

**Minutes of the 12th Meeting of
Traffic and Transport Committee
Yau Tsim Mong District Council (2012-2015)**

Date: 16 January 2014 (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 WONG Kin-san
Ms KO Po-ling, BBS, MH, JP	Mr HAU Wing-cheong, BBS, MH	Mr WONG Man-sing, Barry, MH
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 LAU Pak-kei	

Co-opted Members

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

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 and Yaumatei	Transport Department
Mr TAI Seung-kun	Engineer/Yau Tsim	Transport Department
Mr FONG Wai-pang	District Engineer/Mong Kok	Highways Department
Mr NG Tin-chi	District Engineer/Yau Tsim	Highways Department
Mr MOK Man-wai	Officer-in-Charge, District Traffic Team (Mong Kok District)	Hong Kong Police Force
Ms CHEUNG Lui	Assistant District Operations Officer (Yau Tsim)	Hong Kong Police Force
Mr WONG Wing-ping	Officer-in-Charge, District Traffic Team (Yau Tsim District) (Atg)	Hong Kong Police Force

In Attendance:

Mr YEUNG Wing-kin	Engineer/Housing and Planning 3/Kowloon	Transport Department
Ms SIN Kwai-lan, Sandy	Senior Estate Surveyor/Kowloon South (District Lands Office, Kowloon West)	Lands Department
Mr LEUNG Hin-tat, Esmond	Estate Surveyor/Yau Ma Tei East (District Lands Office, Kowloon West)	Lands Department
Mr LAM Sui-pui, Perry	Senior Building Surveyor/Kowloon 1	Buildings Department
Mr FUNG Wai-huen	Senior Structural Engineer/Kowloon 1	Buildings Department
Mrs YUEN LI Yim-fong, Karen	Senior Architect/Advisory and Statutory Compliance/6	Architectural Services Department
Mr SIU Wai-leung, Allen	Senior Structural Engineer/301	Architectural Services Department
Mr CHAN Kin-kwong	Deputy Project Team Leader/ Universal Accessibility Programme	Civil Engineering and Development Department
Mr KWOK Chi-fai, Kelvin	Project Supervisor 2/Universal Accessibility Programme	Civil Engineering and Development Department
Mr Calvin LI	Associate	Parsons Brinckerhoff (Asia) Limited
Mr FUNG Wai-chung	Senior Liaison Engineer	MTR Corporation Limited
Ms YIP Lai-yee	Public Relations Manager - Projects and Property	MTR Corporation Limited
Mr LEUNG Wai-chiu	Senior Engineer/Express Rail Link (1)	Highways Department
Mr YIP Koon-keung, Ken	Senior Engineer/Priority Railway 1	Transport Department
Ms CHEUNG Wai-yee, Jenny	Chief Health Inspector 2, Mong Kok District Environmental Hygiene Office	Food and Environmental Hygiene Department
Ms FUNG Man-ki	Engineer/Planning 2	Transport Department
Mr LI Kam-hung, Joe	Principal Estate Officer/Kowloon West (District Lands Office, Kowloon West)	Lands Department
<u>Secretary</u>		
Miss MAN Shuk-yan, Karen	Executive Officer (District Council) 1, Home Affairs Department Yau Tsim Mong District Office	

Absent:

Mr LAM Kin-man	District Council Member
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Opening Remarks

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

2. The Chairman said that the audio record of the meeting would be uploaded to the webpage of the Yau Tsim Mong District Council (“YTMDC”). 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

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

Item 2: Matters Arising:

- **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**
(YTMTTC Paper No. 55/2013)
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4. The Chairman welcomed the following representatives to the meeting:

- (a) Mr YEUNG Wing-kin, Engineer/Housing and Planning 3/Kowloon of the Transport Department (“TD”); and
- (b) Ms CHEUNG Lui, Assistant District Operations Officer (Yau Tsim) and Mr WONG Wing-ping, Officer-in-Charge, District Traffic Team (Yau Tsim District) (Atg) of the Hong Kong Police Force (“HKPF”).

5. Mr YEUNG Wing-kin said that the utilisation rate of the lorry parking spaces at the section of Portland Street between Hamilton Street and Pitt Street was high. Moreover, there were not many lorry parking spaces in Yau Ma Tei and thus the TD suggested retaining the parking spaces there. The TD was thinking about the provision of a pedestrian crossing at the junction of Portland Street near Hamilton Street and was collecting the views of community members on the proposal through the Yau Tsim Mong District Office

(“YTMDO”).

6. Ms CHEUNG Lui reported that the Yau Tsim Police District had issued 50 fixed penalty tickets for illegal parking at the section of Portland Street between Hamilton Street and Pitt Street since the last Traffic and Transport Committee (“TTC”) meeting. No vehicles were found parking at the above location for more than 24 hours. The Police would monitor the situation of illegal parking at the above location more closely and step up enforcement during routine inspections.

7. Mr HUI Tak-leung said that there was a keen demand for lorry parking spaces in the district and thus he accepted the proposal of the TD to provide a pedestrian crossing at the junction of Portland Street and Hamilton Street. He pointed out that there had always been prolonged occupation of lorry parking spaces at the section of Portland Street between Hamilton Street and Pitt Street and hoped the Police could step up enforcement in the area.

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

(Ms KWAN Sau-ling and Mr LEUNG Shiu-cheong joined the meeting at 2:35 p.m.)

Item 3: Progress Report on District Traffic Improvement Projects under Construction or Planning by TD/Highways Department (“HyD”) (as at December 2013)
(YTMTTC Paper No. 1/2014)

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

(Mr CHAN Wai-keung and Mr WONG Shu-ming joined the meeting at 2:36 p.m.)

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

(Ms KO Po-ling and Mr Benny YEUNG joined the meeting at 2:39 p.m.)

11. Mr CHAN Siu-tong indicated that the works of providing signal-controlled pedestrian crossings at the junction of Ferry Street, Man Cheong Street and Saigon Street had been completed, but they were not yet open for pedestrians. He asked the HyD when the pedestrian crossings could be put into use.

12. Mr NG Tin-chi responded that having communicated with the Electrical and

Mechanical Services Department and the traffic light control unit of the TD, the HyD confirmed that the traffic signal control system of the new pedestrian crossings would be activated on 10 February 2014 when the pedestrian crossing would be open for public use.

13. The Chairman asked about the works progress of the provision of a pedestrian crossing at Hoi Fan Road.

14. Mr FONG Wai-pang responded that there were trees at the proposed location of the pedestrian crossing. The HyD had applied to the Lands Department (“Lands D”) for a permit for tree removal in November 2013 and was waiting for its reply. Moreover, the HyD was applying for an excavation permit. The pedestrian crossing works were expected to complete by the second quarter of 2014.

15. Mr CHUI Kin-man pointed out that there was a high pedestrian flow at the section of Nathan Road near Dundas Street during peak hours. He proposed that the HyD should consider further widening the pedestrian crossing on the section.

16. Mr FONG Wai-pang responded that the HyD had to execute the widening works of the pedestrian crossing according to the drawing provided by the TD. He would refer the suggestion to the TD for consideration after the meeting.

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

Item 4: TD’s Consolidated Response to Road Improvement Suggestions Raised by Members for Follow-up Action
(YTM TTC Paper No. 2/2014)

18. The Chairman welcomed Mr TSE Chi-wai, Engineer/Mong Kok and Yaumatei of the TD to the meeting.

19. The Chairman added that after the special TTC meeting on 19 September 2013, Members had selected seven items from the list of road improvement suggestions put forward by the current-term TTC for the TD to report on the results of follow-up action. Mr CHUI Kin-man suggested an additional item later. The TTC would like to know the progress of the TD’s follow-up action. The TD therefore submitted the paper to report on the progress of each item to the TTC.

20. Ms KWAN Sau-ling said according to the HyD’s paper, the four on-street metered

parking spaces outside the Kimberley Hotel at Kimberley Road would not be cancelled until the third quarter of 2014. She considered the undue delay unacceptable.

21. Mr Derek HUNG was concerned about the two works projects of “to construct a new road link from the elevated Nga Cheung Road to Western Harbour Crossing (“WHC”) (Hong Kong bound)” and “to construct direct road link from West Kowloon Highway (southbound) to Nga Cheung Road” under item 3(d) in the discussion paper and asked the TD representative to provide the details.

22. The Vice-chairman noted that the TD proposed to designate the section of Anchor Street between Beech Street and Pine Street as a time restricted no-stopping restriction (“NSR”) zone. He enquired about the works schedule.

