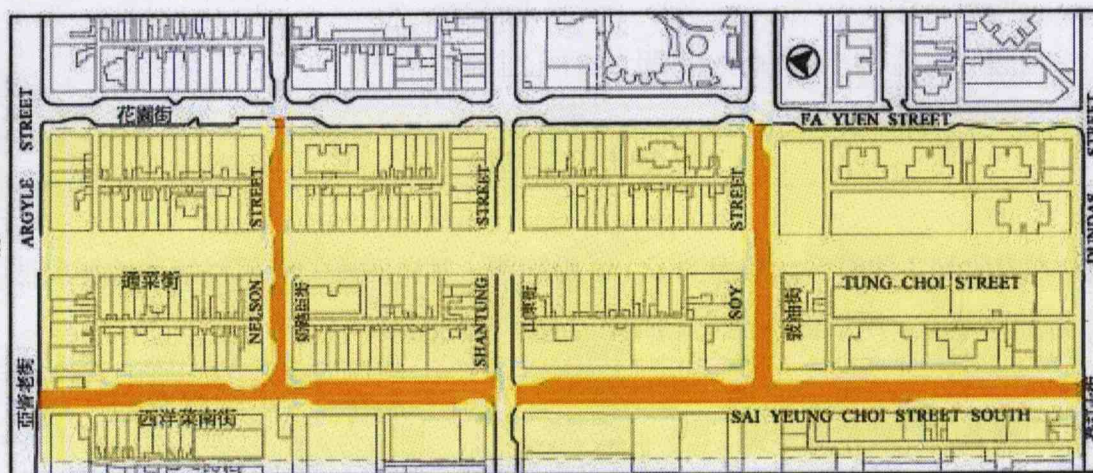
## 2. 諮詢方法

2.1 諮詢日期: 2013 年 9 月 27 日 - 10 月 10 日 (共 14 天)

2.2 諮詢範圍(見圖表一): 介乎亞皆老街至登打士街的一段西洋菜南街、通菜街、花園街(單數街號)及介乎西洋菜南街至花園街的一段奶路臣街、豉油街及山東街

圖表一

地區諮詢範圍示意圖



註: 上圖黃色為是次地區諮詢範圍, 橙色為實施行人專用區路段。

2.3 諮詢對象: 發出諮詢文件給上述範圍內的地舖商戶、業主立案法團、業主委員會、大廈管理公司及三無大廈<sup>1</sup>單位業主 / 佔用人。諮詢文件見(附件 1.1)

圖表二

發信諮詢對象及數量

● 法團 / 業委會 / 管理處	:	101 個
● 三無大廈內的個別住戶	:	287 戶
● 商戶 (以每一地舖計算)	:	357 戶
發出諮詢文件總數		: 745 份

<sup>1</sup>三無大廈: 指無業主立案法團、業主 / 居民組織 (如業主委員會 / 互助委員會)及管理公司的大廈。



## 2.4 回覆者身份及回覆數量

是次諮詢收到合共 120 份回覆，數字及分類如下：

圖表三

回覆者身份及回覆數量

回覆者身份	回覆數量
● 法團 / 業委會 / 管理處	: 30
● 住戶	: 38
● 商戶 (商戶包括 33 間地舖及 15 間大廈樓上店舖)	: 48(註)
● 未能分類	: 4
總數	: 120

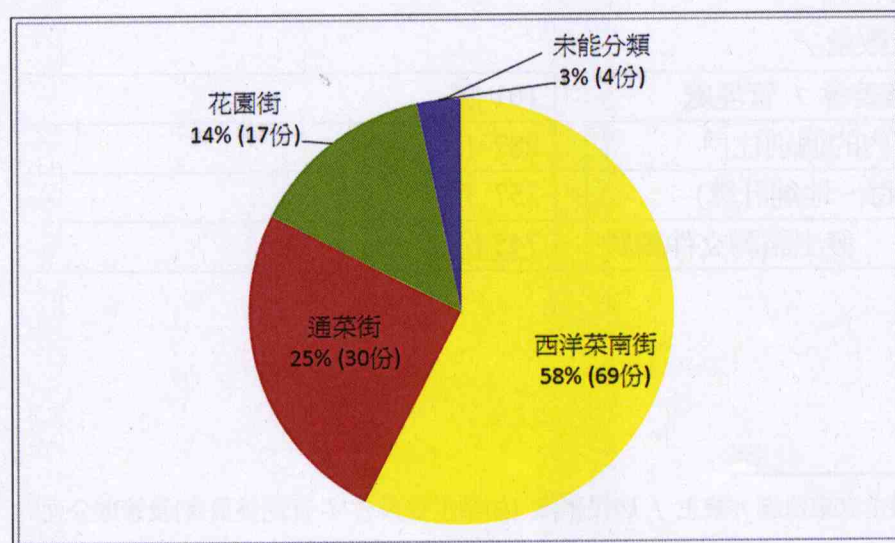
(註)本處收到 7 個商戶合共提交了 178 份回覆。基於回條的計算以每一地舖或樓上店舖為單位，所以額外提交的回條沒有計算在內。