23. Mr Paul LAW asked the TD about the updates on its follow-up on the use of the lot at 152A-D Prince Edward Road West.

24. Mr TSE Chi-wai responded as follows:

- (i) The HyD had to apply for an excavation permit before it could remove the four on-streets metered parking spaces outside the Kimberley Hotel at Kimberley Road. The TD expected that the four parking spaces would be cancelled in the third quarter of 2014.
- (ii) To alleviate the traffic congestion at the junction of Beech Street and Anchor Street, the TD proposed two road improvement proposals in 2013. Two district consultations on the proposals were conducted through the YTMDO, but were met with objections in both consultations. The TD then proposed to designate the section of Anchor Street between Beech Street and Pine Street as a NSR zone from 7:00 a.m. to 12:00 midnight daily and was collecting views from the local community through the YTMDO. If there was no objection in the consultation period, the TD would implement the proposal as soon as possible.
- (iii) The TD understood that Members were concerned about the potential risks to pedestrians because of the design of the entrance of the car park at 152A-D Prince Edward Road West. The TD had maintained close contact with the owners and their traffic consultant and would continue to follow up the case.

25. Ms KWAN Sau-ling indicated that the TD designated four on-streets metered parking spaces outside the Kimberley Hotel at Kimberley Road in less than a month, but it

needed a long time to remove them. She did not understand why and urged the TD to cancel the parking spaces in the first quarter of 2014.

26. The Vice-chairman asked about the reasons for the opposition to the TD's road improvement proposals for Beech Street/Anchor Street.

27. Mr CHUI Kin-man pointed out that the TTC had started to discuss the car park at 152A-D Prince Edward Road West since 2012, but the TD still had not solved the problem. He hoped the TD would proactively follow up the matter.

(Mr HAU Wing-cheong joined the meeting at 2:45 p.m.)

28. Mr Derek HUNG pressed the TD about the details of the two projects of "a new road link from the elevated Nga Cheung Road to WHC (Hong Kong bound)" and "direct road link from West Kowloon Highway (southbound) to Nga Cheung Road".

29. Mr HAU Wing-cheong considered that vehicles entering and leaving the car park at 152A-D Prince Edward Road West would endanger the safety of pedestrians near the Flower Market. He recalled that the TTC of the previous term had already discussed the problem, but the TD kept stalling over improvement measures. He urged the TD to take action as soon as possible, or vehicle-pedestrian conflicts at the entrance of the car park would cause accidents.

30. Mr CHUNG Kong-mo indicated that the TD was too inefficient in following up on the road improvement proposals put forward by Members. Members therefore requested the TD to give a consolidated report on the updates of each road improvement plan at the first special meeting of the current-term TTC. He added that pedestrians had to compete for road space with vehicles entering and leaving the car park at 152A-D Prince Edward Road West. The lot was simply not suitable for use as parking spaces or a car park. He pointed out that the TTC had discussed the matter for a long time, but the TD kept repeating that it was following up the situation. He was disappointed and strongly condemned the TD. He urged the TD to clearly account for the issue at the current meeting.

31. Mr TSE Chi-wai responded as follows:

- (i) The Major Works Project Management Office of the HyD was devising the details of the four works projects under item 3(d) in the discussion paper. The TD could reflect Mr Derek HUNG's concern to the HyD so that it would forward the final project design drawing to him for perusal.

- (ii) The TD would assess the required quantity of parking space for each development according to the current design standard.
- (iii) The lot on 152A-D Prince Edward Road West was a private property. The TD would continue to discuss with the owners about the arrangement of the entrance of the car park.
- (iv) The TD had proposed to reverse the traffic flow at Beech Street in Tai Kok Tsui (the section between Anchor Street and Ivy Street) from southbound to northbound and had conducted a district consultation about it. The TD did not implement the proposal because of objections from some members of the public who considered it ineffective in solving the traffic problem between Anchor Street and Beech Street. The TD had also proposed a 24-hour NSR zone at Anchor Street (the section between Beech Street and Pine Street). The proposal was again opposed during the consultation by some members of the public for reason of causing inconvenience to nearby residents. The TD did not implement the proposal either.

32. The Chairman indicated that the TD should consolidate the opposing views from district consultations and analyse whether they were justified.

33. The Chairman added that the owners of 152A-D Prince Edward Road West had contacted him and agreed to cancel the parking spaces therein. Moreover, the Yau Tsim Mong North Area Committee (“YTMNAC”) had agreed that the lot should not be used as a car park at a previous meeting. The Police also considered that providing an hourly car park at the lot would endanger pedestrian safety. Given the above reasons, he was puzzled why the TD did not proactively follow up the cancellation of the parking space at the lot. He urged the TD representative to clarify the department’s stance at the current meeting.

(Mr CHOW Chun-fai joined the meeting at 2:53 p.m.)

34. Mr TSE Chi-wai added that the owners had hired a traffic consultant to study the feasibility of reducing the number of parking spaces. The TD would continue to discuss with the owners and would provide opinions about traffic issues in the study report.

35. The Chairman indicated that there were no residential buildings near the car park to his knowledge. He recalled that there was a fatal traffic accident at Prince Edward Road West (near the entrance of the Grand Century Place Car Park) in September 2013. He hoped the TD would learn a lesson from the accident and cancel the parking spaces at 152A-D Prince Edward Road West as soon as possible. It would otherwise be too late to take any

remedial measures after another fatal accident.

36. Mr WONG Kin-san added that there were many residents living near the car park currently.

37. Mr CHUI Kin-man pointed out that the lot at 152A-D Prince Edward Road West was granted for use as a car park in 1960. The people flow was quite high at the Flower Market at present and the layout plan of the lot had become outdated. He opined that the TD should resolve the situation of pedestrian-vehicle conflicts at the location as soon as possible and should not procrastinate anymore.

38. Mr Paul LAW said that the pedestrian and vehicular flow of the Flower Market was quite high and the car park at 152A-D Prince Edward Road West would pose danger to both pedestrians and drivers. The above location should indeed cease to be used as a car park.

39. Mr HAU Wing-cheong pointed out that the YTMNAC had unanimously opposed the use of the lot at 152A-D Prince Edward Road West as a car park and the owners concerned also agreed to cancel the parking spaces at the above location, but the TD failed to follow up the issue proactively. He opined that the TD was rigid and disregarded public opinions. He suggested the Chairman should write to condemn the TD in the name of the TTC.

(Mr Benjamin CHOI joined the meeting at 3:01 p.m.)

40. Mr HUI Tak-leung said that the decisions made and suggestions put forward by elected District Council (“DC”) Members at the meeting were supported by a public mandate. The TD should not shelve the whole road improvement project because of individual objections. If the department opined that individual road improvement suggestions were not feasible, it could report to Members directly and should not respond to Members’ questions by a stalling tactic, which would only further delay the works.

41. The Chairman emphasised that no one was residing in the vicinity of the open car park at 152A-D Prince Edward Road West at present.

42. Mr WONG Kin-san said that there were some 50 households in the building adjacent to the above location. He further said that according to his understanding, the YTMDC had not reached a consensus on the use of the lot, nor had the department consulted nearby residents on the suggestion of cancelling the parking spaces there. As a matter of fact, it was stated in the land lease of the lot that parking spaces had to be provided there. He suggested the department concerned should consult the YTMDC, the YTMNAC and nearby residents on the use of the lot. He also urged the Police to deploy additional manpower to maintain order

and ensure traffic safety at the above location during festive seasons.

43. The Chairman clarified that the consensus he had just mentioned referred to the consensus reached by members of the YTMNAC.

44. Mr Derek HUNG wanted to know how the DC member of the constituency concerned thought about the use of the lot at 152A-D Prince Edward Road West. He hoped the TTC could reach a consensus on whether the above site should be used as a car park at the current meeting.

45. The Vice-chairman doubted the effectiveness of designating a section of Anchor Street between Beech Street and Pine Street as a time restricted NSR zone. He asked the TD whether the road improvement proposal concerned was already the most effective measure to resolve the problem of traffic congestion at Beech Street and Anchor Street.

46. Mr CHUNG Kong-mo pointed out that though the car park at 152A-D Prince Edward Road West was privately owned, vehicles accessing the car park would affect public safety. Thus there was a need for the TTC to discuss the improvement measure on the use of the lot. He further said that the TTC had discussed the item for almost two years, but the TD had failed to follow up the issue concerned proactively. For example, it had never studied the impact on the demand for parking spaces in the vicinity should the parking spaces in the above area be cancelled, or collected the views of nearby residents on the use of the lot.

47. Ms KO Po-ling opined that the first step to solve the land use problem should be seeking clarification on the title of the lot. According to her understanding, the title of the lot was held by sole ownership and the owner agreed not to use the lot as a car park having regard to public safety. To facilitate the follow-up of the issue, she asked the department concerned to confirm whether the title of the lot belonged to a sole owner or the owners' corporation of the adjacent building.

48. Mr TSE Chi-wai responded as follows:

- (i) The TD intended to designate a section of Anchor Street between Beech Street and Pine Street as a time restricted NSR zone and was consulting the local community. The TD would continue to study other road improvement measures to ease the traffic congestion of Beech Street and Anchor Street.
- (ii) The lot at 152A-D Prince Edward Road West was privately owned. The owner had to apply to the department concerned for any changes of the land use.