## 2.5 回覆者的地理位置分佈

回覆者當中，接近六成(58%)位於西洋菜南街，四分之一(25%)位於通菜街，14%位於花園街。

圖表四

回覆者的地理位置分佈



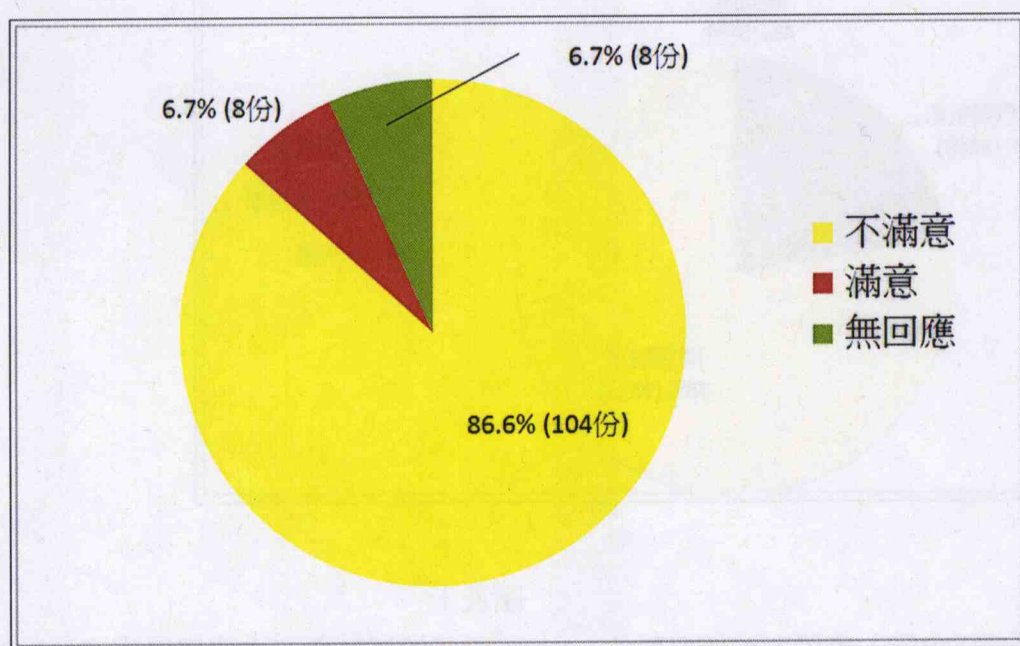
### 3. 諮詢結果

#### 3.1 對旺角行人專用區現時的整體情況的滿意度

超過八成六(86.6%)的回覆者對現時旺角行人專用區的情況感到不滿意，感到滿意的只佔 6.7%。

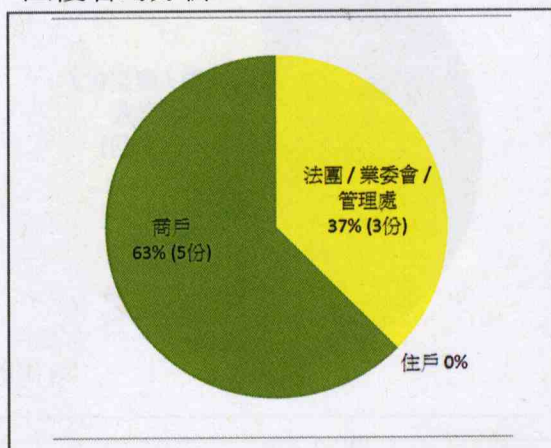
圖表五

是否滿意旺角行人專用區現時的整體情況



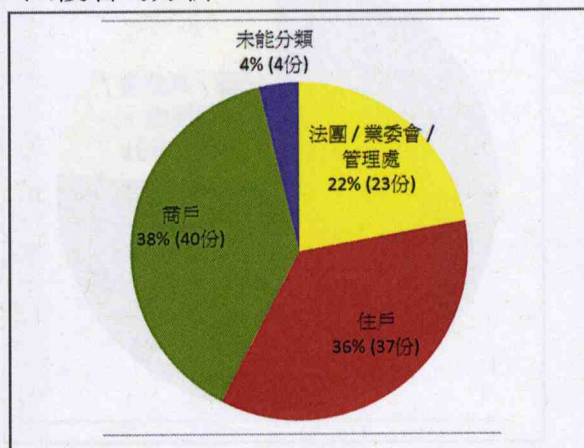
圖表六

滿意現時旺角行人專用區整體情況的回覆者的分析



圖表七

不滿意現時旺角行人專用區整體情況的回覆者的分析



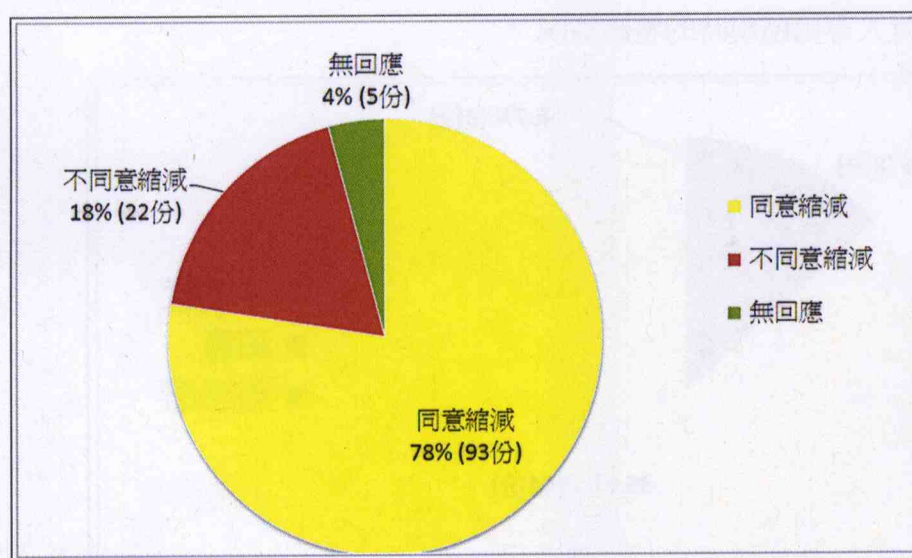


### 3.2 縮減旺角行人專用區的實施日數的意見

有關縮減旺角行人專用區實施日數的建議，近八成(78%)的回覆者支持縮減實施日數；要求維持現時實施日數的則佔 18%。

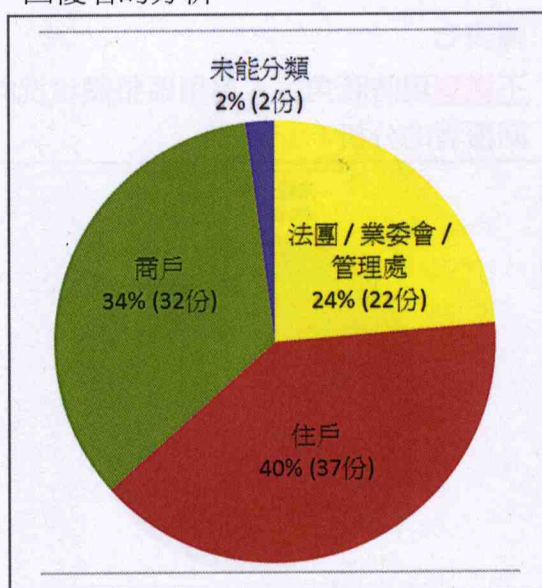
圖表八

對於縮減旺角行人專用區實施日數意見的比例



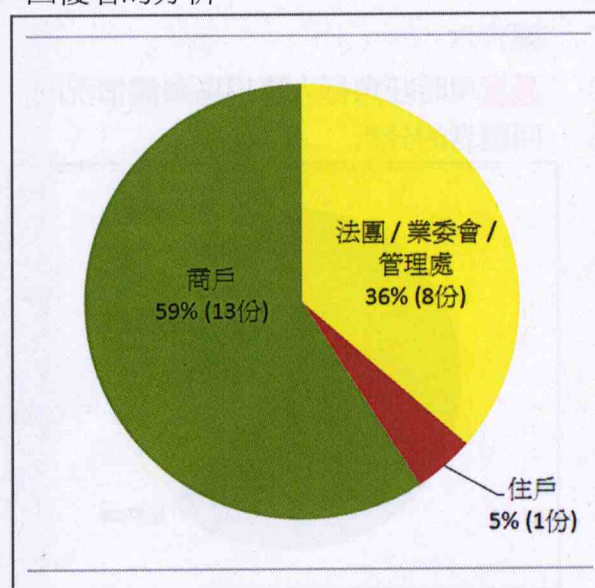
圖表九

同意縮減旺角行人專用區實施日數的回覆者的分析



圖表十

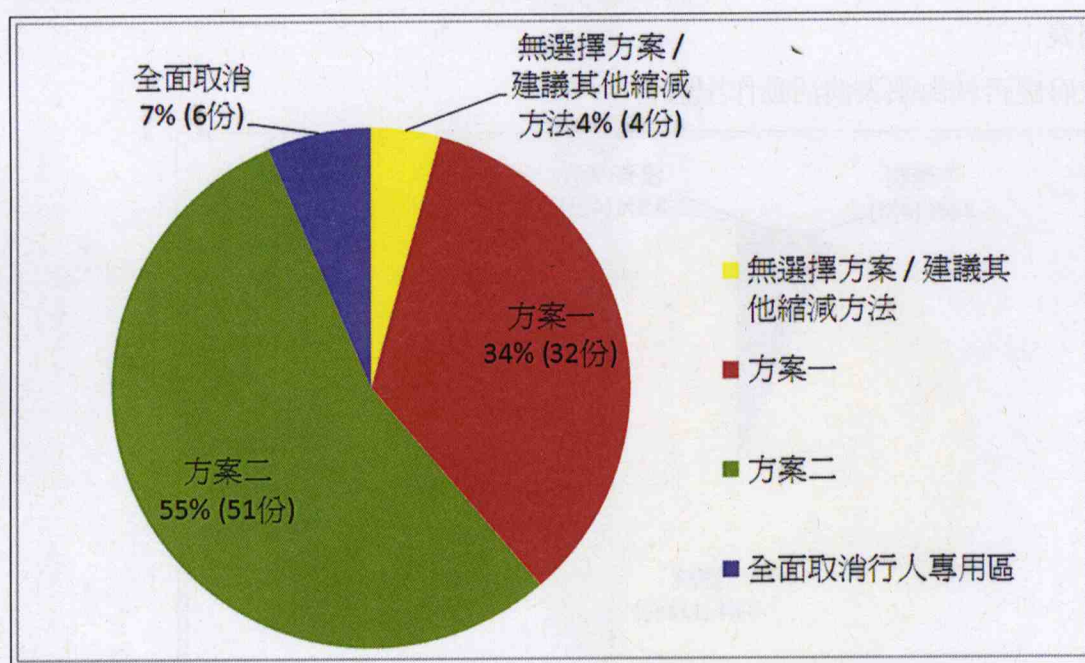
不同意縮減旺角行人專用區實施日數的回覆者的分析



支持縮減實施日數的回覆者中，支持方案一和方案二的分別佔 34%和 55%，提出其他縮減建議的佔 11%。

圖表十一

選擇縮減旺角行人專用區實施日數各項方案的比較



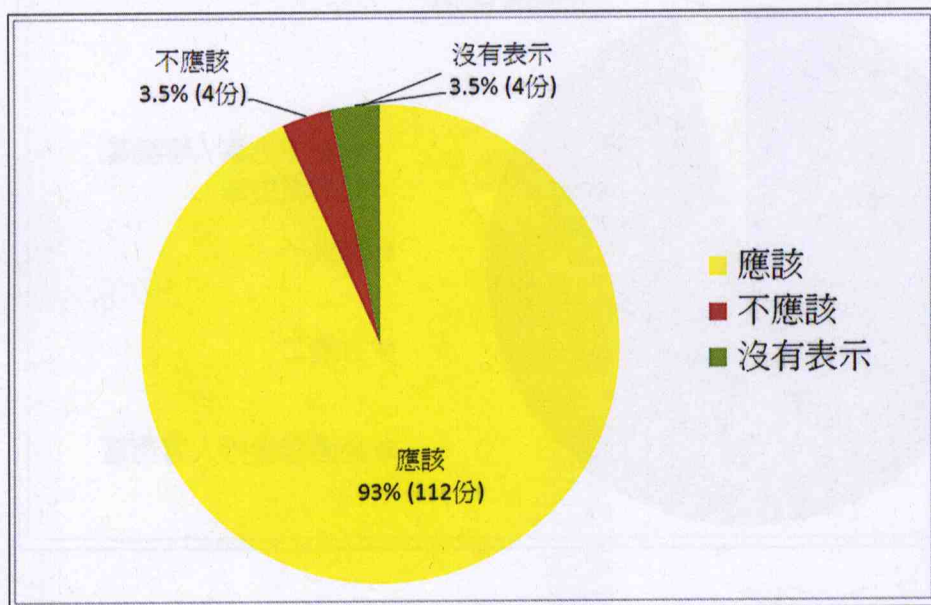


### 3.3 監管表演活動的意見

超過九成(93%)的回覆者認為政府應對街頭表演進行監管，而認為不應該的則佔4%。

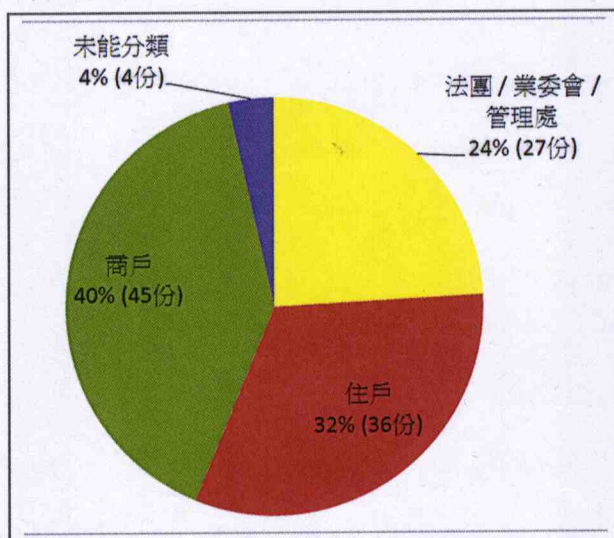
圖表十二

政府應否就街頭表演活動作出監管



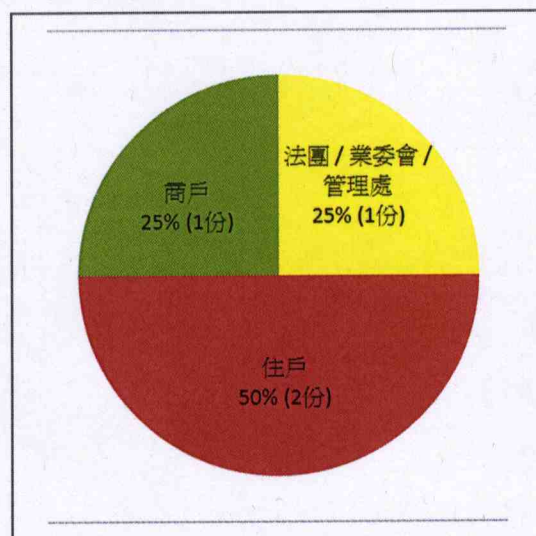
圖表十三

支持政府就街頭表演活動作出監管的回覆者的分析



圖表十四

反對政府就街頭表演活動作出監管的回覆者的分析

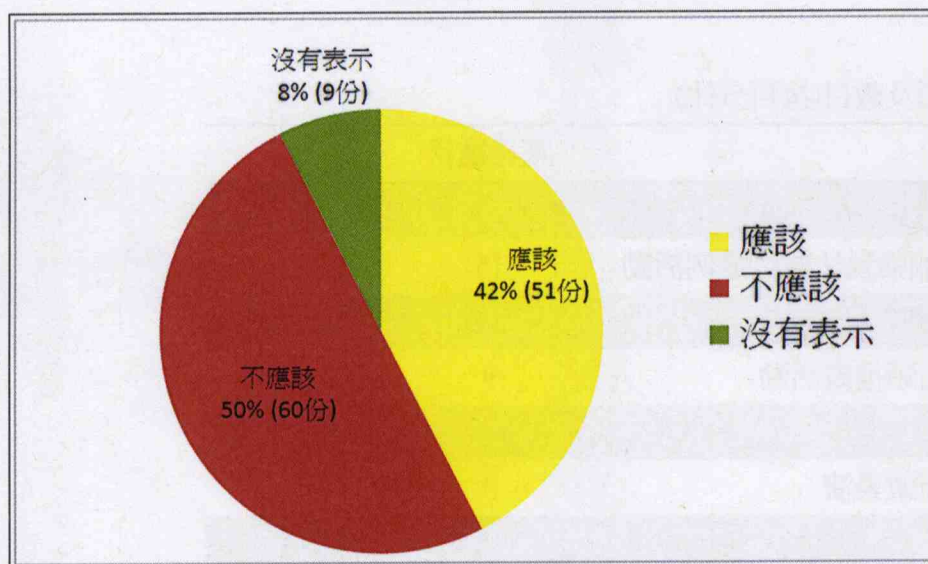


### 3.4 在社區上劃出地方作街頭表演場地的意見

百分之五十(50%)的回覆者認為政府不應該於社區上劃出地方作街頭表演場地，但亦有超過四成(43%)的回覆者持相反意見。

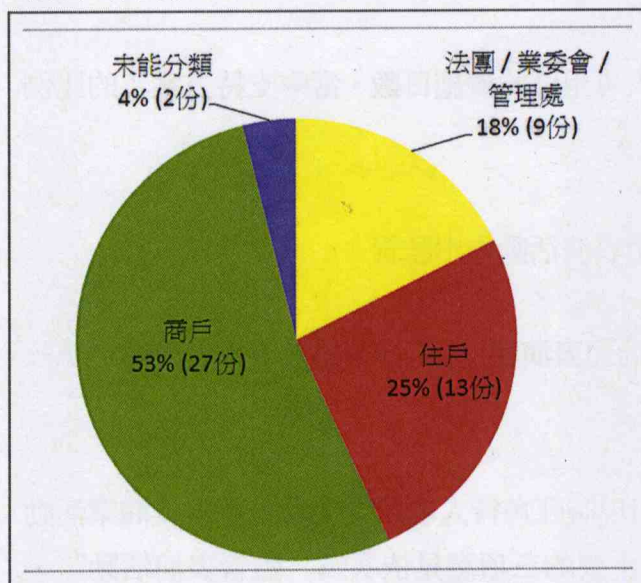
圖表十五

對在社區上劃出地方作街頭表演場地的意見



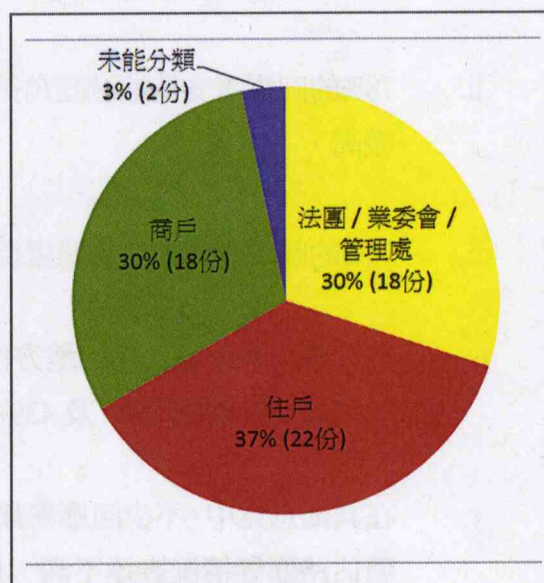
圖表十六

**支持**在社區上劃出地方作街頭表演場地的回覆者的分析



圖表十七

**反對**在社區上劃出地方作街頭表演場地的回覆者的分析





### 3.5 回覆者的其他意見

是次諮詢共有 80 名回覆者提供了 81 項其他意見。意見可歸納為幾大範疇，包括“監管表演活動” (24.7%)，“要求立例 / 加強執法對付違例活動” (18.5%)、“取消行人專用區” (17.3%)、“減少及規管街頭推廣活動” (11.1%)、“縮減開放日數” (4.9%)及“另覓地點供街頭表演” (3.7%)。各意見方向和數目如下。詳情可參閱附件 1.2。

圖表十八

其他意見分類及數目(按百分比)

意見方向	意見數目	
監管表演活動	20	(24.7%)
要求立例 / 加強執法對付違例活動	15	(18.5%)
取消行人專用區	14	(17.3%)
減少及規管街頭推廣活動	9	(11.1%)
縮減開放日數	4	(4.9%)
另覓地點供街頭表演	3	(3.7%)
其他	16	(19.8%)
總數	81	(100%)

### 4. 結論

- i. 86.6%的回覆者對旺角行人專用區的現況感到不滿意。
- ii. 78%的回覆者支持縮減旺角行人專用區的實施日數。當中支持方案二的比例較高。
- iii. 93%的回覆者認為政府應就街頭表演活動作出監管。
- iv. 對於應否在社區上劃出地方作街頭表演場地，認為不應該的比例較認為應該的略高，分別為 50% 及 43%。
- v. 在其他意見中，不少回應者都對現時旺角行人專用區的噪音問題及商業活動霸佔路面等情況表達不滿。最主要的三項意見依次為“監管表演活動”、“要求立例 / 加強執法對付違例活動”及“取消行人專用區”。



## 附件 1.1：諮詢回條

致：油尖旺民政事務處（經辦人：林智賢先生）

傳真：2397 3425

諮詢事項（編號：HAD YTMDO/17/40/1/12/2）

### 建議縮減旺角西洋菜南街一帶行人專用區的實施日數

1. 本人 ☐ 滿意 / ☐ 不滿意 旺角西洋菜南街一帶行人專用區現時的整體情況

2. 有關西洋菜南街實施行人專用區的安排，本人：

☐ 同意縮減行人專用區的實施日數（請選擇方案一或方案二）（實施範圍見附圖）

☐ 方案一：建議星期日至星期四全日不設行人專用區，恢復通車；並只於星期五及星期六下午 4 時至晚上 10 時正實施行人專用區

☐ 方案二：建議星期一至星期五全日不設行人專用區，恢復通車；並只於星期六下午 4 時至晚上 10 時正、星期日及公眾假期正午 12 時至晚上 10 時正實施行人專用區

☐ 要求維持現時行人專用區的實施時間，即由星期一至星期六，下午 4 時至晚上 10 時正，及於星期日及公眾假期正午 12 時至晚上 10 時正實施行人專用區

3. 我認為政府 ☐ 應該 / ☐ 不應該 就街頭表演活動作出監管。

4. 我認為 ☐ 應該 / ☐ 不應該 在社區上劃出地方作街頭表演場地。

5. 其他意見：\_\_\_\_\_

\*請在適合的☐內填上『✓』號

姓名：\_\_\_\_\_ 簽署：\_\_\_\_\_

團體 / 機構：\_\_\_\_\_ 職位：\_\_\_\_\_

商戶 / 住戶地址：\_\_\_\_\_

電話：\_\_\_\_\_ 日期：\_\_\_\_\_



## 附件 1.2：回覆者的其他意見

<p>監管表演活動 (20 項意見)</p>	<ul style="list-style-type: none"> <li>● 市民們如要表演，便應向有關部門作出申請，其實這情況和小販一樣，需要正式申請，以便監管和控制。</li> <li>● 不可接受影相、擺賣是表演，要作出監管。</li> <li>● 需要就街頭表演活動監管現時聲浪過大之問題，以免影響商戶及住宅日常活動。</li> <li>● 將這種街頭表演分散在各區，不要只是聚集在旺角一區，令此區太多人群聚集。</li> <li>● Performance noise level should be less than 70dB.</li> <li>● 本人住在低層的單位，每晚至 10 時才能打開窗戶!才能享受一絲的冷靜!即使不能驅趕那些自以為推廣本地音樂文化的人，至少實施噪音管制!</li> <li>● 個人認為可在不繁忙的位置作街頭表演場地，因每人有不同的喜好。</li> <li>● 應嚴禁使用揚聲器，以免干擾居民正常生活。規劃適當位置及面積，以免阻塞行人通過。有關政府部門應派員長駐及巡邏，維持正常秩序，達至監管效果。</li> <li>● 完全不同意此類街頭表演，因為噪音太大，極度影響西洋菜街的居民。</li> <li>● 應立即禁止用揚聲器。</li> <li>● 嚴格禁止使用擴音器材(不論音量大小)及大音量樂器。</li> <li>● 應該監管該區聲音管制，如不用大聲公等擴音器。</li> <li>● 街頭表演一直嚴重滋擾市民，數量之多已失控，希望政府當局能夠正視這個問題!</li> <li>● 街頭表演（唱歌）太大聲。</li> <li>● 太多街頭表演，好多噪音，行人有好大影響，阻塞行人通道，太多太多不便，請改善!</li> <li>● 應該要監控音量，避免聲浪過大造成滋擾，電話響聽唔到，客人講野亦聽唔清楚。</li> <li>● 唱歌噪音實在太影響商舖，我們連跟客人溝通也很困難，常為擺地爭執，很討厭了。</li> <li>● 聲音太嘈，同客人造成溝通問題，影響店舖生意。</li> <li>● 聲音太大，影響正常休息。</li> <li>● 本人認為行人專用區設立係方便市民及遊客，不用在</li> </ul>
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	<p>咁逼街道上觀光及購物，若在街上設立過多街頭表演，會影響市民及遊客，引致噪音及治安問題。</p>
<p>要求立例 / 加強執法對付違例活動 (15 項意見)</p>	<ul style="list-style-type: none"> <li>● 下午 4 時至 10 時嚴格在上址執行不准停車及泊車。</li> <li>● 嚴格禁止擺放展示品，包括所有非商業性及宗教性物品。</li> <li>● 執法要持續，公平，不能苟且。</li> <li>● 檢控所有非法街邊活動。</li> <li>● 取締霸佔路面活動。</li> <li>● 檢控所有阻塞路面活動。</li> <li>● 取締所有非法佔用路面活動。</li> <li>● 食環署及警方應加強執法。</li> <li>● 問題所在是噪音滋擾居民。噪音是由商販活動、宣傳活動、表演活動所發出的。大部份由於不適當使用喇叭及擴音機，而非是行人。既然知道問題所在，我們是否應對症下藥？把商販活動、宣傳活動、表演活動及不適當使用喇叭及擴音機作出監管，而不是用斬腳趾避沙蟲的方法縮減行人專用區的時間，實行一些不可解決問題的方案。</li> <li>● 禁止行人區任何形式表演和擺賣。</li> <li>● 要求警方嚴格檢控非法使用揚聲器(嚴重騷擾樓上住戶)及非法商業活動如易拉架、卡拉 OK、拍照(阻礙行人)。要求收緊批核區內之展覽、集會、論壇及使用揚聲器之活動。(如不能做到以上工作便應考慮減少行人專用區時間)。</li> <li>● 表演可以，但售賣貨品請立即檢控。</li> <li>● 禁止所有非法街頭活動。</li> <li>● 對路面所有非法活動予以檢控。</li> <li>● 應敦促有關執法部門全力取締街頭表演、行乞、擺賣、商業推銷、宣傳海報以及非法佔用。</li> </ul>
<p>取消行人專用區 (14 項意見)</p>	<ul style="list-style-type: none"> <li>● 建議任何日子都不設行人專用區，恢復通車。</li> <li>● 全部取消行人專用區。</li> <li>● 最好取消。無牌小販、回收行業、電訊推銷、賣唱賣藝、攝影晒相嚴重影響市容，經已失去行人專用區功</li> </ul>



	<p>能。</p> <ul style="list-style-type: none"> <li>● 強烈要求取消行人專用區或只限星期日或假日開放。</li> <li>● 全面取消行人專用區，反對街頭表演賣藝、小販、宣傳、易拉架及寬頻及電視推銷。</li> <li>● 建議全部 1 年 365 日都取消行人專用區，實在太嘈，太多人，太雜，非常影響樓上住戶，嘈到令人發癲忍受不住。</li> <li>● 全面取消行人專區，減少花園街塞車，還駕車人士道路使用權。警方、環保署主動執法取締揚聲器使用。</li> <li>● 取消行人專區。</li> <li>● 取消行人專區(經我們西洋菜南街居民多年投訴都沒能改善噪音、易拉架、小販問題)。</li> <li>● 不應有任何宣傳廣告、藝術表演，只可純行人使用，最理想完全取消，恢復行車。</li> <li>● 最好完全取消行人專用區，恢復通車。即使部份時間開放，亦不能有任何廣告、擺賣、藝術等。</li> <li>● 強烈要求取消行人專用區，反對小販擺賣，攝影，歌唱!</li> <li>● 本人希望取消行人專用區，因為對本區住戶日常生活影響極大，非常不便。</li> <li>● 不應設行人專用區，恢復全面通車。</li> </ul>
減少及規管街頭推廣活動 (9 項意見)	<ul style="list-style-type: none"> <li>● No commercial selling like phone service etc.</li> <li>● 促請政府監管在街頭一切商業活動及非法擺賣，以提供更多空間方便行人。</li> <li>● 行人專用區滿佈電訊公司推銷員及大型廣告品作商業用途及經常有團體作商業活動，必須監管。</li> <li>● 禁止於行人專用區作商業用途如二手機交易／商用易拉架／電訊公司及寬頻公司交易等!</li> <li>● 嚴禁二手手機交易。嚴禁隨處擺放易拉架。嚴禁電訊商及減肥公司於行人區內作商業推廣行為。</li> <li>● 嚴格禁止一切商業活動。</li> <li>● 行人專用區已成為商業活動，政府必要作出監管，已失去行人專用區的真義。</li> <li>● 應取締變相的無牌攤檔(如影相檔及工藝品檔)，行人專</li> </ul>