49. Mr Chris MAN asked the TD to clarify the ownership of the lot before the next TTC meeting so that Members could discuss the use of the land lot in detail.

50. Mr TSE Chi-wai said that ownership issue was under the purview of the Lands D. He continued that the TD had consulted the Police on the design of the entrance of the car park at 152A-D Prince Edward Road West a week before the meeting.

51. Mr MOK Man-wai responded that the Police could not comment on the application for the change of land use because it was beyond the purview of the HKPF. However, the HKPF was very concerned about pedestrian safety and had conducted a number of site inspections with the TD. Both departments were exploring feasible improvement proposals.

52. The Chairman proposed to continue the discussion of this item and asked related departments to clarify the ownership of 152A-D Prince Edward Road West and report on the updates at the next meeting. There was no objection.

53. Mr CHUNG Kong-mo indicated that the item had been discussed for a long time. He was dissatisfied that the TD did not consult the HKPF until only a week before the meeting.

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

(Mr Francis CHONG joined the meeting at 3:18 p.m.)

**Item 5 Temporary Road Works and Traffic Arrangements to Facilitate Demolition
of Middle Road Multi-storey Car Park, Tsim Sha Tsui
(YTMTTC Paper No. 3/2014)**

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

- (a) Ms Sandy SIN, Senior Estate Surveyor/Kowloon South (District Lands Office, Kowloon West) and Mr Esmond LEUNG, Estate Surveyor/Yau Ma Tei East (District Lands Office, Kowloon West) of the Lands D;
- (b) Mr TAI Seung-kun, Engineer/Yau Tsim of the TD;
- (c) Mr Perry LAM, Senior Building Surveyor/Kowloon 1 and Mr FUNG Wai-huen, Senior Structural Engineer/Kowloon 1 of the Buildings Department;

(d) Mrs Karen YUEN, Senior Architect/Advisory and Statutory Compliance/6 and Mr Allen SIU, Senior Structural Engineer/301 of the Architectural Services Department; and

(e) Mr NG Tin-chi, District Engineer/Yau Tsim of the HyD.

56. Ms Sandy SIN gave a PowerPoint presentation on the paper.

57. Ms KWAN Sau-ling said that she had requested in vain for the provision of a community hall at the site of Middle Road Multi-storey Car Park in Tsim Sha Tsui after it had been demolished. She hoped that the Lands D would take adequate safety measures and minimise the dust emissions to reduce the impact of the works on the neighbouring community.

58. The Chairman indicated that there was inadequate parking space in Tsim Sha Tsui. He hoped that the Lands D would consider other feasible measures during the demolition of Middle Road Multi-storey Car Park to meet the demand for parking spaces.

(Mr Paul LAW left the meeting at 3:25 p.m.)

59. Ms Sandy SIN responded that the Lands D would closely follow up the arrangement of the demolition of Middle Road Multi-storey Car Park to ensure traffic safety. The Lands D would also maintain close communication with the TD to adopt feasible measures in order to respond to the motoring community's demand for parking spaces.

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

Item 6 Installation of Lifts at Three Footbridges in Yau Tsim Mong District under Universal Accessibility Programme
(YTM TTC Paper No. 4/2014)

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

(a) Mr CHAN Kin-kwong, Deputy Project Team Leader/Universal Accessibility Programme and Mr Kelvin KWOK, Project Supervisor 2/Universal Accessibility Programme of the Civil Engineering and Development Department ("CEDD"); and

(b) Mr Calvin LI, Associate of Parsons Brinckerhoff (Asia) Limited.

62. Mr CHAN Kin-kwong reported that Members had selected three priority footbridges for technical feasibility study on the retrofitting of lifts under the Universal Accessibility Programme at the TTC meeting on 17 January 2013. The three items were the footbridges (i) across Ferry Street and Waterloo Road along West Kowloon Highway (Structure no. KF88), (ii) across Ferry Street at Junction of Dundas Street (Structure no. KF89), and (iii) across Cherry Street, Ferry Street and Tong Mi Road (Structure no. KF94). The studies were near completion.

63. Mr Calvin LI gave a PowerPoint presentation on the preliminary design proposals for the retrofitting of lifts at the three footbridges.

(Mr HUI Hon-man left the meeting at 3:44 p.m.)

64. The Vice-chairman proposed that the CEDD should extend the scope of consultation on the lift retrofitting works at footbridge KF94 to Pak Sing Building, Greenfield Garden, and Sharon Lutheran School in order to collect more views from the local community. Moreover, he asked about the scheduled commencement and completion date of the works.

65. Mr HUI Tak-leung recalled that the CEDD had conducted a number of site inspections in the course of the technical feasibility studies with the DC Members of the constituency where the three footbridges were located. He expressed his appreciation for the department's effort. He also pointed out that there were publicity banners hung by a political party near Hoi Fu Court, claiming credit for retrofitting lifts at footbridges in the area. He asked the CEDD whether it had consulted individual political parties about the works projects.

66. Mr CHUNG Kong-mo indicated that the three footbridges were selected by the current-term TTC as priority items for technical feasibility study. He condemned individual political parties for making use of the works for publicity without having participated in the discussion. He supported the CEDD for retrofitting lifts near exits A, B and D of footbridge KF94, which would facilitate access to the Mong Kok Market. He continued that he had inspected footbridge KF89 with the representatives of the CEDD and considered the proposed locations for retrofitting lifts suitable. As regards footbridge KF88, he pointed out that the proposed location of lift no. 2 was too isolated, which might give rise to law and order problems. Furthermore, the walkway to the lift was narrow. He had reservation about retrofitting a lift there.

67. Ms WONG Shu-ming appreciated the CEDD for maintaining close communication

with DC Members during the preparation of technical feasibility studies. She pointed out that there were frequent illegal hawking activities near exit A of footbridge KF94. Those hawkers might object to the CEDD's proposal of retrofitting a lift at the exit. She also indicated that the CEDD should immediately gazette the works projects if there were any opposing views during the consultation about the lift retrofitting works of the three footbridges.

68. Mr CHAN Wai-keung would like to see the early implementation of the projects so that local residents could use the retrofitted lifts soon. He thought that the CEDD's proposed location of lift no.1 at Tak Cheong Street for footbridge KF89 was too isolated. Instead, a lift should be retrofitted on the other side at Dundas Street where the pedestrian flow was heavier. He also indicated that footbridge KF89 had been completed for some ten years and had become unserviceable. He asked whether the HyD would reconstruct or refurbish the footbridge; if so, whether the works would be implemented together with the lift retrofitting works.

69. Mr CHUI Kin-man hoped that the ramp at exit A could be retained while retrofitting lift no. 1 at the footbridge KF88 so that the elderly could use the ramp to go up and down the footbridge if the lift was under maintenance. He also requested the CEDD to consider widening the walkway at the exit of lift no. 2 of the footbridge.

70. Mr YIM Kin-ping considered that the access ramp connecting the footbridge and the ground level had occupied much road space. Moreover, it was dangerous for wheelchair users to use access ramps. He asked the CEDD whether it would take the chance of retrofitting lifts at footbridges to remove the ramps connecting footbridges and the ground level in order to make way for other purposes.

71. Mr HAU Wing-cheong considered that the existing access ramps should be retained even after retrofitting lifts at footbridges so that the elderly and wheelchair users would be able to use the ramps while the lift was under maintenance.

72. Mr CHAN Kin-kwong and Mr Calvin LI gave a consolidated response as follows:

- (i) The list of housing estates and commercial tenants to be consulted by the CEDD on the works proposal was at Annex 4. Members were welcomed to propose any additions or deletions to the list. Moreover, the CEDD would take the advice of the Vice-chairman to include Pak Sing Building, Greenfield Garden and Sharon Lutheran School in the scope of consultation about the lift retrofitting works at footbridge KF94.

- (ii) If Members did not object to the works proposals, the CEDD would devise a detailed works design and consult housing estates and commercial tenants nearby. The works were expected to commence in 2015 and complete in approximately 24 months. If there were opposing views from the public during the consultation period, the CEDD had to gazette the works projects and the commencement and completion date of the works might be delayed.
- (iii) The CEDD had only consulted the DC Members of the constituency where the footbridges were located during the technical feasibility studies, but had not taken the initiative to contact members from any political parties.
- (iv) The proposed location of lift no. 2 of footbridge KF 88 was quite isolated and an access road was needed to connect to the pavements nearby. The CEDD had an open mind on the retrofitting of lift no.2 and would make the final decision having regard to Members' views.
- (v) If there were opposing views from residents during the consultation period, the CEDD would see whether there was room for improvement for the works proposal depending on the justifications of the views. If the objections could not be resolved, the CEDD would gazette the works project. Then the Chief Executive in Council would decide whether the works projects should continue.
- (vi) The pavement at Dundas Street had to be closed if lift no. 1 at footbridge KF89 was retrofitted on the side at Dundas Street where there was a larger flow of people. The CEDD considered the proposal unfeasible and therefore would still propose retrofitting a lift at Tak Cheong Street.
- (vii) The routine maintenance work of footbridges was under the purview of the HyD. It had been learnt that the department did not have any large scale footbridge maintenance or redevelopment projects at present.
- (viii) The CEDD had considered locating lift no. 1 of footbridge KF88 at the planter near the current site, but it finally did not go for the site because there were high voltage underground cables and it took time to relocate them. However, there was limited space at the current site, so the stairs or ramp there had to be demolished before a lift could be retrofitted. As the stairs were close to residential areas, the CEDD suggested demolishing the ramp to reduce the impact of works on nearby residents. Pedestrians could still use the pedestrian crossing in front of the ramp to cross Waterloo Road upon

demolition of the ramp.