	<p>區原意是加大行人路，但街頭表演反令道路更擠塞及增加大量嘈音，整條街放滿易拉架，也是道路擠塞的嚴重問題。</p> <ul style="list-style-type: none"> <li>● 他們大部份打住藝術的旗號，進行商業行為，導致霸街、聲音過大、街道過逼問題。</li> </ul>
縮減開放日數 (4 項意見)	<ul style="list-style-type: none"> <li>● 令到我哋 D 香港人行街不方便，多年來構成嚴重滋擾，希望實施以上方案。</li> <li>● 實施縮減旺角西洋菜南街一帶是必須的，我們住在這條街沒有寧靜可言，政府應作出適當的調整，令西洋菜南街的居民不再被嘈音騷擾！</li> <li>● 縮減實施日期，兩個方案都可以接受，旨在盡量減低滋擾。又希望可令商舖貨物，勿再佔用行人道，阻塞通道。</li> <li>● 縮減行人專用區時間過多似乎失去行人專用區意義，建議星期四、五、六、日開放，政府加強監管。</li> </ul>
另覓地點供街頭表演 (3 項意見)	<ul style="list-style-type: none"> <li>● 街頭表演應在如西九龍長廊這些地方進行，不應在西洋菜南街這些人口稠密舊區，不但阻塞街道，而且產生很大噪音擾民，更會增加罪案及意外發生，如不幸再有掙錢水事件，受傷人數更會比以前嚴重。</li> <li>● 應該覓地成立夜市、大笪地。</li> <li>● 應該另覓地方給他們去表演。</li> </ul>
其他 (16 項意見)	<ul style="list-style-type: none"> <li>● 因為政府實施街頭表演場地，對市民和居民很多負面影響，造成精神緊張休息不足，再這樣下去構成政府負擔，難於解決的社會問題。</li> <li>● 問題不在於縮減行人專用區的時段，是在乎執法者有否周詳的規劃及嚴格的監管，盡量減少對居民及路人構成滋擾，打造出旺角特色文化匯聚的中心點。</li> <li>● 除縮短行人專用區時間外，敬希貴處協助解決行人專用區內的表演噪音、易拉架及易拉架阻塞及絆倒行人問題及小販擺賣及國內乞丐的阻塞問題。</li> <li>● 行人專區不等於街頭表演場地！</li> </ul>



- 希望政府部門多考慮居住在這一帶居民的基本生活環境及質素、衛生條件。
- 有關路段人流特多，平日已見行人專用區除表演活動外，大部份為真正使用行人專用區為行走途徑，若縮減日數及時間，繁忙時間之人流非現時行人可以應付，屆時恐生意外。
- 住在舊城區舊樓宇的大多是打工一族及辛苦一輩子的長者，只求有清靜的環境能休息及安渡晚年！謹有這一點卑微的願望！謹此 謝！
- 本人就有關很多攝影及有些表演以霸地方作賺錢為主，而並非以文化藝術為前提的強烈不滿。
- 1. 行人專用區的原意是方便行人，現已失去原來意義，變成無牌小販集散地、街頭表演者自娛的地方、各政黨或團體表達訴求及對罵的戰場；製造噪音及垃圾，帶來環境污染，更甚是人群的聚集容易發生不必要的肢體碰撞及衝突，當有混亂或意外事件發生時，一發不可收拾。2. 馬路旁報紙檔(銀行中心及奶路臣街電腦中心門口)所佔用的空間非常阻礙行人；同一路口竟可容納兩個報紙檔的存在，當人多時更倒塞港鐵出口，乖客舉步維艱。3. 馬路旁易拉架林立，無人理會，阻礙行人通道及行人視線。
- 旺角已非常擠迫，不應作為表演場地阻塞通道，甚至不應劃出地方給人作出商業及表演用途！
- 西洋菜南街(整條行人專用區)現時情況已是半小販認可區，所謂表演者他們公開收費謀利，對商戶市民不公平，噪音聲浪構成嚴重滋擾，對真正行人、遊客構成不便。
- 星期一至五 6:30PM-10:00PM、星期六 9:30AM-7:00PM 及星期日 9:30AM-5:00PM 為本校上課時間，有關噪音問題嚴重影響本校上課環境。
- 這個專用區明顯被"非"香港居民嚴重利用，我正正住在樓上7樓，樓下的音響令我情緒出現困擾，試過下去和表演的人商量請減小聲浪，仲惡過d有背景人士！非常希望立刻停止！根本不是街頭表演，而是掛羊頭賣狗肉！不停 sales 人買嘢。

- |  |  |
|--|--|
|  | <ul style="list-style-type: none"><li>● 步行街(西洋菜南街)已漸成為香港之地標，於發展旅遊事業方向下，若然作出更改，會直接影響商戶收入。</li><li>● 要加強管理通菜街(女人街)營業時間。減少聲浪嚴重滋擾。</li><li>● 嚴重管制行人路佔用(包括招牌、貨物)特別是通菜街沿路一帶更為嚴重，並成為食肆的煙民區，住戶被迫吸二手煙才能返回住所，危害健康!</li></ul> |
|--|--|



油尖旺民政事務處委託

建議縮減旺角西洋菜南街一帶行人專用區的實施日數調查

街頭問卷調查報告

香港樹仁大學企業及社會發展研究中心

二零一三年十一月

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## 1. 進行調查的背景及目的

為改善區內行人安全和流通的情況，旺角西洋菜南街一帶的行人專用區(旺角行人專用區)於 2000 年開始以試驗形式實施。近年，由於旺角行人專用區內出現大量街頭表演、售賣活動、商業推廣和團體集會等活動，對周圍大廈的居民構成嚴重的滋擾，亦已偏離了當年設立行人專用區的原意。有見及此，油尖旺區議會(區議會)轄下的交通運輸委員會(交運會)正考慮應否縮減旺角行人專用區的實施日數，特此透過油尖旺民政事務處(民政處)進行地區諮詢和街頭問卷調查，收集市民對旺角行人專用區的意見，以供區議會交運會和相關政府部門參考。

受民政處委託，香港樹仁大學企業及社會發展研究中心在旺角行人專用區進行問卷調查，研究小組希望能達到以下目的：

- 搜集區內途人對旺角行人專用區現時情況的滿意度
- 搜集區內途人對縮減旺角行人專用區實施日數的意見
- 搜集區內途人到旺角行人專用區的目的及改善現時情況的意見



## 2. 研究方法

### 2.1 研究進程

是次調查為期十四天，從 2013 年 9 月 27 日開始，直至 2013 年 10 月 10 日結束。在這期間，調查員採用定額抽樣方式，於不同時段到旺角行人專用區<sup>1</sup>不同地段隨機接觸六十名街上途人。表一顯示出有一半受訪者在星期一至四接受訪問，餘下一半則在星期五、六及日接受訪問。大部分受訪者均是在晚上七時至十時接受訪問（表二）。

表一

受訪日期和人數

日期	星期	受訪人數	百份比
9 月 27 日	五	60	10%
9 月 29 日	日	60	10%
9 月 30 日	一	60	10%
10 月 1 日	二	60	10%
10 月 3 日	四	60	10%
10 月 4 日	五	60	10%
10 月 5 日	六	60	10%
10 月 6 日	日	60	10%
10 月 7 日	一	60	10%
10 月 9 日	三	60	10%
總計		600	100%

<sup>1</sup> 問卷調查的旺角行人專用區範圍為：

- (i) 西洋菜南街 (介乎亞皆老街和登打士街);
- (ii) 奶路臣街 (介乎西洋菜南街和花園街); 及
- (iii) 豉油街 (介乎西洋菜南街和花園街)。

請參閱附件 II。

表二  
不同訪問時段人數

時段	受訪人數	百分比
16:01-17:00	5	1%
17:01-18:00	23	4%
18:01-19:00	116	19%
19:01-20:00	185	31%
20:01-21:00	163	27%
21:01-22:00	95	16%
22:01-23:00	13	2%
總計	600	100%

## 2.2 受訪者背景

是次調查在旺角行人專用區成功訪問了六百名途人。途人是指在該範圍內行經路過的人士，當中並無預設訪問對象。

受訪者男女約佔一半。年齡以 18-25 歲的年青人為主(34.5%)，其次為 26-30 歲(20.0%)及 31-40 歲的中年人(16.0%)。受訪者中大約一成為旺角區的居民，其餘八成半為旺角區以外居民，並有百分之五受訪者為旅客。旅客當中 40%來自內地不同省市，餘下 60%為來自世界各地旅客(例如：澳洲、英國、美國、印度)。大部份受訪者來旺角是為閒逛(66.0%)和購物(36.0%)。



表三

## 受訪者背景資料

項目	答案	受訪人數	百分比
性別	男	289	48.2%
	女	311	51.8%
年齡	18 歲以下	49	8.2%
	18-25	207	34.5%
	26-30	120	20.0%
	31-40	96	16.0%
	41-50	63	10.5%
	51-60	47	7.8%
	60 歲以上	18	3.0%
身分	旺角區居民	63	10.5%
	其他區居民	502	83.7%
	旅客	35	5.8%
來旺角的目的	工作	36	6.0%
	旅遊	33	5.5%
	購物	216	36.0%
	轉乘	36	6.0%
	看表演	51	8.5%
	閒逛	396	66.0%
	回家	39	6.5%
	吃飯	38	6.3%
	其他	8	1.4%

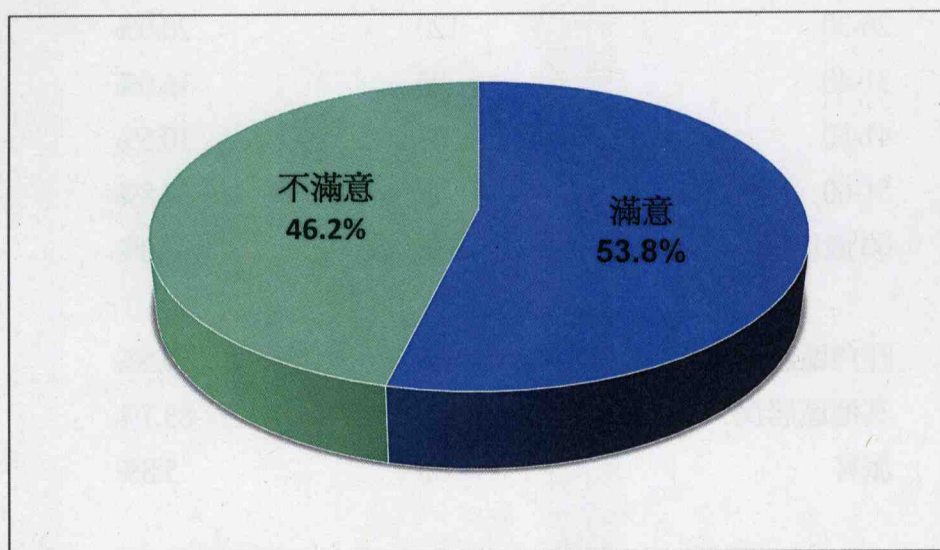
### 3. 研究結果

#### 3.1 對旺角行人專用區現時的整體情況的滿意度

整體而言，大約有五成的回應者對現時行人專用區的情況感到滿意(53.8%)，感到不滿意的佔 46.2%。

圖一

是否滿意旺角行人專用區現時的整體情況



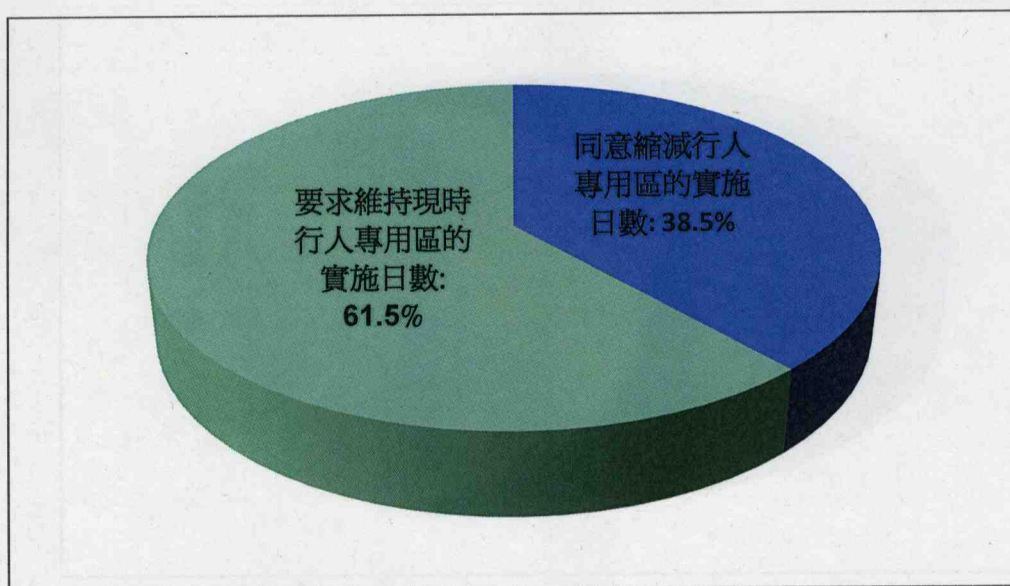


### 3.2 對縮減旺角行人專用區的實施日數的意見

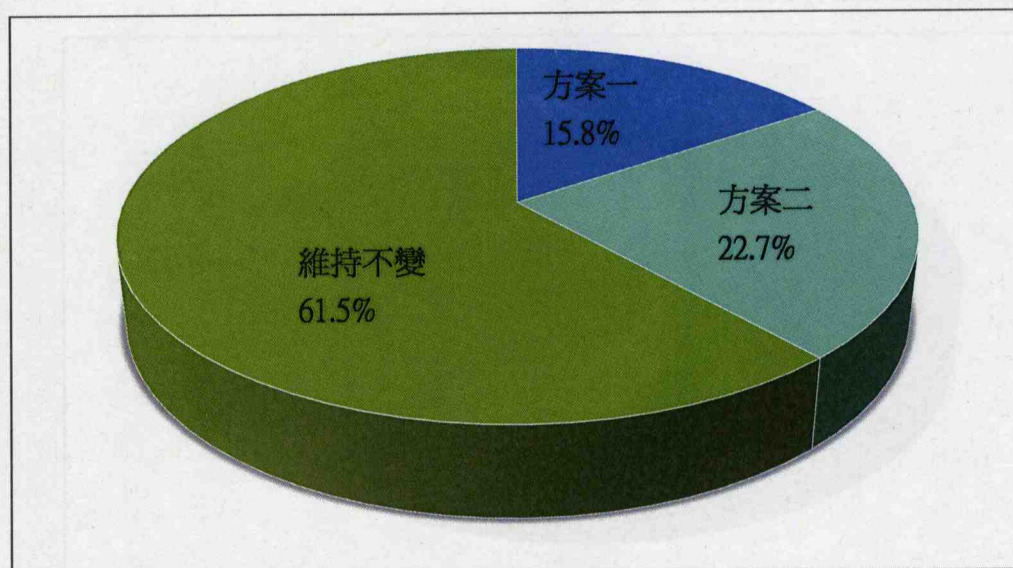
有關縮減旺角行人專用區的實施日數的建議，約六成人希望能維持現況不變 (61.5%)，和有約四成人支持縮減行人專用區日數 (38.5%)。當中支持方案一和方案二的回應者分別佔 15.8%和 22.7%。

圖二(a)

對於縮減旺角行人專用區實施日數的意見



(b)

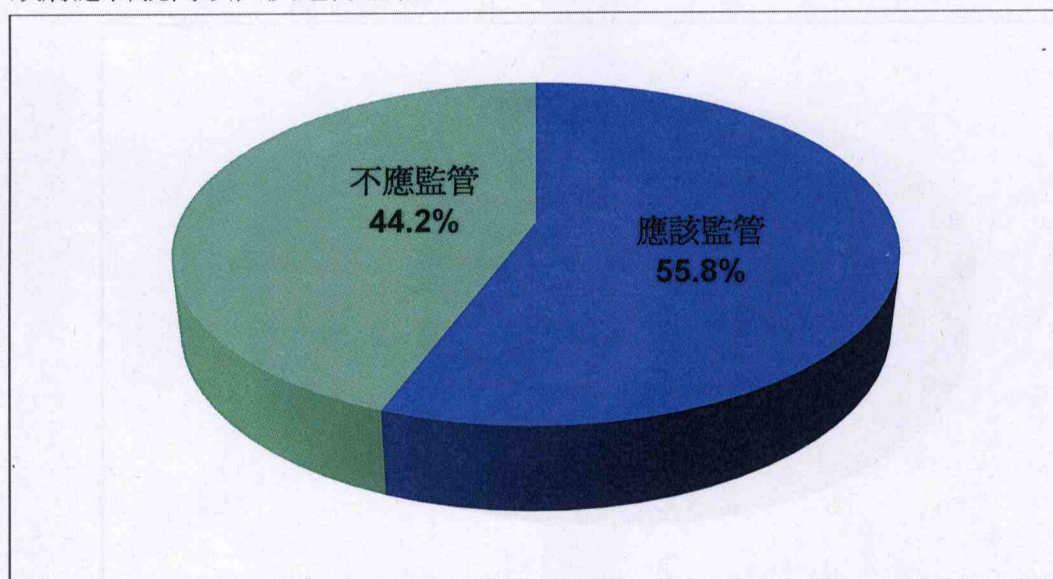


### 3.3 對監管表演活動的意見

是次調查就政府應否就街頭表演活動作出監管進行訪問，其中 55.8%受訪者表示政府應對街頭表演進行監管，78.8%受訪者認為應在社區劃出地方作街頭表演場地。

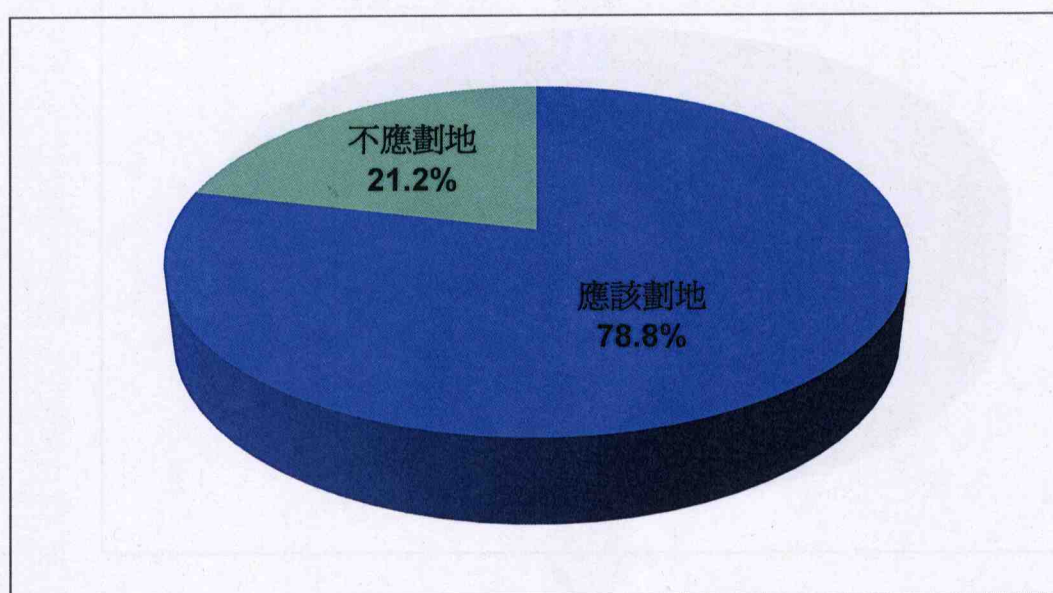
圖三

政府應否就街頭表演進行監管



圖四

應否在社區劃出地方作街頭表演場地





### 3.4 分組比較

#### 3.4.1 對旺角行人專用區現時的整體情況的滿意度

大體而言，旺角區居民對旺角行人專用區的滿意度最低，超過六成表示不滿(61.9%)，而其他區居民和旅客對旺角行人專用區的滿意度均在五成以上。由表四可見，旺角區居民回應者對旺角行人專用區的滿意度較其他組別回應者顯著為低<sup>2</sup>。