73. The Vice-chairman said that according to the design drawing of the retrofitted lifts at footbridge KF94, pedestrians had to walk along a ramp of around 10 metres long after leaving lift no. 1 before they could get on the footbridge. He hoped the CEDD could improve the current design to enable pedestrians to reach the footbridge directly from the lift.

(Mr LEUNG Shiu-cheong left the meeting at 4:12 p.m.)

74. Mr CHUI Kin-man disagreed with the cancellation of lift no. 2 at footbridge KF88. He suggested the CEDD should consider installing closed-circuit televisions at the current site to enhance security. He further said that many elderlies went to Pitt Street via the ramp at footbridge KF88 and thus he objected to the CEDD's proposal of demolishing the ramp concerned for retrofitting lift no. 1 at the footbridge.

75. Mr Benjamin CHOI said that according to the current works proposal for retrofitting lift no. 3 at footbridge KF94, the direction of the lift opening on the ground level was opposite to that on the footbridge level. The public might get wet when they took the lift on the footbridge and exited on the ground level during rainy days. He suggested aligning the directions of the lift openings on the ground level and on the footbridge level.

76. Ms KO Po-ling opined that the proposed location of lift no. 2 at footbridge KF88 was isolated and the pedestrian flow was low. She worried that retrofitting a lift there would give rise to law and order problems. It might be necessary to strengthen security measures e.g. installation of wide-angle mirrors to protect pedestrians. She asked the Police to advise on the current site of lift no. 2 from the security point of view. Moreover, she asked the CEDD to state clearly whether it was a must to demolish the existing ramp at footbridge KF88 for the retrofitting of lift no. 1.

77. Mr CHAN Kin-kwong responded as follows:

- (i) The CEDD would try to minimise the current distance between the deck and lift no. 1 of footbridge KF94 when devising the detailed works design. It was technically possible for the CEDD to retrofit lift no. 2 at footbridge KF88, but whether it was necessary to do so was subject to Members' decision.
- (ii) There was insufficient space at the proposed site for lift no. 1 of footbridge KF88. Either the stairs or the ramp there had to be demolished to make room for the lift. As the stairs of the footbridge were closer to residential areas, the CEDD proposed demolishing the ramp to reduce the impact on nearby

residents.

(Mr Francis CHONG left the meeting at 4:20 p.m.)

78. Mr Calvin LI added that the consultant had conducted a survey on the pedestrian flow at exit B of footbridge KF88. The pedestrian flow of the ramp at the exit was 198 during the busiest time slot in the morning (8:20 a.m. – 8:35 a.m.).

79. Ms CHEUNG Lui responded that the concept plan of lift no. 2 at footbridge KF88 did not show where the proposed pedestrian walkway would lead to. Thus, it was difficult for the Police to analyse the law and order situation of the site at the present stage. She further said that the Police would consider deploying staff to patrol the area at different periods of time having regard to the crime trend of the location concerned upon completion of lift no. 2.

80. Mr MOK Man-wai responded that the installation of wide-angle mirrors could make pedestrians stay alert of the surrounding environment, but the facility alone was not sufficient to completely prevent crime.

81. Mr Calvin LI said that the design of the opposite directions of the opening of lift no. 1 at footbridge KF94 on the ground level and on the footbridge level was meant to facilitate wheelchair users to leave the lift easily. The CEDD had an open mind on the direction of the lift opening and would conduct a review after the meeting.

82. Mr CHUNG Kong-mo understood that the CEDD could not retain the ramp at footbridge KF88 while retrofitting lift no. 1 due to technical constraints. He said that the current site for lift no. 2 was quite isolated and was worried about the safety of pedestrians should a lift be retrofitted there. On top of that, the pedestrian flow in the area was very low. It was believed that the utilisation rate of the lift would still not be high upon its commissioning.

83. Mr CHUI Kin-man opined that the elderly and wheelchair users needed a ramp to get on/off the footbridge. If he had to choose between retrofitting lifts and retaining ramps, he would prefer the latter.

84. Mr YIM Kin-ping said that residents in the district were the main users of the three footbridges mentioned above and the CEDD should first consult the residents on the projects concerned.

85. Mr HAU Wing-cheong agreed with the retrofitting of lift no. 2 at footbridge KF88.

He added that the proposed West Kowloon Government Offices at Hoi Ting Road would be opened after a few years and the pedestrian flow of footbridge KF88 should increase by then.

86. The Chairman asked Members whether it was necessary to vote on the retrofitting of lift no. 2 at footbridge KF88. Members unanimously agreed with the implementation of the project and there was no need to vote.

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

(Post-meeting note: The CEDD extended the proposed scope of consultation about lift retrofitting works at footbridge KF94 having regard to the suggestion of the Vice-chairman and submitted the newly revised list of housing estates and commercial tenants proposed for consultation (Annex 1).)

Item 7: West Kowloon Terminus of Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (“XRL”) – Progress Report and Temporary Traffic Management Scheme
(YTMTTC Paper No. 5/2014)

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

- (a) Mr FUNG Wai-chung, Senior Liaison Engineer and Ms YIP Lai-yee, Public Relations Manager – Projects and Property of the MTR Corporation Limited (“MTRCL”);
- (b) Mr LEUNG Wai-chiu, Senior Engineer/Express Rail Link (1) of the HyD; and
- (c) Mr Ken YIP, Senior Engineer/Priority Railway 1 of the TD.

89. Mr FUNG Wai-chung said that he had planned to give a PowerPoint presentation on the contents of the paper but there were problems when playing the presentation. He would provide the hardcopy of the PowerPoint presentation after the meeting to Members for perusal.

90. Mr YIM Kin-ping said that a re-routing arrangement was implemented at the section of Jordan Road near the West Kowloon Expressway at present to accommodate the works of the Hong Kong section of the XRL. Drivers might be confused with the new routes and he suggested the MTRCL should provide clearer instructions for drivers.

91. Mr Derek HUNG pointed out it was stated in the captioned paper that “the Jordan Road Footbridge would be temporarily closed until the third quarter of 2015”, but the footbridge had already be demolished to accommodate the XRL works. He enquired whether the MTRCL would reprovision the footbridge in the third quarter of the following year; if yes, whether the MTRCL had the design concept of the footbridge in mind already and whether a design drawing had been prepared. He continued to say that it had been over six months since the MTRCL had convened a community liaison group meeting. He enquired when the MTRCL would convene a liaison group meeting again to report the works progress of the XRL terminus to local community members.

92. Mr FUNG Wai-chung responded as follows:

- (i) The MTRCL would put up signs at appropriate locations of the driving route to remind drivers of the re-routing upon implementation of the arrangement.
- (ii) The MTRCL would reprovision the Jordan Road Footbridge at the XRL works site. The design of the new footbridge would generally be the same as the original one but would be built with better materials. The design drawing of the footbridge could be submitted to Members for perusal after the meeting.

93. Ms YIP Lai-yee added that the MTRCL would release information on the progress of the works to the management offices of buildings in affected areas from time to time. The information would also be uploaded to the XRL website for public inspection. The MTRCL would convene community liaison group meetings when appropriate to report the latest situation of the XRL works to group members.

94. Mr Derek HUNG recalled that it had been proposed at previous meetings of the community liaison group to invite representatives of the Environmental Protection Department (“EPD”) to attend the meeting and join the discussion of environmental problems caused by the XRL works. Moreover, he hoped the MTRCL could maintain close communication with community members on the XRL works.

95. Members noted the suggestion. The Chairman closed the discussion on this item.

(Post-meeting note: The MTRCL submitted the hardcopy of the PowerPoint presentation (Annex 2) on 20 January 2014 and had passed it to TTC Members through the Secretariat.)