表四

不同組別受訪者是否滿意旺角行人專用區現時情況

受訪者組別	滿意	不滿意		各組別受訪者總數
旺角區居民	24 (38.1%)	39 (61.9%)		63 (100%)
其他區居民	278 (55.4%)	224 (44.6%)		502 (100%)
旅客	21 (60.0%)	14 (40.0%)		35 (100%)
總數	323 (53.8%)	277 (46.2%)		600 (100%)

<sup>2</sup> Pearson Chi-square Test:  $p < 0.05$

### 3.4.2 不同受訪者對旺角行人專用區實施日數各個方案的意見

表五列出不同組別受訪者對支持縮減旺角行人專用區日數及維持現有實施日數的意見。從下表可見三組受訪者分別有 55.6%、62.0%和 65.7%支持維持現有實施日數。三組的差距在統計分析上並不顯著<sup>3</sup>。

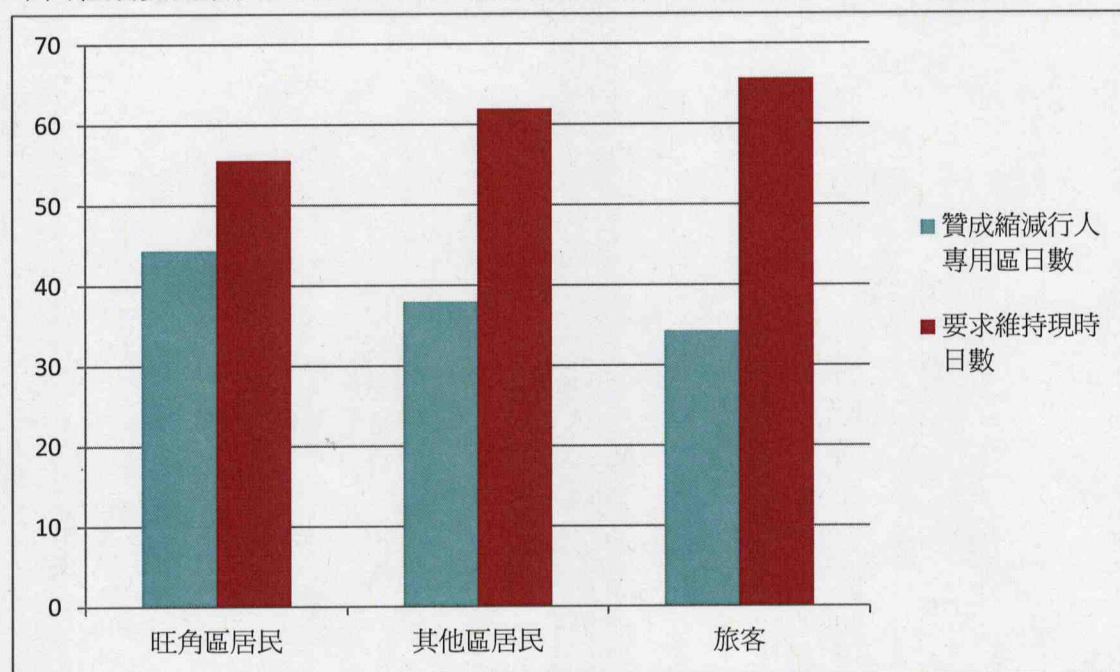
表五

不同組別受訪者對支持與不支持縮減實施日數的意見比較

受訪者組別	支持縮減 行人專用區日數	維持不變	各組別受訪者總數
旺角區居民	28 (44.4%)	35 (55.6%)	63 (100%)
其他區居民	191 (38.0%)	311 (62.0%)	502 (100%)
旅客	12 (34.3%)	23 (65.7%)	35 (100%)
總數	231 (38.5%)	369 (61.5%)	600 (100%)

圖五

不同組別受訪者對支持與不支持縮減實施日數的意見比較



<sup>3</sup> Pearson Chi-square Test: n. s.,  $p=0.795$



就支持縮減實施日數的意見，超過一半的旺角區居民、其他區居民和旅客支持方案二，較方案一多。

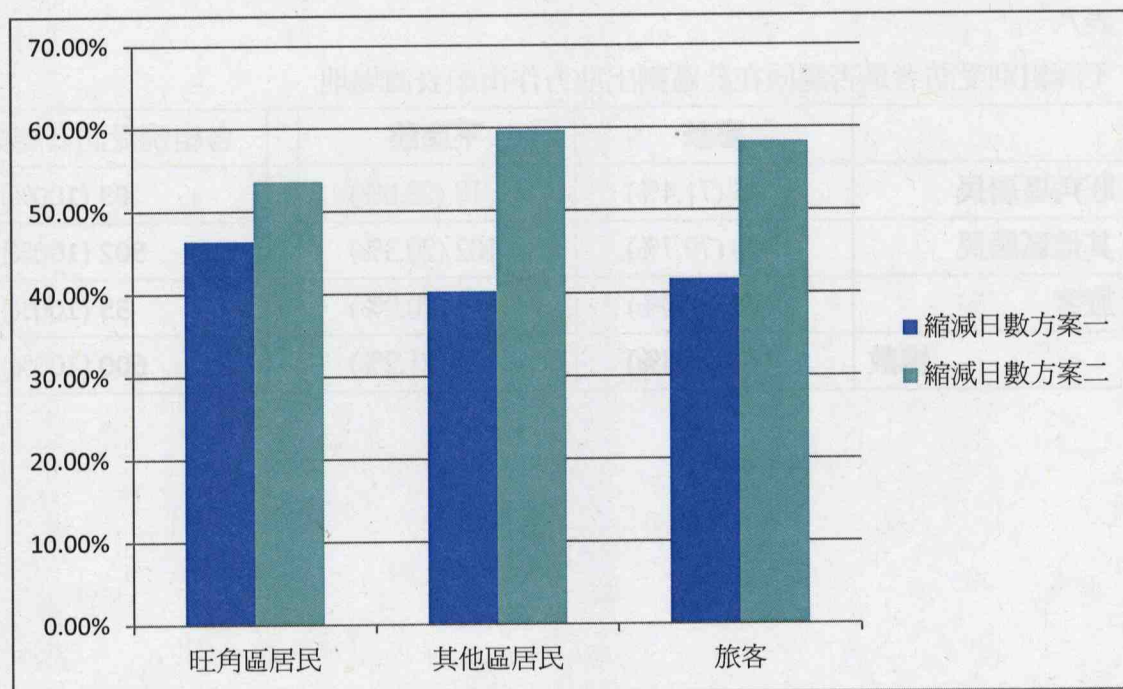
表六

不同組別受訪者對縮減日數方案一及方案二的意見比較

受訪者組別	方案一	方案二	各組別受訪者總數
旺角區居民	13 (46.4%)	15 (53.6%)	28 (100%)
其他區居民	77 (40.3%)	114 (59.7%)	191(100%)
旅客	5 (41.7%)	7 (58.3%)	12(100%)
總數	95 (41.1%)	136 (58.9%)	231(100%)

圖六

不同組別受訪者對縮減日數方案一及方案二的意見比較



### 3.4.3 監管表演及場地安排

就是否應對表演者進行監管上，無論是旺角區居民(57.1%)、區外居民(55.6%)還是旅客(57.1%)，均有超過五成人表示應對街頭表演活動進行監管（表七）。他們(超過七成)亦認同應在社區劃出地方作街頭表演場地（表八）。

表七

不同組別受訪者對應否就街頭表演活動進行監管的意見

	應該	不應該	各組別受訪者總數
旺角區居民	36 (57.1%)	27 (42.9%)	63 (100%)
其他區居民	279 (55.6%)	223 (44.4%)	502 (100%)
旅客	20 (57.1%)	15 (42.9%)	35 (100%)
總數	335 (55.8%)	265 (44.2%)	600 (100%)

表八

不同組別受訪者是否認同在社區劃出地方作街頭表演場地

	應該	不應該	各組別受訪者總數
旺角區居民	45 (71.4%)	18 (28.6%)	63 (100%)
其他區居民	400 (79.7%)	102 (20.3%)	502 (100%)
旅客	28 (80.0%)	7 (20.0%)	35 (100%)
總數	473 (78.8%)	127 (21.2%)	600 (100%)



### 3.5 其他意見

是次調查共有 213 位受訪者留下不同意見，其中一些受訪者提供多於一項意見，共收集了 223 條意見。最多人留下的意見為：“太擠迫” (20.6%)，“應規管街頭商業及推廣活動” (16.1%)，“太嘈吵太滋擾” (15.7%)。各意見方向和數目如下。詳情可參閱附件 III。

表九

其他意見數目 (按百分比)

意見方向	意見數目
太擠迫	46 (20.6%)
應規管街頭商業及推廣活動	36 (16.1%)
太嘈吵太滋擾	35 (15.7%)
應就表演進行監管	24 (10.8%)
維持現狀	18 (8.1%)
縮短開放時間	14 (6.3%)
應增加不同表演活動	12 (5.4%)
延長開放時間	12 (5.4%)
不應監管	7 (3.1%)
改善衛生情況	6 (2.7%)
其他	6 (2.7%)
地方使用分配	4 (1.8%)
開放更多地區	3 (1.3%)
總數	223 (100%)

#### 4. 結論

綜合以上結果，研究小組有以下結論：

1. 大體而言，超過一半受訪者對旺角行人專用區現況感到滿意。旺角區居民對行人專用區的滿意度最低，超過六成表示不滿(61.9%)，而其他區居民和旅客對旺角行人專用區的安排滿意度均在五成以上。旺角區居民回應者對旺角行人專用區的滿意度較其他組別回應者顯著為低。
2. 就有關西洋菜南街一帶實施行人專用區的安排中的三個選擇方案而言，在同意縮減實施日數的選項中，分別有 23.8% (旺角區居民)、22.7%(其他區居民)和 20.0%(旅客)人支持方案二，較方案一 20.6% (旺角區居民)、15.3%(其他區居民)和 14.3%(旅客)多；而超過六成的受訪者則傾向維持現有開放日數：分別有 55.6% (旺角區居民)、62.0%(其他區居民)和 65.7%(旅客)支持維持現有方案。
3. 超過一半受訪者認同應對表演活動進行監管，其中旺角區居民、其他區居民及旅客分別為 57.1%、55.6%及 57.1%。
4. 近八成受訪者認為應在社區劃出地方作街頭表演場地，其中旺角區居民、其他區居民及旅客分別為 71.4%、79.7%及 80.0%。
5. 在其他意見中，不少受訪者都同意在目前的安排下，旺角行人專用區已變得太擠迫和太嘈雜。受訪者亦認為應加強規管街頭商業及推廣活動，也有受訪者認為可保留旺角行人專用區開放日數，但可以管制表演的數量和縮短表演時段。



## 附件I：問卷

問卷編號：

日期：

時間：

### 意見調查 建議縮減旺角西洋菜南街一帶行人專用區的實施日數

1. 我 ☐滿意/☐不滿意 旺角西洋菜南街一帶行人專用區現時的整體情況。

2. 有關西洋菜南街實施行人專用區的安排, 我:

☐同意縮減行人專用區的實施日數

☐方案一:

星期五及星期六 下午4時至晚上10時實施行人專用區

星期日至星期四 不設行人專用區, 恢復全日通車

☐方案二:

星期六 下午4時至晚上10時實施行人專用區

星期日及公眾假期 正午12時至晚上10時實施行人專用區

星期一至五 不設行人專用區, 恢復全日通車

☐要求維持現時行人專用區的實施時間

星期一至六 下午4時至晚上10時實施行人專用區

星期日及公眾假期 正午12時至晚上10時實施行人專用區

3. 我認為政府 ☐應該/☐不應該 就街頭表演活動作出監管。

4. 我認為 ☐應該/☐不應該 在社區劃出地方作街頭表演場地。

5. 其他意見: \_\_\_\_\_

性別: ☐男 ☐女

年齡: ☐18歲以下 ☐18至25歲 ☐26至30歲 ☐31至40歲  
☐41至50歲 ☐51至60歲 ☐60歲以上

到旺角的目的(可選多於一項):

☐工作 ☐旅遊 ☐購物 ☐轉乘交通工具 ☐觀賞/參與行人專區節目

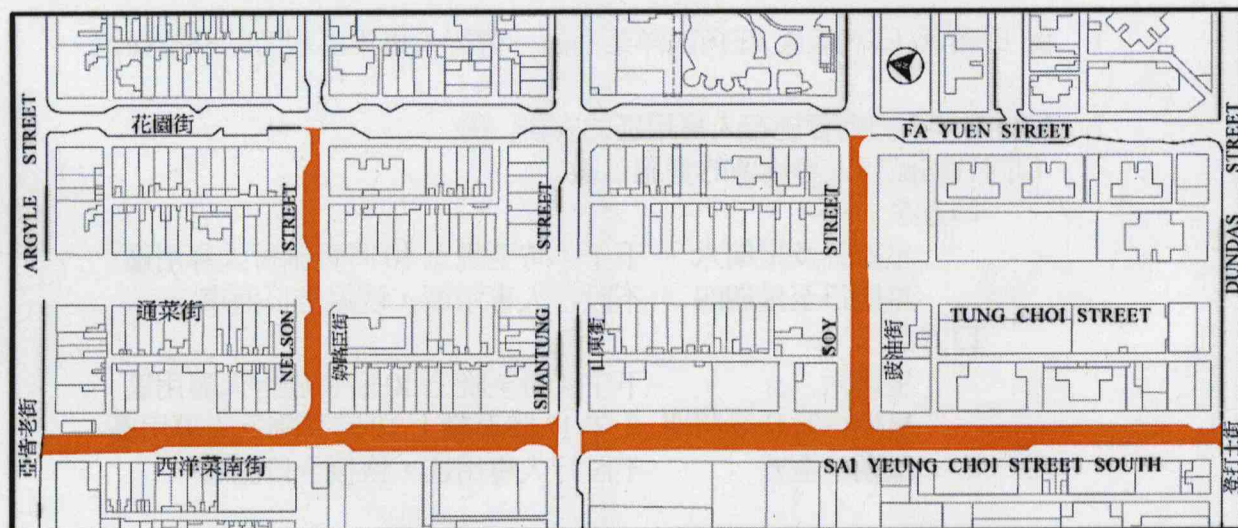
☐閒逛 ☐回家 ☐其他: \_\_\_\_\_

身份: ☐旺角區居民 ☐本港其他地區居民 ☐旅客(來自: \_\_\_\_\_)

## 附件 II：問卷調查的旺角行人專用區範圍

問卷調查的旺角行人專用區範圍為：

- (i) 西洋菜南街 (介乎亞皆老街和登打士街);
- (ii) 奶路臣街 (介乎西洋菜南街和花園街); 及
- (iii) 豉油街 (介乎西洋菜南街和花園街)。





### 附件 III：其他意見 (按分類)

<p>監管表演活動 (24 意見)</p>	<ul style="list-style-type: none"> <li>● 表演者不可帶動物一同表演</li> <li>● 表演者不可帶動物一同表演</li> <li>● 沒有藝術成份的舞蹈可以取消</li> <li>● 太多街頭表演者</li> <li>● 太多街頭表演者</li> <li>● 希望商家及街頭表演能共融</li> <li>● 只要表演的人數不令街頭太過擁擠，現在的行人專用區可維持現有的時間</li> <li>● 在行人專用區擺攤的人應經過向政府申請的程序，並劃分時段，不應用先到先得的方法霸佔道路一整天</li> <li>● 政府該作多些監管</li> <li>● 適當規管可維持秩序</li> <li>● 街頭表演者太佔街道，應監管</li> <li>● 街頭表演者導致行人專用區混亂，應規管</li> <li>● 政府應該去控制表演人數，設上限</li> <li>● 現在愈來愈多人表演，應作監管</li> <li>● 應監管因表演者令行人專用區太擁擠，特別在週末</li> <li>● 應作適當監管，但不應抹殺所有街頭表演者</li> <li>● 應加適當監管</li> <li>● 應多加監管表演者，因這幾年旺角人流上升快，會很快飽和</li> <li>● 現時週末的專用區人流太多，政府應加以監管</li> <li>● 人口密度太高，再有表演者只會加重</li> <li>● 週末表演者太多，影響其他市民</li> <li>● 減少表演區開放時間，令行人更舒服</li> <li>● 維持現時行人專用區時間，但縮減街頭表演時間以便行人通過和減低對當區工作</li> <li>● 街頭表演活動時間可縮短</li> </ul>
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<p>增加表演活動 (12 意見)</p>	<ul style="list-style-type: none"> <li>● 可以引入更多街頭表演</li> <li>● 可以引入更多街頭表演</li> <li>● 可以引入更多街頭表演</li> <li>● 可以引入更多街頭表演</li> <li>● 演藝表演很精彩</li> <li>● 希望多點街頭表演者，可吸引更多遊客</li> <li>● 時間愈長愈好，愈多野玩愈好</li> <li>● It is very nice to watch the performance. The opening hours can be longer</li> <li>● It should be more streets (like Sai Yeung Choi Street) in Hong Kong for people to do performance. It is very presentable.</li> <li>● For tourists, the show is good for us. So it should not reduce the implementation days.</li> <li>● Appreciate performers especially elderly</li> <li>● This kind of street performances is full of HK culture; performers can bring fun to us.</li> </ul>
<p>減少及規管街頭 推廣活動 (36 意見)</p>	<ul style="list-style-type: none"> <li>● 不希望街上有商業活動</li> <li>● 不希望街頭上有商業和推銷活動</li> <li>● 不希望街頭上有商業和推銷活動</li> <li>● 不希望街頭上有商業和推銷活動</li> <li>● 不希望街頭上有商業和推銷活動</li> <li>● 街頭表演是可以的，但現時很多表演沒有表演成份，只是為賺錢。</li> <li>● 不希望街上有商業活動</li> <li>● 太多廣告板在行人專用區上</li> <li>● 太多廣告板在行人專用區上</li> <li>● 太多廣告板在行人專用區上</li> <li>● 太多廣告板在行人專用區上</li> <li>● 應清除電訊商</li> <li>● 廣告板及電訊商太多</li> <li>● 假日有太多人擺攤，應規管</li> </ul>



- 只要不太嘈吵，不需要縮短行人專用區時間，但對於一些這攤電訊商)應該規管
- 太多易拉架，相當阻塞行人通道，應規管
- 太迫了，一些商業活動(電訊商)騷擾他們
- 專用區可延長開放時間，但太迫太嘈，一些有商業成份的攤位太多(拍黑白相)，只要娛樂表演就可
- 政府應該監管易拉架,而不是街頭表演
- 應該監管行人專用區的商業活動
- 應該維持，但就街頭商業買賣活動作出監管，保留街頭表演
- 不要商業化
- 易拉架佔位，冇人理
- 不應該監管街頭表演，反而要監管街頭的販賣活動
- 屬於霸佔空間,阻塞行人路，有輻射性影響，造成人踩人，曾報警
- 不應監管街頭表演，但監管其他街頭商業行為
- 真正表演的人不用監管，但進行商業活動的就要
- 現在行人專用區過份商業化，太多人，失去行人專用區的意義
- 街頭表達者大致不用規管，但易拉架及電訊商就要規管
- 行人專用區應只擺放有藝術及文化表演成份的攤檔，像日本銀宿一樣，所以應剔除
- 應減少易拉架
- 行人專用區時間可不變，但電訊商太多
- 影黑白相及電訊商不是娛樂表演，不應在行人專用區出現
- 除去有商業成分的，如電訊商及影相的。如做得到，行人專用區時間就不用縮短
- 行人專用區有太多商業成份，應該管制
- 易拉架應移走



地方已太擠迫  
(46 意見)

- 行人專用區上很擠迫
- 星期一至五行人專用區上很擠迫
- 星期日行人專用區上很擠迫
- 假日人太多
- 擠迫已經習慣了，但希望有改善
- 要求取消行人專用區，居民才能回家，商戶才做到生意
- 星期日太多人
- 行人專用區太嘈太迫，沒秩序
- 很迫很嘈
- 專用區可延長開放時間，但太迫太嘈，一些有商業成份的攤位太多(拍黑白相)，只要娛樂表演就可
- 太迫
- 太迫
- 太迫，有時導致沒法進入商店閒逛
- 太迫，行走不方便
- 太迫，不要開放其他地區做行人專用區
- 太逼，令其他行人不便
- 太嘈太逼，特別是星期日阻到其他市民
- 應該有人流管制，太擠迫了
- 旺角地鐵站出入口應有人流管制
- 多落區諮詢
- 現在行人專用區太混亂，太嘈，太迫，應取消
- 應該規劃其他地方去減少旺角表演者，令通道更暢順
- 令社區很擁擠，影響當地居民
- 太多人令放工時間的旺角更加迫，所以應該作監管
- 監管以控制人流，週末太迫
- 政府要監管以減少人流，暢通行人路
- 太多人，很污糟
- 街頭表演是可以的，但有時影響到行人，所以要規管一下
- 太嘈太迫，應縮短開放時數
- 有時行人專用區太嘈太迫，應規管

	<ul style="list-style-type: none"> <li>● 因街頭表演太泛濫，應作規管，又導致太迫，所以縮減日數</li> <li>● 太踏太迫，影響工作及居住，應取消專用區</li> <li>● 街頭表演者太多，令路面混亂，所以縮減日數來控制</li> <li>● 太迫了，失去行人專用區的意義</li> <li>● 行人專用區因街頭表演者變得擁擠，完全失去了讓市民方便行走的原意</li> <li>● 太嘈吵及擠迫</li> <li>● 好擠迫</li> <li>● 短短窄窄的一條街道太多人了，政府應該考慮如何擴寬街道</li> <li>● 讓返條路出黎</li> <li>● 建議限制表演時間,有時假日太多人圍觀令到人行唔到,失去佐行人專用區的義意</li> <li>● 街頭表演嚴重阻塞行人通道及非常嘈吵</li> <li>● 應有人流管制</li> <li>● 希望人流可以有管制</li> <li>● 最主要原因係太多大陸人企係到,阻住晒</li> <li>● 行人專用區人太多</li> <li>● Too crowd in the Mongkok Pedestrian Precinct; not comfortable for tourists to shopping</li> </ul>
太嘈吵太滋擾 (35 意見)	<ul style="list-style-type: none"> <li>● 專用區太嘈，應徹底取消</li> <li>● 街頭情況太混亂</li> <li>● 很迫很嘈</li> <li>● 太嘈太迫，根本不能行走</li> <li>● 嘈音不要過大而影響別人，這樣行人專用區才可長遠發展</li> <li>● 嘈吵，影響居民</li> <li>● 太嘈太逼，特別是星期日阻到其他市民</li> <li>● 太嘈太迫，應縮短開放時數</li> <li>● 有時行人專用區太嘈太迫，應規管</li> <li>● 太嘈吵及擠迫</li> </ul>



- 街頭表演嚴重阻塞行人通道及非常嘈吵
- 應監管聲浪
- 嘈
- 若太嘈吵，維持現在開放時數即可
- 影響居民
- 行人專用區開放時間應縮短，晚上過份嘈吵
- 我是本區區民，夜晚回不到家，太迫太嘈，應取消行人專用區
- 應規管表演者不要太嘈
- 對於旺角區居民太滋擾了，所以要縮減
- 對於本區居民是地獄，沒有一天能安靜的生活。可以的話應取消行人專用區
- 這條街很有特色，對旅客有很大的價值，但星期六及日開放就足夠，因會騷擾居
- 不應縮減日數，因香港文化活動已經很少，而香港應該開放更多地方給藝術表演
- 就像外國的文化區般
- 不應讓旺角街頭成為一個表演場地，太影響其他人
- 每天晚上都很嘈吵，影響自己睡眠的時間
- 逐漸惡化，造成滋擾
- 降低聲量
- 太嘈吵及污糟
- 住宿人仕的影響
- 星期日至四設行人專用區，但不準進行街頭表演活動，以免滋擾附近居民
- 部分街頭表演者很擾民
- 若不是趕絕街頭表演者，規管音量是需要的
- 很影響自己及家人
- 影響自己，家人
- The street is too noisy.
- The street is too noisy.



<p>縮短開放時間 (14 意見)</p>	<ul style="list-style-type: none"> <li>● 專用區不要開放太夜，會影響本區居民</li> <li>● 專用區開放時間太長及太嘈</li> <li>● 雖然行人專用區很有特色，但時間應該縮減，10pm 也太夜了，居民不能回家及睡覺。可考慮把專用區範圍伸長，疏導人流</li> <li>● 日數不用縮短，但時間應縮短，10pm 才關太易擾民了</li> <li>● 希望行人專用區可避開放工時間，6pm 後才開放</li> <li>● 縮減令星期日可休息，平時太嘈了</li> <li>● 星期日可以揸車黎</li> <li>● 縮減令揸車會方便 D</li> <li>● 唔一定五日冇行人專用區，可試 2-3 日先</li> <li>● 影響家人，特別在週末晚上</li> <li>● 維持現時行人專用區時間，但縮減街頭表演時間以便行人通過和減低對當區工作</li> <li>● 減少表演區開放時間，令行人更舒服</li> <li>● 現在開放時間太多，令旺角每天也有很多人</li> <li>● 星期一至五夜晚應有行人專用區，例如 6-10。星期六日可 12-10</li> </ul>
<p>維持現狀 (18 意見)</p>	<ul style="list-style-type: none"> <li>● 行人專用區開放時間適中，不用改變</li> <li>● 行人專用區很有特色，不用改變任何東西</li> <li>● 行人專用區很特別，商娛並合，可融洽共存</li> <li>● 雖不滿意路面環境，但開放日數及時數合適</li> <li>● 現在情況可接受</li> <li>● 很有文化特色，不用改變開放日數</li> <li>● 相信街頭表演者會有自覺性，不用監管</li> <li>● 開放時間適中</li> <li>● 若開放其他社區做街頭表演，旺角專用區會變得不熱鬧</li> <li>● 擠迫程度在假日期間可接受</li> <li>● 行人專用區時間適當</li> <li>● 表演者不騷擾行人情況下可繼續表演，行人區不應因此而縮減時間</li> </ul>

	<ul style="list-style-type: none"> <li>● 開放時間適中</li> <li>● 開放時間及日數不用改變</li> <li>● 開放時間 4-10pm 合適</li> <li>● 即使行人專用區迫和嘈也不應縮減日數及時數</li> <li>● It is so common in our country. No need to make any constraints.</li> <li>● Pedestrian precinct is so interesting to me. It should keep going on.</li> </ul>
延長開放時間 (12 意見)	<ul style="list-style-type: none"> <li>● 希望延長行人專用區時間</li> <li>● 只要 12 時前結束也算合適的時間</li> <li>● 開放時間太短，應開放到 11pm</li> <li>● 平日開放時間可延長，在 12am 前收也可</li> <li>● 每日時間可更長</li> <li>● 我不是住在旺角區，覺得這裡很有特色，開放到 11pm 也可，但這裡的區民很痛苦</li> <li>● 行人專用區時間可延長至 11pm</li> <li>● 希望 10pm 之後仍繼續開放行人專用區</li> <li>● 行人專用區開放時間應更長</li> <li>● 行人專用區開放時間太短，可提早開放</li> <li>● 我能在這地方輕鬆一下，不應縮減日數</li> <li>● 開放時間可更長</li> </ul>
不應監管 (7 意見)	<ul style="list-style-type: none"> <li>● 政府不應該作出監管，因為會阻礙表演者的表演意慾</li> <li>● 應讓這香港文化繼續，不應作監管以抹殺</li> <li>● 政府監管不應過多，應容納市民創意</li> <li>● 這些是香港文化特色，不應該加以太多的監管</li> <li>● 不應監管，否則便少了旺角特色</li> <li>● 應讓有心表演人仕更自由去表演，不應作監管</li> <li>● 政府不應該作太多監管，因為要讓表演者有更多自由去表演，娛樂大眾</li> </ul>



改善衛生情況 (6 意見)	<ul style="list-style-type: none"> <li>● 希望改善街上的衛生情況</li> <li>● 路面要多清潔</li> <li>● 可以乾淨點</li> <li>● 要執垃圾</li> <li>● 太多人食煙</li> <li>● 太污糟</li> </ul>
開放更多地區 (3 意見)	<ul style="list-style-type: none"> <li>● 香港應多些文化空間像行人專用區</li> <li>● 讓街頭表演者有更多地方表演</li> <li>● 可以分散表演者去不同地方，不用全部迫在旺角</li> </ul>
地方使用分配 (4 意見)	<ul style="list-style-type: none"> <li>● 只要人們還有空間逛街，街頭表演是沒有問題的。</li> <li>● 要劃分不同區域的商業活動</li> <li>● 只要人們還有空間逛街，街頭表演是沒有問題的。</li> <li>● 規劃及分開娛樂及廣告商</li> </ul>
其他 (6 意見)	<ul style="list-style-type: none"> <li>● 希望行人專用區有多點警務人員維持秩序</li> <li>● 只開放旺角就足夠了</li> <li>● 街頭路標可更清晰</li> <li>● 好雜</li> <li>● 不應縮減行人專用區，因這會更寸步難行</li> <li>● 可以有其他方案，不需一刀切</li> </ul>



## 油尖旺北分區委員會及其他團體意見集錄

### 油尖旺北分區委員會

於地區諮詢進行期間，油尖旺民政事務處按一貫做法諮詢了油尖旺北分區委員會主席就縮減旺角行人專用區實施日數的意見。基於旺角行人專用區事宜一向是油尖旺北分區一項重要的地區事務，北分區委員會亦曾多次於會議上討論有關行人專用區的管理事宜，故此，北分區委員會主席透過委員會秘書處向全體分區委員轉發諮詢文件，建議委員就有關事項表達意見。委員回覆見附件 3.1。

### 街頭表演人士

於 2013 年 8 月 8 日，油尖旺區議會正、副主席及油尖旺民政事務專員與旺角行人專用區街頭表演人士會面。於會議上，表演人士反映了對縮減旺角行人專用區實施日數的意見，並就行人專用區的管理提出建議。有關意見及建議詳情見附件 3.2 至附件 3.5。

於 2013 年 10 月 30 日，立法會陳家洛議員亦聯同街頭表演人士約見民政事務局許曉暉副局長及油尖旺民政事務專員，油尖旺區議會葉傲冬議員、仇振輝議員及陳少棠議員亦有出席，會議上，陳家洛議員及街頭表演人士提出改善旺角行人專用區街頭表演狀況的建議，及就行人專用區的管理表達意見，有關建議書見附件 3.6。

### 其他團體

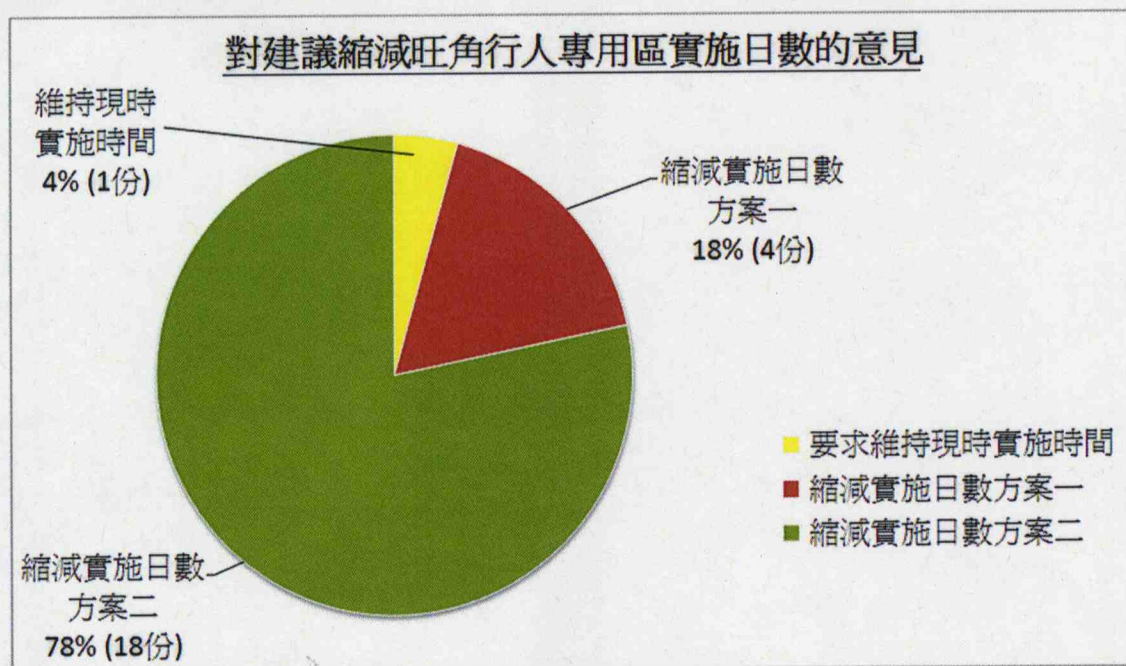
此外，於諮詢期內，車主會及公共小型巴士總商會亦提交了他們對旺角行人專用區實施日數及現時狀況的意見。詳情見附件 3.7 及附件 3.8。

## 油尖旺北分區委員會

於地區諮詢進行期間，油尖旺民政事務處按一貫做法諮詢了油尖旺北分區委員會主席就縮減旺角行人專用區實施日數的意見。基於旺角行人專用區事宜一向是油尖旺北分區一項重要的地區事務，北分區委員會亦曾多次於會議上討論有關行人專用區的管理事宜，故此，北分區委員會主席透過委員會秘書處向全體分區委員轉發諮詢文件，建議委員就有關事項表達意見。

於諮詢期內，油尖旺民政事務處收到 23 名油尖旺北分區委員會委員的回覆，當中 22 名(96%)委員支持縮減實施日數，1 名(4%)委員則要求維持現時的實施日數。而支持縮減日數的委員中，大部份選擇方案二。

油尖旺北分區委員對建議縮減旺角行人專用區實施日數的意見



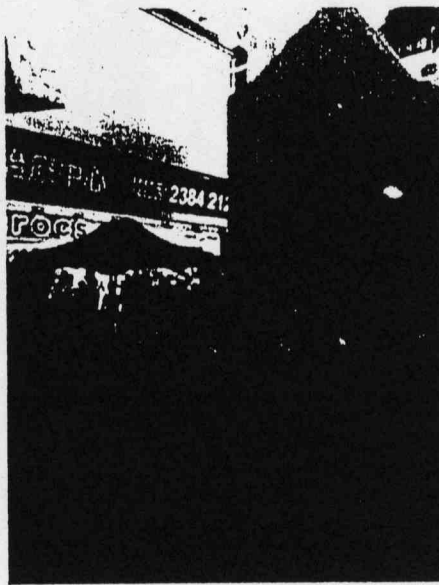


民政事務署何小萍專員, 列席區議員,

## 有關反對縮減旺角行人專用區開放時間意見書

作為行人專用區的街頭藝術表演者的一份子, 在得悉仇振輝議員的動議後, 我們希望能向何專員及眾區議員表達我們事件的看法, 並提出我方的一些建議供各位參考.