Item 8: Urging Police to Deal with Vehicles Illegally Reversing or Parked at Nelson

- 96. The Chairman said that the written response of the Food and Environmental Hygiene Department (“FEHD”) (Annex 3) had been faxed to Members for perusal before the meeting. He then welcomed the following representatives to the meeting:
- (a) Mr MOK Man-wai, Officer-in-Charge, District Traffic Team (Mong Kok District) of the HKPF;
 - (b) Mr TSE Chi-wai, Engineer/Mong Kok and Yaumatei of the TD; and
 - (c) Ms Jenny CHEUNG, Chief Health Inspector 2, Mong Kok District Environmental Hygiene Office of the FEHD.
97. Mr HUI Tak-leung supplemented the contents of the paper.
98. Mr MOK Man-wai reported that the Police had issued 420 fixed penalty tickets at the section of Nelson Street near the market at Canton Road in 2013. He further said that the Police had all along been concerned about the problems of illegal parking and reversing of vehicles at Nelson Street and would increase manpower to step up patrols to combat such irregularities.
99. Ms Jenny CHEUNG responded that the FEHD was deploying the Hawker Control Team to station in and patrol the Nelson Street area every day at present. The department had instituted 25 prosecutions against offenders for extension of business without authorisation and causing obstruction of public places from 1 to 15 January 2014. The FEHD would continue to monitor the situation at the above location and would take appropriate action to ensure a hygienic environment.
100. Mr HUI Tak-leung asked the TD whether it could mark yellow boxes at Nelson Street to prohibit stopping of vehicles. He opined that this arrangement could prevent vehicles from parking at Nelson Street and also would not hinder the entry of rescue vehicles.
101. Mr TSE Chi-wai responded that there were no time restricted NSR zone or parking space at Nelson Street at present. In general, vehicles had to leave immediately after loading/unloading goods or passengers at the roadside there. He further said that the TD had no plan to mark yellow boxes at Nelson Street for the time being.
102. There being no further comments, the Chairman closed the discussion on this item.

Item 9: Concern over Parking of No. 74 Green Minibuses (“GMB”) at Bute Street and Pedestrian Safety
(YMTTC Paper No. 7/2014)

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

- (a) Ms Christine YUEN, Senior Transport Officer/Yau Tsim Mong of the TD; and
- (b) Mr MOK Man-wai, Officer-in-Charge, District Traffic Team (Mong Kok District) of the HKPF.

104. Mr WONG Kin-san supplemented the contents of the paper. He said that GMB no. 74 frequently picked up/dropped off passengers at the pedestrian crossing shown in the photo of the discussion paper and posed danger to pedestrians crossing the road.

105. Ms Christine YUEN responded that following a site inspection, the TD agreed that the location of the stop sign for GMB no. 74 was very unsatisfactory. Upon notification by the TD, the operator of GMB no. 74 agreed to relocate the stop sign of the route at Bute Street to 210 Sai Yeung Choi Street South (i.e. the current location of the stop sign for GMB no. 616S) starting from 18 January 2014. The operator had issued notices to GMB drivers to remind them of the location for picking up/dropping off passengers.

(Mr Benjamin CHOI left the meeting at 4:50 p.m.)

106. Mr WONG Kin-san was glad to hear that the TD and the operator of GMB no. 74 had made arrangement for the stop sign relocation to ensure the safety of pedestrians.

107. Mr Derek HUNG wanted to know whether the TD had required the GMB operators to place the stop sign at a specific location.

108. Ms Christine YEUN responded that the approved location of the stop of GMB Route no. 74 was 218 Sai Yeung Choi Street South. The operator of the GMB route shifted the stop sign forward because the roadside of the location was always fully parked with vehicles and it was difficult for GMB to pull over to pick up/drop off passengers. The TD had reminded the operator to move the stop sign back to the designated location to pick up/drop off passengers.

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

Item 10: Proposed Provision of Pedestrian Facilities to Link up Nga Cheung Road and International Commerce Centre (“ICC”)
(YTM TTC Paper No. 8/2014)

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

- (a) Ms FUNG Man-ki, Engineer/Planning 2 of the TD; and
- (b) Mr NG Tin-chi, District Engineer/Yau Tsim of the HyD.

(Mr Barry WONG joined the meeting at 4:57 p.m.)

111. Mr Derek HUNG supplemented the contents of the paper.

112. Ms FUNG Man-ki said while Mr Derek HUNG suggested providing a pedestrian crossing between Nga Cheung Road (near the bus stop at the West Harbour Crossing (“WHC”)) and the ICC, there was already a signal-controlled pedestrian crossing around 30 metres north of the location at present to facilitate pedestrians to go to the ICC from the bus stop at the WHC. She continued that the levels of the two sides at the location proposed by Mr HUNG differed by around one metre. A staircase or a ramp had to be retrofitted and seven to eight trees in the greening zone had to be removed should a pedestrian crossing be provided there. Moreover, as there were a lot of underground public utilities in the vicinity, the underground utilities affected had to be relocated to accommodate the works. Besides, as the site was close to the WHC, the TD had to consult the Western Harbour Tunnel Company Limited on the works proposal. Thus the works department needed to collect more information in order to study the feasibility of the works.

113. Mr Derek HUNG said that it was very inconvenient for pedestrians to go to the ICC from the WHC bus stop because they had to pass three groups of traffic lights. He hoped the TD could consider adding a pedestrian crossing at Nga Cheung Road (near the WHC bus stop) to facilitate pedestrians going to the ICC directly from the WHC bus stop provided that the current vehicular flow of the road would not be affected.

114. Ms FUNG Man-ki responded that according to preliminary estimation, the vehicular flow of the section of Nga Cheung Road near the WHC bus stop was not high and the provision of pedestrian crossing facilities there had minimal impact on traffic. However, because of the factors she had just mentioned, the TD had reservation about the suggestion and might need to identify another site. She invited Mr Derek HUNG to conduct a site

inspection together after the meeting.

115. Mr Derek HUNG responded that he was willing to conduct a site inspection with representatives of the TD. He also suggested inviting representatives of the ICC management office to inspect the site together to collect more views on the proposed works.

116. The Chairman said that he would conduct a site inspection with Mr Derek HUNG.

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

(Post-meeting note: The TD conducted a site inspection of the Nga Cheung Road area (close to the ICC) with Mr Derek HUNG, representatives of the ICC management office and HyD on 27 January 2014. On that day, the TD suggested installing roadside railings at Nga Cheung Road (near the WHC bus stop) to prevent pedestrians from crossing the road there. It would also continue to monitor and review the traffic condition in the area. Mr Derek HUNG agreed with the improvement measures.)

Item 11: Request to Put Up Higher Barriers Along Tai Kok Tsui Road Flyover of West Kowloon Corridor
(YTM TTC Paper No. 9/2014)

Item 14: To Request the Authorities to Take Effective Measures to Improve Safety on West Kowloon Corridor
(YTM TTC Paper No. 12/2014)

118. The Chairman said that as the contents of papers for both items 11 and 14 were related to the West Kowloon Corridor (“WKC”), he proposed the two be discussed together. There was no objection.

119. The Chairman said that the written response of the HyD on items 11 and 14 (Annex 4) had been faxed to Members for perusal before the meeting. He then welcomed the following representatives to the meeting:

(a) Mr TSE Chi-wai, Engineer/Mong Kok and Yaumatei of the TD;

(b) Mr FONG Wai-pang, District Engineer/Mong Kok of the HyD; and

- (c) Mr Mok Man-wai, Officer-in-Charge, District Traffic Team (Mong Kok District) of the HKPF.

120. The Vice-chairman supplemented the contents of paper no. 9/2014.

121. Mr LAU Pak-kei supplemented the contents of paper no. 12/2014.

122. Mr FONG Wai-pang responded as below:

- (i) The barriers of the flyover at the WKC were 1.3 metres in height, which was higher than the international design standard of 1 metre and could effectively prevent errant vehicles from falling off the flyover. The accident of a tyre falling off the Tai Kok Tsui Road Flyover of the WKC in December 2013 were so unusual in situation and nature that could not be dealt with in the scope of general flyover barrier design. Even if the height of the flyover barriers was raised, it was not guaranteed that similar accidents could be avoided.
- (ii) To prevent objects such as gravels from falling off through the gaps of the non-enclosed flyover barriers, the HyD had installed metal baffle plates or iron mesh at a number of locations of the above mentioned flyover which are close to at grade pedestrian crossings at Pok Man Street, Ivy Street, Chung Wui Street, Wai On Street, Fuk Lee Street and Chui Yu Road etc. The Structures Maintenance Section of the HyD was considering the installation of additional baffle plates at other flyovers of the WKC.
- (iii) The Tai Kok Tsui Flyover had been built for around 30 years and could not bear the additional load of noise barriers or noise enclosures due to resistance to wind and structural capability. In order to reduce road noise, the HyD had surfaced the flyover concerned with low-noise materials.

(Mr CHOW Chun-fai left the meeting at 5:08 p.m.)