根據仇振輝議員所述, 現時行人專用區的問題主要包括噪音對附近居民的影響及街道管理上的混亂狀況. 首先, 對於需要使用揚聲器的表演隊伍對居民造成的不便, 我們在此先向各居民致歉. 只是我們也希望居民能了解幾個情況, 第一, 旺角行人專用區是香港最繁囂的街道之一, 據一些已購入分貝機的歌唱表演對伍表示, 這裡的背景聲量已經達到 80 分貝, 而有時, 當一些大型機構舉辦活動時, 音量甚至達到 90 分貝, 這是 sms 樂隊的測量所得.



(圖片由 sms 的 facebook 擷取)

另外, 我們當中的兩隊表演隊伍雄樂館及 3L 表示, 根據他們最近的量度, 即使是最嘈雜的時候, 他們表演時的分貝亦不過是 85-87 之間. 由此可見, 嘈音的問題不是純粹由我們的音樂表演者造成, 他們由於長期要在這裡表演, 都會相當自律, 最大的問題似是來自那些間歇性的活動舉辦者或偶然才出現一下的表演者, 例如龍小菌, 這些團體由於不需長期在這裡駐紮, 反而表現得更不理會區民的需要.



此外，更重要的是在這條行人專用區上不止有歌唱表演者，還有許多靜態的街頭藝術表演者在這裡展示他們的技能。噪音問題似乎跟這些默默獻技者扯不上任何關係。這次仇議員的動議對於這些表演者是不是可以叫做城門失火，殃及池魚？

然後就是仇議員所說的乏善管理。這跟我們街頭藝術者更扯不上一絲一毫的關係。何專員，各位議員，易拉架是我們拉起的嗎？真正佔用了大片公共空間作商業用途的電訊從業員，推著木頭車賣電話套的無牌小販，遊走於法律灰色地帶且不斷湧現的販賣攝影服務的攝影者，又跟我們有什麼關係？作為街頭藝人，我們要求的只是一小片的空間，與喜歡我們的表演，欣賞我們技能，支持我們理念的大眾分享。我們無意，亦不曾想過，要擾亂公眾秩序。何專員，仇議員，各位，我們想說，不管是在現況下，還是在仇議員的建議下，我們這些街頭藝人都是受害者，今天因為政府的管理不善，很多表演者表示都受過不同程度的威嚇，阻止我們的演出；因為易拉架等問題的未曾解決，我們的活動空間受到嚴重的擠壓，亦因此衍生出其他問題如噪音等。至於仇議員的動議，更是一刀致我們於死地。現時的表演隊伍因為七天都可以表演，未必會擠在一起，但如果按照仇議員的做法，大家只好擠在一起，易拉架，無牌小販亦是同樣的在這日子擠在一起，再加上外來的申請表演者或空傳活動，仇議員的所謂解決方案到底是解決問題還是在增添混亂？

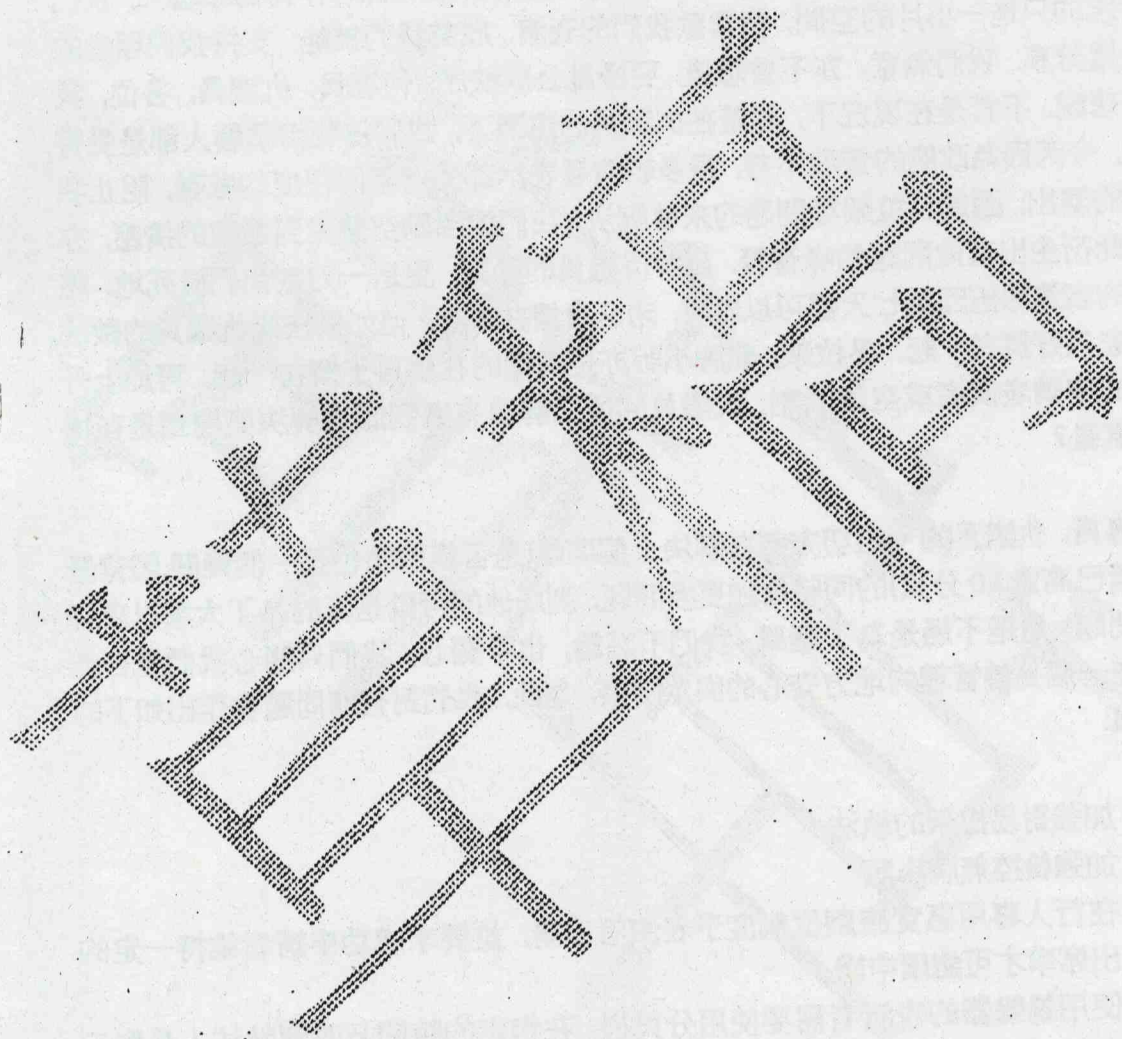
何專員，仇議員的一刀切方案在解決一個問題(是否能解決也是一個疑問，因背景音量已高達80分貝)的同時增加更多問題，到底他的行動是真的為大家以求解決問題，還是不過是為了選票。我們不評論，也不關心，我們只關心我們是否能夠在一個妥善管理的地方安心的與眾同樂。為此，我們對有關問題會作出如下的建議：

1. 加強對易拉架的執法
2. 加強檢控無牌小販
3. 在行人專用區實施劃位制度予表演者申請，並要求成功申請者維持一定的出席率才可繼續申請
4. 使用揚聲器的表演者需要使用分貝機，在指定的時間及收到執法人員指示有投訴時記錄下有關的分貝值以確保音量沒有超出預先與執法部門協定的最大值。有關記錄需交予執法機構備存。
5. 有關部門儘快釐訂/修訂有關電訊從業員，攝影師等佔用大片公共空間進行商業活動人士的法律地位及相關活動的性質，以方便執法部門能清楚確應哪些活動能在行人專用區內進行從而進行監管。

最後，我希望何專員在設計有關的諮詢問卷時，能考慮各方面的因素以取得平衡。我們希望何專員你們在設定好問卷後能先讓我們和議員等先作參考，讓我們可



反映對問卷意見後才正式進行有關調查。希望專員能認真考慮我們以上的建議。



旺角行人專用區街頭藝術表演者聯署

民政事務署何小萍專員，各列席區議員，

## 有關更改旺角行人專用區開放時間意見書

關於仇振輝議員動議縮減旺角亞皆老街至登打士街一段行人專用區時間至每星期五及星期六事宜，作為當中深受有關動議影響的街頭表演者的一份子，我們希望能向何專員及眾區議員表達我們的立場，對事件的看法及一些解決方案的建議。

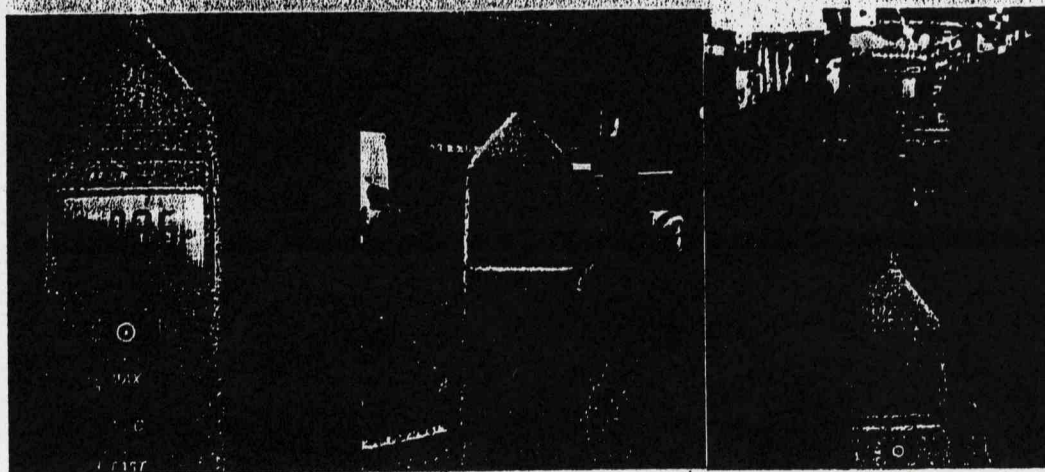
### (一) 背景資料

根據仇振輝議員於第 47/2013 號文件所述，現時行人專用區的問題主要包括：

- I. 噪音對附近居民的影響
- II. 管理上的混亂狀況

在這裡容許我們由另一個角度去闡釋有關的問題。對於揚聲器的音量對附近民居的影響，我們是深表抱歉的。只是，我們也希望各位可以先了解我們所面對的困境。

首先，我們表演的舞台是香港最繁囂的街道之一，我們在購入分貝機後曾經量度過不同的地方的背景音量，得到的數值也令我們感到十分頭痛。在沒有表演的時候，這裡的街道背景音量都已達至 80 分貝。下面是我們在不同地點記錄背景音量的記錄：





何專員，各位議員，我們都了解，在音量達到85分貝或以上時，人如果長期暴露在這個級別的音量之下是會有影響的，我們會努力對自己作出控制，但你們看到，我們可控制的範圍相當有限，更重要是，在現行沒有發牌制度及規管下，我們除了自律，實已不能做些什麼了。

至於說到管理方面的問題，我們能做的就更有限了，我們雄樂館與3L一直以來的取態都是儘量和各執法機關合作，引起警民衝突，無視執法者的勸喻一向都不是我們的處事方式。能夠配合的我們都會去做。

## (二) 短期內希望能做到的事情

何專員，各位議員，仇議員的這一次動議，首先提到的是噪音，這個議題相信是我們最快能夠回應的一項。但誠如上面所言，在音量的控制上我們的空間其實相當有限。但盡管如此，我們仍希望在這方面做點事，盡我們的能力去減低有關的影響。以下是我們的一些意見：

1. 首先，我們希望能和議員達成一個大家都接受的合理水平。希望專員與議員都能明白，環境音量達到81的情況下，誇誇其談說會把音量控制在80以下就不過是騙子所為，說出如此不負責任的說話的人不會，也不可能把事情認真做好的。一般來說，音量級數增加3個分貝，聲音能級就增加一倍，簡單來說，如果音量是84，則表示發出的音量是環境音量的2倍，如果音量是87，則表示發出的音量是環境音量的4倍。在這裡，我們希望做到的是在一條雙線行車街道寬度的範圍內，最大音量比最大環境音量不多於6個分貝。我們兩隊都已經購入了分貝機，在以後表演時亦會定時監察自己所發出的音量有沒有超標。
2. 另一個導致噪音的原因是由於很多位置已被易拉架佔據，使得很多表演者被逼在很接近的地方開檔演出，衍生的問題是大家因為很難聽清楚而把音量越調越大聲。說真的，有一些攤檔是故意把音樂開很大作出挑釁我們是明白的，但很多時候為了附近居民，也就只好忍讓算了，甚至有時樓上的居民不明所以對我們作出投訴，我們也只好很無奈的向執法人員說出問題不在我們這裡。事實上，很多執法人員都對我們的處境表示同情。這個難題其實是可以解決的。如果執法人員可以把易拉架掃除，民政事務處願意劃位把表演者隔開。事情是可以解決的。劃位時只要留心，不要把十字路口劃作表演區，要平均分佈表演隊伍其實不難，現時常在行人專用區表演又會發出聲音的攤檔也不過七八個，而且在星期一至五，也不是所有攤檔都會開檔，加上各人的自律，音量絕對可以控制在合理水平。



### (三) 長遠的方案

長遠而言，要真正解決問題，我們覺得一個完善的發牌機制能達到這方面的目的。事實上，我們兩隊亦有聯絡公民黨的陳家洛議員，陳議員向我們表示我們應該為自己爭取一個有法例保障的地位，妥善的發牌機制及完善的規條既能確保表演者的質素以避免濫竽充數的害群之馬扼殺了整個正在萌芽起步的街頭藝術事業，也同時能約束各表演者使他們不會輕易犯禁。

但我們希望專員與各位議員都能明白，這不是一朝一夕間能做到的事，還有很多具體細節需要商討。我們在這方面是有很大的誠意與各方面合作，但希望各位能給予我們時間，以前也許大家都做得不好，不太積極，但既然現在大家都已經意識到問題的嚴重性與逼切性，相信大家必會更認真及更有效率處理這件事。

最後，關於民政事務處將會舉辦的大型普查活動，希望你們的抽樣要有足夠的代表性，使用這條行人專用區的持份者種類繁多，有業主，有商舖，有表演者，有道路使用者，希望他們能按合適的比例與權重被選擇出來，同時希望問題能持開放性的態度，以聽取各持份者的想法，從而把行人專用區打辦得更吸引。

聯署



民政事務署何小萍專員，各列席區議員大鑒，

## 有關：更改旺角行人專用區開放時間意見書

關於仇振輝議員就二零一三年七月十八日在油尖旺區交通運輸委員會作出的動議縮減旺角亞皆老街至登打士街一段行人專用區時間至每星期五及星期六事宜，現針對仇議員於油尖旺交通運輸委員會第47／2013號文件，以及於七月十八日就有關議題的討論，有以下意見提供予何專員作出參考。

### (一) 背景資料

根據仇振輝議員於第47／2013號文件所述，於行人專用區開放時段，出現了下述情況：

- i. 變相的小販攤檔
- ii. 歌曲演唱
- iii. 魔術雜技
- iv. 武術表演
- v. 商業性易拉架

而上述的情況則衍生出以下的問題：

- i. 有居民表示受到噪音困擾，部份出現情緒病癥。
- ii. 政府部門間的互相推卸責任。

而於七月十八日的區議會上，感激一眾區議員的極力協助，並且得到何專員及各政府部門的承諾，就以上問題提供了一些短暫的過渡性方案，包括：

- i. 執法部門會依據現行法例加強執法。
- ii. 區議員同意把有關問題延長至二零一三年十一月或之後的交通運輸委員會作出跟進。
- iii. 民政事務署承諾進行一次大型諮詢活動收集各方就現時行人專用區的運作管理的意見，以制定未來的相關政策。

### (二) 由大方向著眼，擬定長遠規劃，而非頭痛醫頭，腳痛醫腳



旺角行人專用區啟用至今已有十多年的歷史。仇振輝議員提出的問題亦不是近期才出現，有關問題亦不是旺角行人專用區獨有。2010年4月，街頭藝人蘇春先生就曾被票控阻街。當時的裁判官就曾作出以下的表述：

行人專用區應該係進行文化活動嘅地方，係活潑、文明同開朗嘅地方，唔應該只係畀人行嘅。  
(太陽報，2010年9月10日)

本人不是法律界的專業人士，但上述的表述中的一句行人專用區應該是進行文化活動的地方一語大表讚好。同時亦補充了運輸署就行人專用區功能定義的不足。根據運輸署的定義，行人專用區的用途就只有：

- 改善行人的安全及流通情況
- 提倡以步行作為一種交通方式
- 勸阻非必要的車輛駛入
- 減少空氣污染
- 改善整體行人環境

在運輸署立場，以上的定義絕對是足夠的，但我們絕不能以為這就是行人專用區的全部功能。放眼世界，所有的行人專用區，步行街，都沒有一條條例清楚說明行人專用區的其中一個功能是作為街頭文化藝術活動的場所，但我們卻清楚看到文化藝術活動的確確就在那些地方萌芽，甚至茁壯成長。由此可見，所謂的完全違背了當初設立行人專用區的原意的說法實在是子虛烏有。

既然行人專用區沒有背離其當初的設立原意，那今天的問題又是如何出現的呢？其實，法律條文的不完善，以及管理的不善才是問題的根本所在。管理不善的問題與有關建議將在稍後再詳述，現在，本人打算先就法律條文的不足給點意見。在仇議員的文件中，他提到了在行人專用區開放時，有很多不同類別的人，包括小販，表演者，畫師，攝影師，電訊業從業員等，各自以先到先得的方式佔據有利位置進行各自的活動。而根據現行條例，各部門亦只是就與自己部門相關的法例各自進行表述，再加上法律本身的含糊不清之處，使得不少濫竽充數之徒，遊走在法例的灰色地帶，造成了今天的混亂。

### 發牌制度能有效改善現有亂象

故此，把現行法律條例清晰化明確化是處理問題的關鍵。而其中一個重點則是希望能夠清楚界定每個人的身份，到底是街頭藝人還是街頭行乞討打賞？在這我想



先為街頭藝人作一平反。以下的一段文字截錄自英國1983年時的一宗案例：

*"A street musician who played the guitar in a passageway and was given coins by passers-by, was held to be not guilty of the offence of placing himself in a public place to beg or gather alms created by Vagrancy Act 1824 s 3. His conduct did not fall within the section because (i) he gave value for money, and (ii) passers-by were not forced to deal with his activities".*

簡單來說，接受樂捐不是行乞或所謂的討打賞，說出變相討打賞一語是對街頭藝人的一種侮辱，也是不負責任的說法。我強烈要求仇振輝議員就有關不當用語（於第23／2012文件曾使用有關字眼）公開向受辱的街頭表演者道歉。

回到正題，為了能令執法人員認清哪一些是執法的對象，哪一些不是，一個良好及有監管的發牌制度絕對可以有很大的幫助。事實上，本人已聯絡了立法會民政事務委員會的副主席陳家洛議員，在陳議員的大力協助下，現已聯絡了其他的一些街頭藝術表演者，希望能夠促成業界組織自己的聯盟及由此發展出一套為業界所公認能接受的發牌機制。事實上，外國街頭表演者能被有效地管理正正就是因為存在一個有認受性的發牌制度及由此衍生的需每個持牌人遵守的發牌條例。今天旺角行人專用區的混亂在於參與者之間的互相不能監察，同時又沒有一套方式拒絕那些不守規則的人繼續使用行人專用區作為舞台。在此，本人希望民政事務處及何專員能提供協助以便促成有關事宜。

#### 執法者因應執法時的問題主動建議定立相關法例

何專員，各位議員，在這十多年間，旺角行人專用區的面貌一直在改變。正如之前的區議會會議中有議員表示，沿用舊例處理不斷湧現的新問題是注定失敗的。到底什麼人才清楚法例的漏洞是什麼？當然是執法者。身為小市民的我們看到的只是混亂與執法者的執法不力。在這方面，民政事務署現時既然擔當著統籌的角色，未知能否在這一方面多走一步。另外，本人認為，作為監督的區議員相信亦能在事件中起著積極的作用。選民選出各位議員管理地區事務，最終是希望議員們能找出問題的因由，並在充分考慮各持份者立場上達至一個雙贏，多贏的方案。既然是法例不完善，區議員你們可有做些事？可有督促修例的進行？在這方面我是相當的失望，因為我實在看不到各位究竟做過什麼？易拉架問題拖了多年無人建議修例，誰之過？

#### （三）努力的果效需要時間的澆灌，請勿揠苗助長



何專員，各位議員，既然旺角行人專用區的問題非一朝一夕造成，要改變也不可能十天半月就能成事。可幸的是，各方面的持份者已因為仇議員的動議而被喚醒了，開始了解要在這方面作出努力。何議員，各位議員，除了以上所述的建立有效的發牌制度與修訂有關法例，短期內可以開始的方式包括：

- i. 既然仇議員帶出的其中一個問題是噪音，那就由音源的控制開始著手。首先，我要把一個事實提出，現時行人專用區，即使沒有表演，其背景音量已高達78-81分貝。大家應該先訂出一個可接受的最大音量，例如是背景音量的4倍（即大約高出6分貝），或像New Castle City，要求距表演者十米範圍不得高於背景音量。這個除了依靠自律，最好是有監察。本人就為了此事私人購買了分貝機及找實驗室進行校正，然後每天不同時段測量各隊的聲量及與當時環境作比較，並把有關記錄更新至專頁上供各隊參考比較。當然，我最希望的是民政事務處方面能夠協助提供正式的監察，至少是以抽查的方式，並把有關結果公開。在以後發牌機制建立後，有關的資料甚至可以作為評選指標之一。
- ii. 由我與部份表演者的對話，發現其中一個導致了噪音問題的原因是現時的易拉架的恣無忌憚擺放佔用了許多空間。再加上電訊商的流動攤位，以及近來多了的攝影師那種一字式排開的佔用方式，使得表演的藝人都被逼擠在一起，使得音量出現加乘效應令噪音問題惡化。在行人專用區被逼擠在一起，使得音量出現加乘效應令噪音問題惡化。在行人專用區不能作商業買賣是清楚的，但在現時的條例下，沒有金錢交易就不算是商業買賣。這種法律思維明顯已是過時脫節需要修改。攝影不算是小販，但即場銷售攝影服務且真金白銀作交易的，到底應該是藝術，還是小販？條例也許不是一時三刻可以成事，但處理易拉架呢？這似乎已有足夠法例作支持，問題的存在明顯是執法不力，我就多次見到放置易拉架的人可以在食環處行動前收到風聲先行收起易拉架。為什麼有這種情況？食環署又會有什麼跟進？
- iii. 在與陳家洛議員的會晤中，大家都同意發牌與劃位是一個很好的解決現有亂象的方式，也免得出現爭位的情況。發牌雖未可行，但劃位的方式卻是很好能夠解決現有問題的方法，這樣既可以杜絕了隨意擺放的易拉架問題，又可以控制彼此的音源不會太接近。現時可以採用臨時性的先到先得申請方式，最好要求申請者要達至一定的出席率才可以考慮再續期。

最後，有關民政處將會展開的大型普查活動，希望民政處能在歸納了各方的意見後，將有關方案列出與受訪者作出考慮，選出最佳的組合方案。同時，訪問對象應對各持份者均需有代表性，以免某一種聲音主導了一切。事實上，本人對幾個傳媒的採訪手法相當有保留，不同的媒體在不同的時間居然會訪問同一個人（且



僅只一人)去了解事情作出報導。這樣的情況希望民政處方面一定要避免，並請不要讓有利害關係的持份者參與其中的設計及抽樣工作，免得有人故意制造民意扭曲事實。在此，僅希望何專員與各議員能認真考慮本人的建議。

一位關心行人專用區命運的小市民 上

## 管理建議書 - 西洋菜南街行人專用區街頭藝術表演者

油尖旺區議會

### 行人專用區管理建議書

旺角的商業、零售和其他經濟活動十分頻繁。在西洋菜南街繁忙時間每小時的行人流量達 20,000 人。

旺角區如其名，到處都是一片興旺，而要數區內最旺的街道，西洋菜南街肯定當之無愧。特別是亞皆老街以南的一段，這麼多年來，即使數年前發生了多宗高處投擲腐蝕液體的案件，依然人流如鯽，由早到晚都喧囂熱鬧，恍如一幅流動的現代《清明上河圖》。

隨著「行人專用區」的設立，這些年間西洋菜南街成了開放公共空間的理想範例，變得更加精采了。猶幸此一政策，也使西洋菜南街未如尖沙嘴廣東道般，僅淪為內地豪客的「掃貨場」。入夜後，西洋菜南街變身成為戶外舞台，各種不同的街頭表演百花齊放，各適其適，如彈古箏、雜耍、夾 Band、剪紙、演街頭劇……有的表演者看來不是為了賺錢而來，而更像是娛人娛己，享受觀眾的掌聲。相比之下，一直被譽為「平民夜總會」的廟街就顯得黯然失色了。

有正面亦相對會有反面。行人專用區亦帶來不少問題，網絡供應商及流動電話公司紛紛進駐行人專用區作推銷，街道兩旁隨處可見流動攤檔阻街，途人經常被推銷滋擾，表演團體日益增多。噪音，阻街投訴亦倍增。面對這個局面有關部門應該實施有建設性及針對性的管理措施。

以下為針對樂隊表演造成噪音及阻街投訴的應對方案：

- 一、於西洋菜南街劃分表演區，遠離密度高的住戶區。
- 二、限制矗立喇叭的高度
- 三、建議音樂表演團隊添置音量分貝機：  
根據環保署 - 露天場地舉行娛樂活動的噪音管制指引，每個團隊於表演前及表演當中定時量度分貝指數並紀錄於分貝檢



測表中。

四、人流控制：

表演團隊定時呼籲圍觀者儘量靠近將人圈控制在一定範圍以免阻礙附近商舖及其他行人路使用者。

五、設立自我監察隊：

區議會協助選出監察隊成員以進行區內監測事宜。

六、檢討：

監察隊定期與有關議員，住戶及商戶代表開會以檢討過往的噪音及人流控制是否達到可接納的標準並提交有關的音量監測表。

希望以上建議能為各方面達至雙贏局面，打造出一個世界聞名的藝術及購物步行街。

以上建議，懇請區議會能詳加考慮，採納推行。

樂隊

謹啟

二零一三年八月一日



## 新聞稿

## 改善旺角行人專用區街頭表演狀況

油尖旺區議會正檢討旺角行人專用區的開放安排，引起該區的街頭藝人強烈關注，擔心表演空間受到影響。公民黨立法會議員陳家洛聯同該批街頭藝人約見民政事務局副局長許曉暉，就旺角行人專用區的管理交換意見。旺角街頭藝人訴求如下：

1	要求各持分者商討訂立音量管制水平
2	主動採取自律措施減低音量
3	安排街頭表演於較遠離住宅地點進行
4	設立表演區讓街頭藝人優先使用
5	優先處理行人專用區內商業及宣傳活動
6	設立專責小組處理行人專用區管理問題

立法會議員陳家洛  
2013 年 10 月 30 日

附件：有關改善旺角行人專用區街頭表演狀況建議書

傳媒聯絡：陳家洛 9043 8126  
Bonnie 9048 7320



許副局長：

## 有關改善旺角行人專用區街頭表演狀況建議書

我們是一群在旺角行人專用區表演的表演隊伍，對於有區議員建議把旺角行人專用區開放時間大幅削減一事，我們完全不能接受如此一個完全沒有針對現存問題並作出改善建議的一刀切式的方案。

根據區議會公佈的會議討論文件（油尖旺交通運輸委員會第47 / 2013號文件），現時的旺角行人專用區主要存在以下的問題：

1. 行人專用區內居民受到噪音問題滋擾。
2. 商業性易拉架林立，甚至出現爭位打架的情況。

自區議會於7月18日就旺角行人專用區事宜作出討論後，我們已主動採取措施回應居民提出的噪音問題，包括主動添置儀器監察音量，並盡量調低表演聲浪對居民的影響，但其餘於行人專用區進行不同活動的人士並未有採取任何舒緩措施，反而變本加厲，例如各大電訊商的宣傳攤位和易拉架數目不斷增加，部份攝影愛好者更以攝影機腳架霸佔行人專用區部份路面作拍攝之用。我們相信這些商業和攝影活動方為近日行人專用區惡劣的環境皆必需承擔責任。

針對區議員所說的情況，我們現向許副局長作出以下的建議，希望許副局長及相關政府部門能予以考慮：

### （一）改善噪音問題建議

就區議會指出旺角行人專用區對居民構成最大的滋擾是噪音問題，我們完全理解。但是，我們絕對不能同意取消行人專用區即能解決此問題。以通菜街及花園街為例，即使該處並非行人專用區，其環境音量水平亦高達80至83分貝；這說明即使西洋菜南街即使恢復為全日的行車道，亦不能夠解決噪音的問題。

若西洋菜南街繼續作為行人專用區，區內各使用者可透過採取不同的措施，減低行人專用區各類活動發出的聲浪。為此我們特別在處理噪音問題方面向政府當局提出以下積極建議：



### 1. 訂立一套音量標準供業界遵守

由於部份較少在此表演的表演者可能未必掌握音量水平對居民的影響，曾有表演者發出的音量超過 100 分貝，但其他表演者卻因未能提出一個適當的音量水平而未能有效勸喻該表演者調低音量。因此，我們建議由行人專用區不同的持分者，協調制訂一個行人專用區內的音量限制水平，以便行人專用區的管理團隊更有效地進行工作，也讓各表演者有具體指標採取自律措施。

### 2. 在可控制的範疇內，採取其他自律的方式減低自身對環境的影響

就如之前所言，噪音問題在行人專用區是一個多元性的問題，街頭藝術表演只是其中的一個環節。但我們仍願意在我們能夠做到的範圍內盡力作出改善。現時我們都會不時量度表演時的聲量，並會在音量超出可接受的範圍時把音量調節。此外，我們亦會於每天十時前停止所有表演活動。有關的措施將會繼續，我們亦歡迎管理部門隨時作出監察，交換意見。

### 3. 盡量選擇在居民密度相對不太集中的地區演出

我們認為，能夠與民居保持合理的一段距離，自然能減低噪音對居民的影響。然而，現在最大的問題不是我們是否願意遠離，而是根本沒法遠離。易拉架，電訊商，攝影，早就把行人專用區的公共空間佔據了十之八九。其實，如果有管理者願意作出適當的規劃，把相對上不會發出聲浪的活動調至民居附近，其他的就在商業區附近，問題已是解決了一大半。電訊商易拉架明顯是商業活動，要他們自願離開人流高度集中的西洋菜南街，可能性近乎零。而這些人甚至已把圈地看成了一種常規，我們就有表演隊伍在這些電訊攤位附近表演被驅趕，亦有很多電訊商，明明已沒有人，還是要擺個攤位佔據地方，甚至有一些地痞流氓竟公然說地方是他們租下來的。在這樣的情況下，表演者只能被逼近民居，進入居住密度高的地區，間接造成了今天的噪音問題。

## (二) 改善管理的方案

如上面第三點所言，易拉架，電訊商，甚至是攝影活動，間接就把街頭表演者逼近民居。無論是易拉架，電訊商，攝影師，甚至一些無牌小販，他們最注重的就是收入，要他們自律走到人煙稀少的民居處根本不可能，現在的發展甚至已去到長期把一個地方據為己有，看作是



已「租用」一般。這絕對不是健康的現象。對於這種「圈地」形式的混亂狀況，我們有以下建議：

### 1. 設立專門為街頭表演而設的專用區域

仿效其他城市，可以嘗試把某些區域，特別是位置上較偏離民居但又人流充足的地方，這些地方比較適合表演。當表演者有需要時，他們有優先使用權。而通過這種方式，亦可有效控制表演者之間不會過於接近，從而避免了音量越開越大的惡性循環。

### 2. 優先處理好易拉架及電訊商等的商業活動

綜合以上所述，多個問題均是來自空間不足，而各電訊商及聘用易拉架的商舖應首先處理，唯一不足取的是放任。亦只有解決了這些問題，才可以談所謂的劃分表演區域，才可長久而有效地把問題解決。

### 3. 設立專門的管理團隊

最後，亦是最重要的一個建議，就是設立有效率的管理團隊管理和統籌行人專用區事宜的平台。當各持分者之間有衝突，最重要是能馬上找到了解各持分者的一個管理團隊，以最有效的方式幫忙處理及排難解紛。在問題未擴大至不可收拾時妥善處理。