123. Mr WONG Kin-san said that the above accident might recur although it was rare. He recalled that he had suggested using the funding of \$100 million for the Signature Projects to install noise barriers for flyovers in the district (e.g. the flyovers at Prince Edward Road West, WKC and Ferry Street) last year, but the HyD considered it unnecessary to do so. The accident of a loosen tyre falling off the flyover might have been avoided otherwise. He opined that the permanent solution to prevent similar accidents was to demolish the existing flyover for redevelopment and redesign so as to raise the safety standard of the flyover.

124. Mr LAU Pak-kei urged the HyD to adopt feasible measures, such as raising the height of existing barriers or retrofitting baffle plates on the flyover of the WKC in order to prevent the recurrence of similar accidents. He also pointed out that there was frequent speeding on the WKC and had caused noise nuisance to the residents nearby. He hoped that the HyD would keep an eye on the situation.

125. The Vice-chairman was disappointed at the HyD's response. He indicated that the residents near the WKC were concerned about the noise and safety problems of the flyover. He asked whether the HyD was faced with any difficulties which made them unable to adopt safety improvement measures on the WKC.

126. Mr FONG Wai-pang responded as follows:

- (i) The height of barriers of the flyover at the WKC was already above international design standard and could effectively prevent errant vehicles from falling off the flyover in general. As the accident in question was rare, the HyD was doubtful about the effectiveness of raised barriers to prevent the recurrence of similar accidents.
- (ii) The Structures Maintenance Section of the HyD would conduct a site inspection on the retrofitting of baffle plates or iron mesh on the flyovers at the WKC a week later. Interested Members were welcomed to join and give advice.
- (iii) The Tai Kok Tsui flyover of the WKC could not bear the extra load of noise barriers or noise enclosures. Noise barriers or noise enclosures could be erected only if the flyover was reconstructed.

127. Mr MOK Man-wai added that the Police had launched 25 anti-speeding operations at the WKC last year and a total of 102 persons were prosecuted for speeding. He continued that the Traffic Kowloon West would step up law enforcement action to combat the speeding problem on the WKC.

128. Mr LAU Pak-kei indicated that Mr Benjamin CHOI and he were interested in joining the representative of the HyD in the site inspection. He hoped that the HyD would provide more acoustic facilities, if technically feasible, on the WKC to minimise traffic noise nuisance to nearby residents.

129. Mr HAU Wing-cheong supported the HyD for retrofitting baffle plates on the flyovers of the WKC.

130. Mr FONG Wai-pang responded that the HyD would discuss the details of site inspection with interested Members after the meeting.

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

(Mr WONG Kin-san left the meeting at 5:19 p.m.)

(Post-meeting note: The HyD conducted a site inspection in the vicinity of the WKC with the Vice-chairman, Mr LAU Pak-kei and Mr Benjamin CHOI on 29 January 2014.)

Item 12: Problems Arising from Roadside Skips Remain Unresolved
(YMTTC Paper No. 10/2014)

----- 132. The Chairman said that the written response of the EPD (Annex 5) had been faxed to Members for perusal before the meeting. He then welcomed the following representatives to the meeting:

- (a) Mr TSE Chi-wai, Engineer/Mong Kok and Yaumatei of the TD;
- (b) Mr Joe LI, Principal Estate Officer/Kowloon West (District Lands Office, Kowloon West) of the Lands D;
- (c) Mr MOK Man-wai, Officer-in-Charge, District Traffic Team (Mong Kok District); Ms CHEUNG Lui, Assistant District Operations Officer (Yau Tsim) and Mr WONG Wing-ping, Officer-in-Charge, District Traffic Team (Yau Tsim District) (Atg) of the HKPF; and
- (d) Mr Andrew FUNG, Senior Liaison Officer (1) of the YTMDO.

133. Ms WONG Shu-ming supplemented the contents of the paper. She enquired about the updates of the inter-departmental joint working group in reviewing the solutions to the problem of roadside skips.

134. Mr Joe LI responded that the Lands D handled the roadside skips problem according to the provisions related to illegal occupation of government land under the Land (Miscellaneous Provisions) Ordinance. The Lands D would generally deploy personnel to inspect the site within two days upon receipt of complaints against the occupation of

government land by skips and would serve a notice according to the legislation requiring the skip owners to remove the skips by the date specified in the notice. If the skip owners failed to comply with the requirement, the Lands D would arrange for contractors to remove the skips.

135. Mr MOK Man-wai responded that the Police would deploy personnel for site inspection upon receipt of complaints against roadside skips. If the skips were found to have obstructed the road or endangered the safety of pedestrians, the Police would request the responsible person of the skips to remove the skips immediately. If the responsible person could not be reached or that person could not remove the skips immediately, the Police would arrange for contractors to remove the skips. He added that the Police would refer the complaint to the Lands D for follow-up, if the Police, upon arrival at the scene, considered that the skips had not caused serious obstruction of road or would not pose danger to the public.

136. Ms WONG Shu-ming indicated that the skips would cause dust nuisance and seriously affect the nearby environment even it was legal to place skips at roadside. She was dissatisfied with the EPD that it simply provided a written response without deploying representatives to the meeting to respond to Members' enquiries directly. She asked the Secretariat to follow up the matter after the meeting and request the EPD for an explanation of not sending any representatives to attend the meeting.

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

(Post-meeting note: The Secretariat referred Ms WONG Shu-ming's request to the EPD by email on 27 January 2014.)

Item 13: Urging the Authorities to Tackle Illegal Parking in Tai Kok Tsui
(YTM TTC Paper No. 11/2014)

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

- (a) Mr MOK Man-wai, Officer-in-Charge, District Traffic Team (Mong Kok District) of the HKPF; and
- (b) Mr TSE Chi-wai, Engineer/Mong Kok and Yaumatei of the TD.

139. Mr LAU Pak-kei supplemented the contents of the paper.

140. Mr MOK Man-wai indicated that the Police had always been monitoring the situation of illegal parking in Tai Kok Tsui. In early 2013, the Police mounted two large-scale enforcement operations in the area, and the illegal parking situation had slightly improved. Between July and December 2013, the Police had issued a total of 2 634 tickets for illegal parking in Tai Kok Tsui. He added that the Police had conducted a site visit to Tai Kok Tsui with the representatives of the TD. The two departments had exchanged views on improving the illegal parking problem there.

141. Mr TSE Chi-wai indicated that the TD had provided on-street parking spaces along Lok Kwan Street a few years before to improve the illegal parking situation. Moreover, it had marked double yellow lines outside the Wai On Street Substation since May 2013. Traffic congestion in the area had been alleviated since then. The TD would continue to keep an eye on the illegal parking problem in Tai Kok Tsui and would conduct timely reviews of the road layout in the area.

142. Mr LAU Pak-kei requested the TD to reconsider an extension to the double yellow lines along Wai On Street. He indicated that illegal parking was also very serious on Chung Wui Street where there were even motorbikes parking on the pavements. He urged the Police to strengthen enforcement to combat illegal parking.

143. Mr HAU Wing-cheong indicated that there were many metalware shops and restaurants in Tai Kok Tsui. Many vehicles loaded and unloaded goods at the roadside. In addition, carriageways in the district were narrow. All those factors had aggravated traffic congestion there. He appreciated the concerned departments for sparing no effort in combating illegal parking. As the Lunar New Year was approaching, illegal parking would become more serious. He reminded the Police to closely monitor the situation and strengthen enforcement.

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

Item 15: Any Other Business

(i) Mong Kok Road Footbridge System at Sai Yee Street — Extension Across Nathan Road (Progress Report as at December 2013)
(YTM TTC Paper No. 13/2014)

145. Ms WONG Shu-ming had received reports from residents about shaking buildings in the vicinity of a site located to the south of Mong Kok Road during the relocation of underground public utilities there. She asked whether the HyD had received any relevant

complaints. She also asked the HyD when the extension work of the footbridge was expected to commence.

146. Mr FONG Wai-pang responded that the HyD had not received any complaints about shaking buildings caused by the relocation of underground public utilities to the south of Mong Kok Road. The HyD anticipated that the extension works of the footbridge would commence in the third quarter of 2014 and the whole project would complete in 2016.

147. Mr CHAN Siu-tong indicated that the captioned project had been pending for two terms of the YTMDC. He hoped that the whole project could be finished in 2016 as scheduled.

148. Ms WONG Shu-ming asked the HyD to state clearly whether the extension works of the footbridge could commence in 2014.

149. Mr FONG Wai-pang responded that the HyD would award the construction contract of the extension works of the footbridge in 2014 and the works were expected to commence in late 2014.

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

151. There being no other business, the Chairman closed the meeting at 5:35 p.m. The next meeting would be held at 2:30 p.m. on 13 March 2014.

Yau Tsim Mong District Council Secretariat
February 2014

擬議諮詢屋苑及商戶

	擬議加建升降機的行人天橋	諮詢屋苑及商戶
1	橫跨櫻桃街、渡船街及塘尾道的行人天橋 (結構編號: KF94)	1. 新風大樓業主立案法團 2. 新泰大廈業主立案法團 3. 嘉禮大廈業主立案法團 4. 長輝大廈業主立案法團 5. 周勝記商業大廈業主立案法團 6. 帝峰皇殿業主立案法團 7. 長發大廈業主立案法團 8. 長興大廈業主立案法團 9. 長旺大廈業主立案法團 10. 德利大廈業主立案法團 11. 深圳街 7, 8, 9 及 10 號業主立案法團或居民 12. 榮富苑業主立案法團 13. 百勝大廈業主立案法團 14. 路德會沙崙學校
2	橫跨渡船街與登打士街交界的行人天橋 (結構編號: KF89)	1. 金風閣業主立案法團 2. 登打士街 1-19 號發展商 3. 甘芳大廈業主立案法團 4. 嘉興商業中心管理處
3	沿西九龍公路下方橫跨渡船街及窩打老道的行人天橋 (結構編號: KF88)	1. 華德大廈業主立案法團 2. 昌發大廈業主立案法團 3. 德喜大廈業主立案法團