以上是我們一眾街頭表演者對旺角行人專用區所面對的問題的一試建議，希望許副局長能予以考慮。

祈安

旺角行人專用區眾街頭表演者 上

2013 年 10 月 30 日

**車主會** CAR ASSOCIATION

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致：油尖旺民政事務處

車主會(本會)得悉貴處現正就旺角西洋菜南街一帶行人專用區的實施日數進行諮詢。作為公共道路使用者，駕駛人仕亦希望就有關事宜表達意見。在諮詢本會會員的意見後，本會支持縮減行人專用區的實施日數，即除星期六、日及公眾假期外，其餘時間不實施行人專用區計劃，恢復通車。

另外，以下是本會收集各方的意見以供貴處參考：

- 1) 由於旺角行人專用區的一該段路為商業區，但給予車輛停泊的位置不足，如開放有關路段，可提供上落客的空間，方便公眾或遊客到該區觀光或購物。
- 2) 旺角區周邊停車場及可停放車輛之路面嚴重不足，導致區內經常出現擠塞的情況，如能開放該段路面，可有助疏導區內之交通，使路面更暢順。
- 3) 該段行人專用區實際用途為商業性質，現時晚間更有街頭表演及販賣等商業活動，改變了運輸署原先以方便行人輕鬆使用道路，設立行人專用區的美好原意。而且上述商業及表演活動均欠缺及難於管理。

綜合以上各點，車主會希望政府考慮盡快開放行人專用區給予車輛使用。

2013 年 10 月 10 日

車主會





油尖旺民政事務處台啓:

公共小型巴士總商會(本會)知悉政府正就旺角西洋菜南街一帶行人專用區的實施日數進行民意調查及作為公共道路使用者亦有意表達意見如下,希望政府可考慮上述行人專用區不再設行人專用時段,並恢復該段路面通車。

本會的意見如下:

- 1) 由於該段路主要為商業區,但公共營業車輛停泊或等候上落客位置不足,如有關路段恢復通車,可為市民提供上落客的地點,方便購物。
- 2) 旺角區停車場及可停放車輛之路面嚴重不足,導致交通出現擠塞,如能開放該段路,可有助疏導區內之交通,必令使路面更暢順。
- 3) 該段行人專用區實際用途為商業性質,現時晚間更有街頭表演及販賣等商業活動,改變了原先以方便行人優先使用道路的原意,甚至令行人難於前進的情況。有關問題必須儘快解決,否則既為行人造成不便,亦不利公共營業車輛接載乘客往返旺角區。

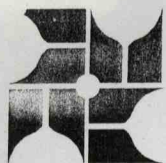
綜合以上各點,本人希望政府考慮盡快開放行人專用區給予公營營業車輛使用。

公共小型巴士總商會

主席 凌志強



2013 年 10 月 10 日



油尖旺區議會

YAU TSIM MONG DISTRICT COUNCIL

檔號 : ( ) in HAD YTMD C 13-30/2/1 Pt. 58  
電話 : 2399 2567  
傳真 : 2722 7696

附件二

Annex 2

郵寄及傳真(2824 0433)

香港灣仔  
告士打道 7 號  
入境事務大樓 41 樓  
運輸署署長  
楊何蓓茵女士, JP

何女士：

盡快落實縮減旺角行人專用區開放日數

在 2013 年 11 月 21 日油尖旺區議會交通運輸委員會(“交運會”)第十一次會議上，委員通過縮減旺角西洋菜南街一帶行人專用區的實施日數。在新安排下，上址逢周一至周五全日不設行人專用區，恢復正常通車，只於周六下午 4 時至晚上 10 時及周日/公眾假期正午 12 時至晚上 10 時劃作行人專用區。

會上貴署代表表示，需時三至四個月進行前期工作，方可正式實施新安排，委員不滿準備時間過長，一致同意發信籲請運輸署早日落實縮短旺角行人專用區開放日數。

有關交運會第十一次會議的內容，請登入油尖旺區議會網頁，收聽會議錄音，該次會議記錄的擬稿，容後奉寄。

特此來信，請貴署正視交運會委員的意見，並派員出席 2014 年 1 月 16 日的交運會會議，匯報旺角行人專用區縮減日數的進展情況。

油尖旺區議會  
交通運輸委員會主席

葉傲冬



副本送：楊永健先生(運輸署工程師/房屋及策劃 3/九龍)  
(傳真：2397 8046)  
李家驥先生(旺角區環境衛生總監)  
(傳真：2391 5572)  
韓婉君女士(香港警務處旺角區警民關係主任)  
(傳真：2397 8819)  
吳秉森先生 (高級環境保護主任(區域東)6)  
(傳真：2402 8275)  
何小萍女士(油尖旺民政事務處民政事務專員)  
(傳真：2397 3425)

2013 年 12 月 5 日



運輸署

Transport Department

本署檔號: KR 181/161-13

來函檔號:

電話: 2399 2711

圖文傳真: 2397 8046

附件三

Annex 3

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

葉主席:

盡快落實縮減旺角行人專用區開放日數

謝謝你於 2013 年 12 月 5 日致運輸署署長的信函，提出有關盡快落實縮減旺角行人專用區開放日數的事宜，本署現謹回覆如下：

油尖旺區議會轄下的交通運輸委員會於 2013 年 11 月 21 日的會議上，通過進一步縮減介乎亞皆老街至登打士街的一段西洋菜南街，及介乎西洋菜南街至花園街的奶路臣街和豉油街路段行人專用區的實施日數，只於星期六、日及公眾假期維持作行人專用區。

民政事務處與本署及其他相關部門正共同商議落實細節。本署會配合並盡快展開相關的準備工作，包括：

- 安排設計、製造及豎立臨時告示牌，預早通知行人及駕駛人士有關的新交通安排；
- 安排設計、製造及豎立需要更改的交通標誌；
- 就有關的新交通安排草擬及刊登憲報；及
- 與民政事務處聯繫，預先向商舖及居民派發告示告知有關的新交通安排等。

市區(九龍)及新界分區辦事處

Urban (Kln.) & NT Regional Offices

九龍聯運街三十號旺角政府合署七樓及八樓

7th & 8th Floors, Mong Kok Government Offices, 30 Luen Wan Street, Kowloon.

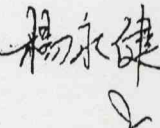
圖文傳真 Fax No.: 2381 3799 (新界區) (NTRO) 2397 8046 (九龍市區) (U(K)RO)

網址 Web Site: <http://www.td.gov.hk>



運輸署已展開上述工作，根據現時的進度，預計可提前於本年 1 月 20 日落實建議。

運輸署署長

(楊永健  代行)

2014 年 1 月 6 日

副本送

油尖旺民政事務專員	(經辦人：何小萍女士)	傳真：2397 3425
食物環境衛生署署長	(經辦人：李家驥先生)	傳真：2391 5572
香港警務處處長	(經辦人：麥國兆先生)	傳真：2397 8819
環境保護署署長	(經辦人：楊泉清先生)	傳真：2402 8275
區議會秘書處 (油尖旺民政事務處)	(經辦人：文淑欣女士)	傳真：2722 7696

本署檔號：〔 〕  
來函檔號：  
電 話：2359 8225  
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  
孔昭華區議員

孔議員：

**查詢西九文化區及高鐵總站最新的交通評估及規劃**

本署收到由油尖旺區議會交通運輸委員會秘書處 於二零一三年十一月七日  
轉交孔議員提出；查詢西九文化區及高鐵總站最新的交通評估及規劃。

有關於孔議員提問在上述地點之問題，本署回覆問題如下：

- (一) 有關項目由西九文化區管理局策劃，警方現時未有上述項目資料，並相信由西九文化區管理局回應較為妥當。
- (二) 有關這議題警方未能作出回應，並相信由相關部門回應較為妥當。
- (三) 有關這議題警方未能作出回應，並相信由相關部門回應較為妥當。

感謝孔議員提出問題，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



(張薈 代行)

二零一三年十一月十四日

副本送：油尖旺區議會交通運輸委員會秘書處



本署檔號：〔 〕  
來函檔號：  
電 話：2359 8225  
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  
許德亮區議員

許議員：

**強烈要求警方正視砵蘭街(咸美頓街至碧街)一段回收店車輛  
長期霸佔車位、違規停泊、危害途人及駕駛者生命安全、街  
道衛生問題**

本署收到由油尖旺區議會交通運輸委員會秘書處 於於二零一三年十一月七日轉交許議員提出：強烈要求警方正視砵蘭街(咸美頓街至碧街)一段回收店車輛長期霸佔車位、違規停泊、危害途人及駕駛者生命安全、街道衛生問題。

有關於許議員提問在上述地點之問題，本署回覆問題如下：

- (一) 由 2013 年 1 月至 10 月，本署共接獲 32 宗汽車違例阻塞的交通案件投訴。而本署在過去的十個月內在上址一帶總共發出 396 張定額罰款通知書及 4 張交通傳票。而本署對長期霸佔合法車位的問題亦十分重視，但現階段沒有發現有關情況。但本署仍然會留意上址的交通情況。
- (二) 有關這議題警方未能作出回應，並相信由相關部門回應較為妥當。

感謝許議員提出問題，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



(張薈 代行)

二零一三年十一月十四日

副本送：油尖旺區議會交通運輸委員會秘書處

強烈要求警方正視砵蘭街（咸美頓街至碧街）一段  
回收店車輛長期霸佔車位、違規停泊、危害途人及  
駕駛者生命安全、街道衛生問題

食物環境衛生署的回應如下：

- 本署一向十分關注砵蘭街（咸美頓街至碧街）一帶的街道衛生情況，員工除每天清掃上址街道外，亦會安排水車定期清洗該處。接獲有關文件所述事宜後，本署於11月8日加強清洗上址兩旁的行人路，以進一步改善該段街道的環境衛生。此外，本署員工亦不時在上址及其附近一帶進行執法行動。由本年1月至今，本署在上址共發出28張定額罰款通知書。
- 在過去3個月，本署向上址的回收店共作出兩次檢控。
- 本署會繼續留意上址情況及採取適當行動。

食物環境衛生署  
2013 年 11 月





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>

Urgent by Fax  
2722 7696

路政署  
市區(九龍)  
九龍彌敦道街十九號  
南豐商業中心十三樓  
網址 : <http://www.hyd.gov.hk>

[KKZ71]

附件七 / Annex 7

油尖旺交通運輸委員會第 60 / 2013 號文件

本港編號 Our Ref.: (KKZ79)HyD UK/12-14/3/76TTC(DMK)  
來函編號 Your Ref.:  
電話 Tel. No.: 2707 7383  
圖文傳真 Fax No.: 2758 3394

18 November 2013

Yau Tsim Mong District Council Secretariat  
4/F Mong Kok Government Offices  
30 Luen Wan Street, Mong Kok, Kowloon  
(Attn.: Miss Karen S Y MAN)

Dear Madam,

**Re: The 11th Meeting of the Traffic and Transport Committee (TTC)  
of the Yau Tsim Mong District Council**

I refer to your email dated 18 November 2013 regarding the subject TTC of YTM DC meeting on 21 November 2013.

2. In response to the submitted paper 60/2013, I append below our written reply in Chinese for your necessary action.

油尖旺交通運輸委員會第60/2013號文件  
“要求政府從速改善果欄周邊的交通陷阱”

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。有關道路和交通設施的規劃和設計，乃屬於運輸署的職權範圍。我們會配合運輸署的道路設計 / 改善方案去展開工程。

Yours faithfully,

(Andy FONG)  
for Chief Highway Engineer Kowloon  
Highways Department

C.C.  
AC for T/U, TD

(Attn: Mr Calvin W K Yeung)

Fax No.: 2397 8046

Internal

DE/MK, DIOW/MK



ISO 9001:2008  
Certificate No.: CC 1981



ISO 14001:2004  
Certificate No.: CC 9334

本署檔號：〔 〕  
來函檔號：  
電話：2359 8225  
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  
楊子熙區議員

楊議員：

### 要求政府從速改善果欄周邊的交通陷阱

本署收到由油尖旺區議會交通運輸委員會秘書處 於二零一三年十一月七日轉交楊議員提出：要求要求政府從速改善果欄周邊的交通陷阱。

有關於楊議員提問在上述地點之問題，本署回覆問題如下：

- (一) 由 2013 年 1 月至 10 月，果欄一帶發生共十四宗交通意外事件，其中八宗交通意外事件中有人受傷及六宗交通意外事件中無人受傷。而本署在過去的十個月內在上址一帶總共發出 207 張定額罰款通知書及 5 張交通傳票給違例駕駛單車人士，但本署仍然會留意上址的交通情況。
- (二) 有關這議題警方未能作出回應，並相信由相關部門回應較為妥當。
- (三) 有關這議題警方未能作出回應，並相信由相關部門回應較為妥當。

感謝楊議員提出問題，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)

二零一三年十一月十四日  
副本送：油尖旺區議會交通運輸委員會秘書處





九龍聯輝街 30 號  
旺角政府合署 4 樓  
油尖旺區議會  
傳真：2722 7696

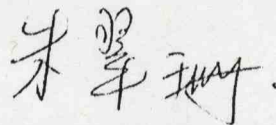
文小姐：

謝謝貴會來函邀請本公司派員出席第 11 次油尖旺交通運輸委員會的會議。惟本公司代表因事未能出席，敬請原諒。有關黃舒明議員提出本公司於旺角塘尾道的油站有非入油車輛進入油站事宜，現謹覆如下。

本公司一直十分重視安全，故我們全線油站的一切運作都以安全為首要的考慮，務求將發生意外的機會減至最低，以保障客戶及員工。因此，對於避免非加油客戶使用旺角塘尾道油站作為捷徑的情況，本公司已作出相對的措施。

- 一、於油站的入口及出口處共安裝了三個減速壘以減低客戶進出油站的速度。  
(請參考附圖 1 及 2)
- 二、於油站入口的當眼位置安裝了「如非加油 請勿內進」的告示牌來提醒及防止非加油客戶駛入油站，以減低意外發生。(請參考附圖 3)

如有任何查詢，歡迎與本人(電話：2506 7344)聯絡，謝謝。



香港蜆殼有限公司

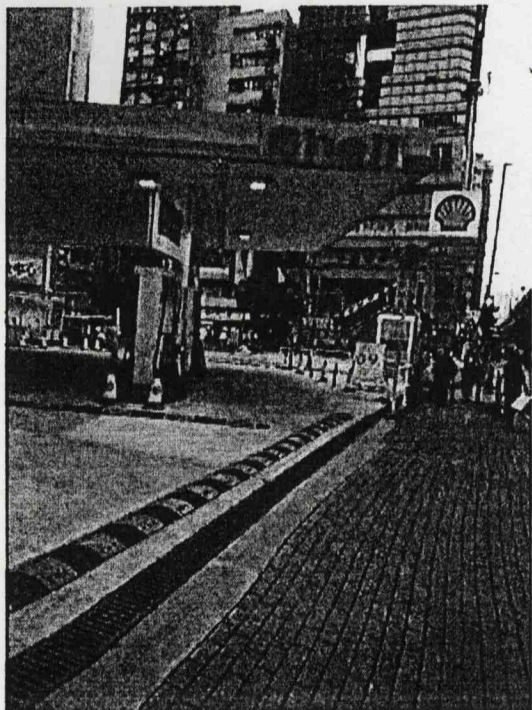
公共事務經理

朱翠珊 謹啟

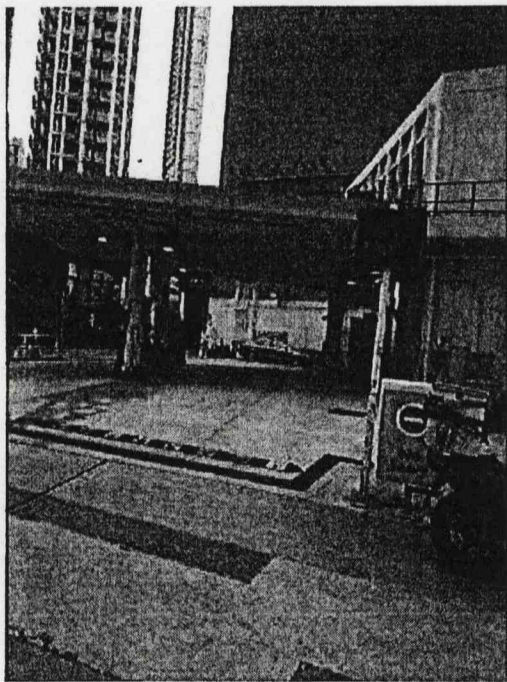
2013 年 11 月 15 日



附圖 1



附圖 2







附圖 3



油尖旺區議會  
交通運輸委員會  
港鐵尖沙咀站 A1 出入口客用升降機  
工程進度及臨時交通管理措施

## 目的

本文件旨在向委員提供港鐵尖沙咀站興建來往地面及大堂客用升降機工程進行期間的臨時交通管理措施最新進展。

## 背景

2. 為提升車站設施，方便乘客，港鐵公司將改建尖沙咀站近九龍公園的 A1 出入口及加建升降機連接地面及車站大堂。港鐵公司已於 2012 年 3 月 15 日舉行的油尖旺區議會轄下交通運輸委員會會議上及於 2012 年 8 月向地區設施管理委員會提交文件，簡介工程計劃，有關的用地安排及相關的臨時交通管理措施(詳見油尖旺區議會交通運輸委員會第 6/2012 號文件)，並獲得委員支持。

## 工程進度

3. 工程已於 2012 年下半年開始，並預計於 2015 年完成。工程進度及臨時交通管理措施將在這段工程期間按上述文件內容進行。

4. 工程完成後，區內居民，包括殘疾人士、長者和其他有需要人士將可更便捷和舒適地往來地面與港鐵尖沙咀站大堂。

5. 懇請各委員備悉及支持上述工程進展及臨時交通管理措施。

港鐵公司  
二零一三年十一月