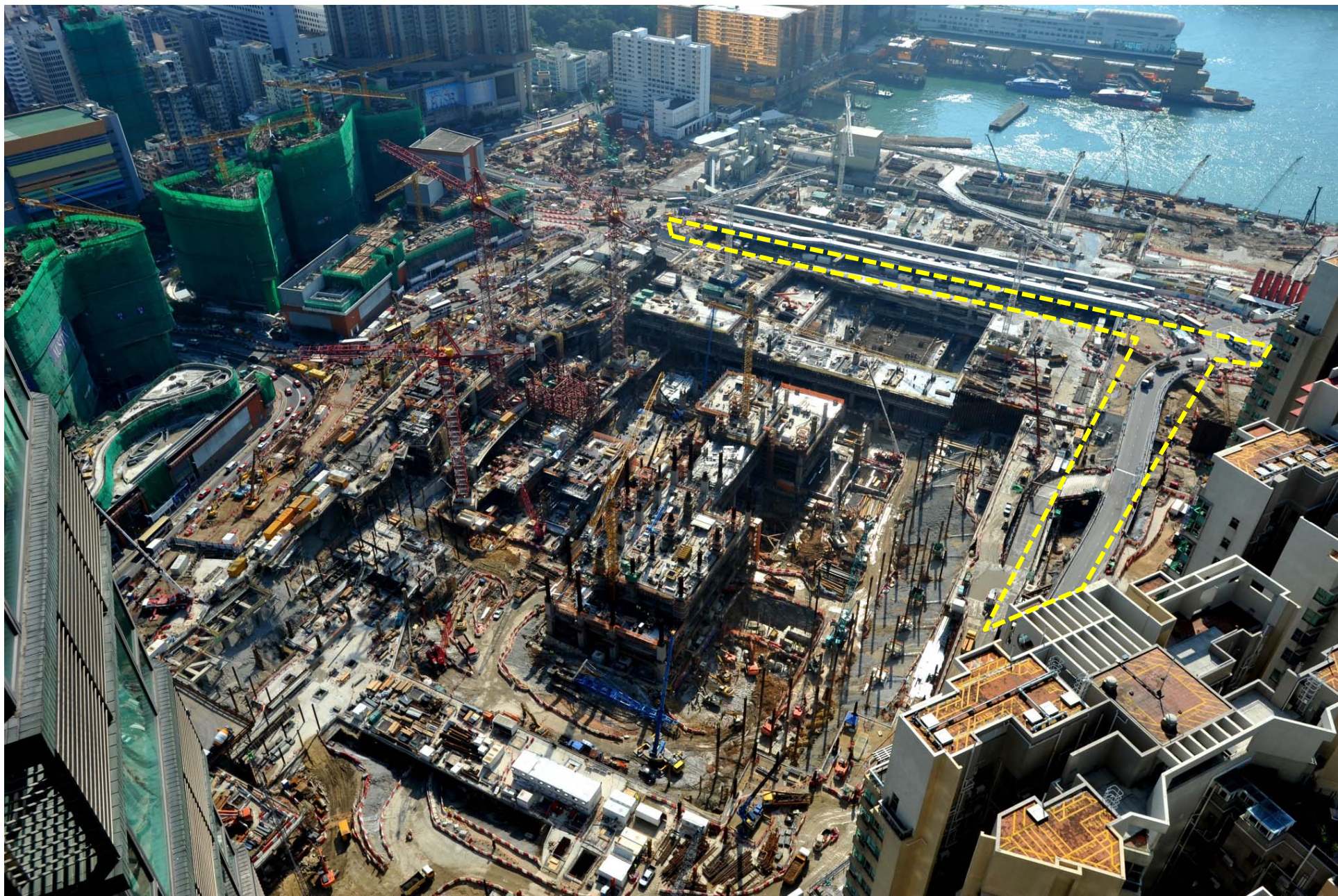
廣深港高速鐵路香港段

項目進展匯報

油尖旺區議會 交通及運輸委員會
2014年1月16日

工程進展

高鐵總站工程進展



高鐵總站工程進展



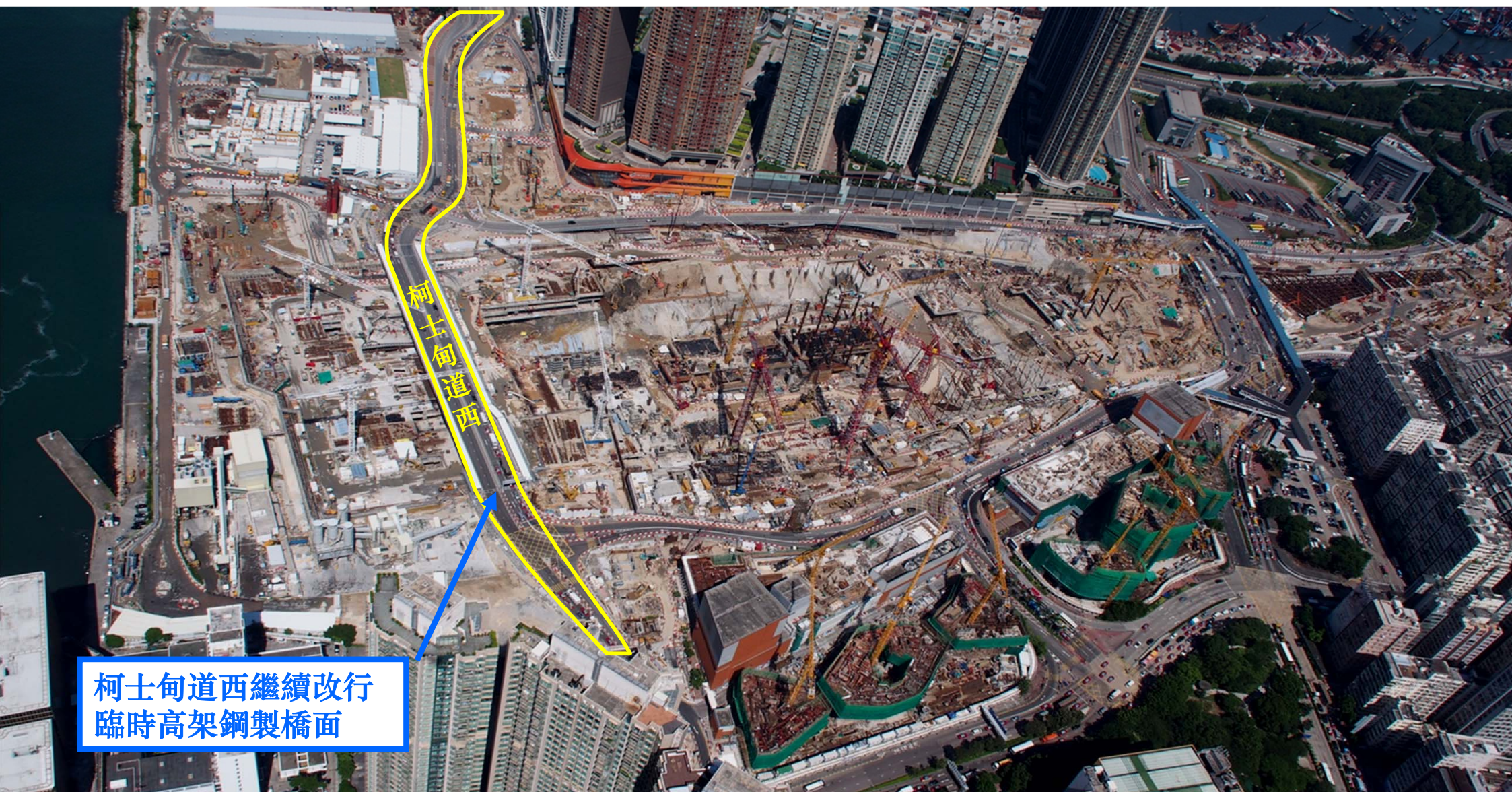
總站連接隧道工程進展



臨時交通安排

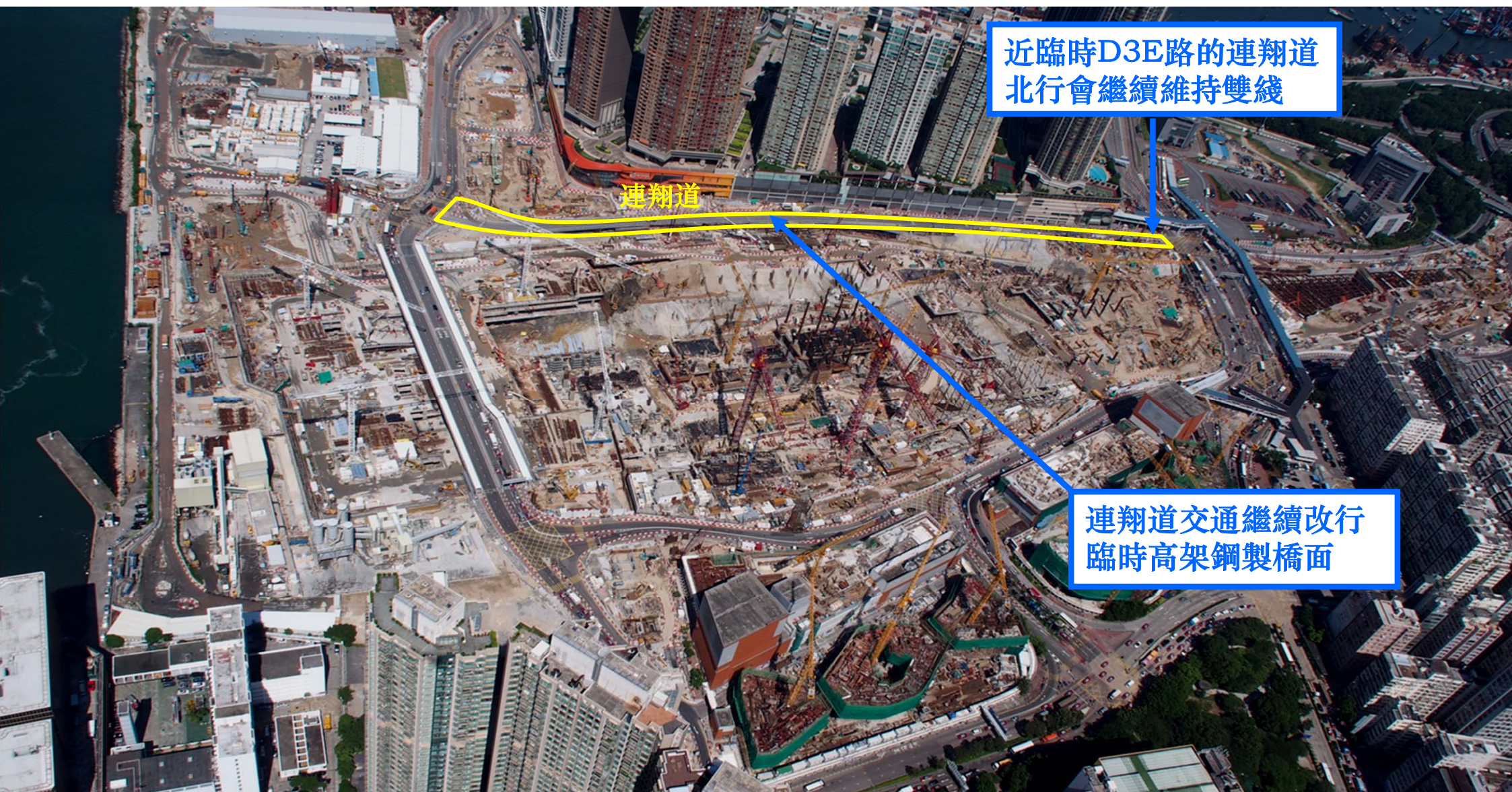
臨時交通安排

柯士甸道西



臨時交通安排

連翔道



近臨時D3E路的連翔道
北行會繼續維持雙綫

連翔道交通繼續改行
臨時高架鋼製橋面

臨時交通安排

匯民道/臨時D1A(S)路/匯翔道



臨時交通安排

佐敦道



臨時交通安排

D1A(N)路



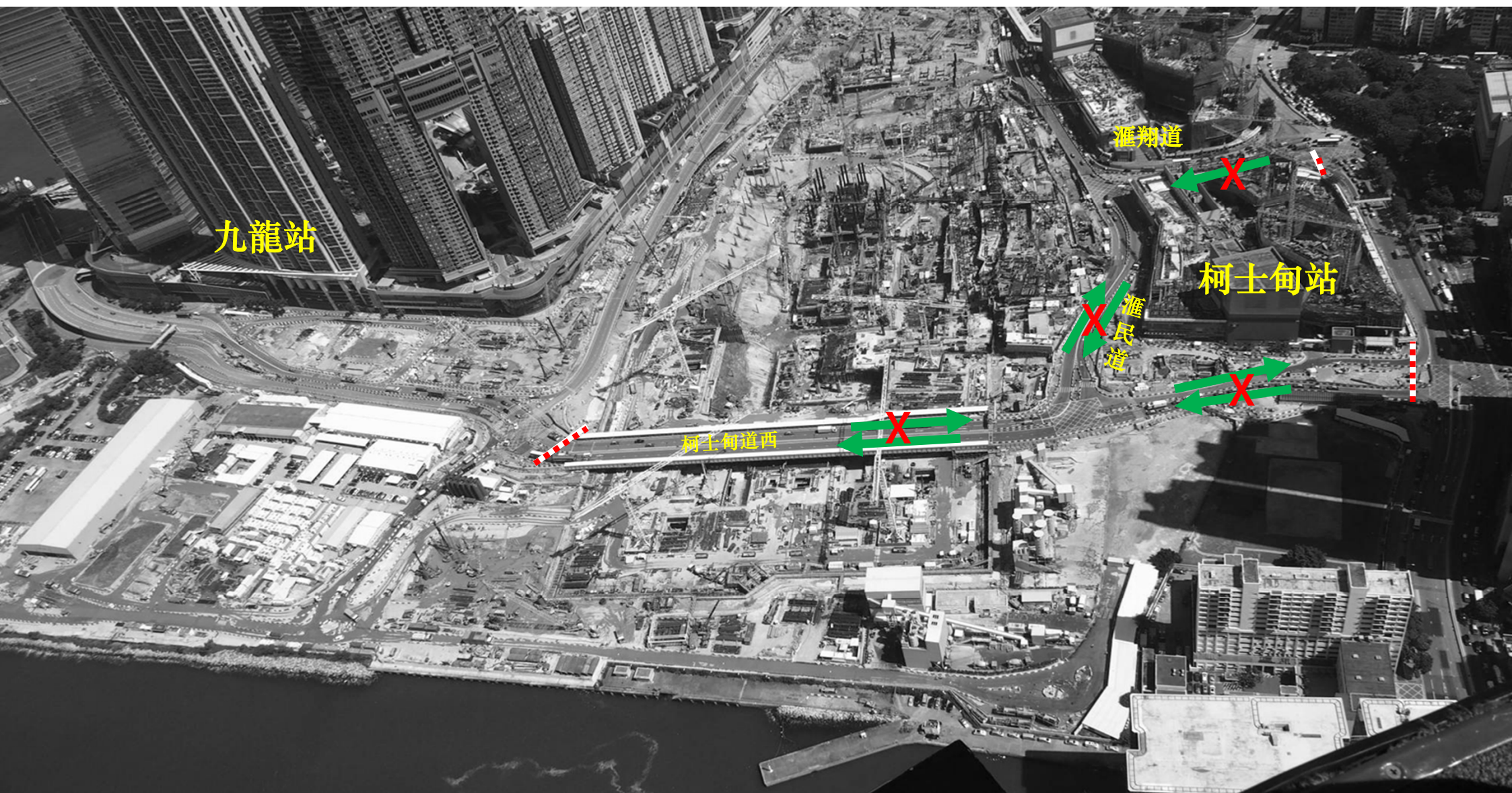
臨時交通安排

連翔道



臨時交通安排

夜間部件運送臨時交通安排



匯報完畢

Annex 3

附件三

油尖旺交通運輸委員會第 6/2014 號文件

**強烈要求警方正視奶路臣街(魚仔街)
違例倒車及泊車情況**

多謝油尖旺區區議會許德亮議員就上述標題事宜提呈文件，並要求食物環境衛生署(下稱「本署」)提供由今年 1 月至今在奶路臣街(魚仔街)一帶就小販和商舖造成阻街的檢控數字。本署回覆如下：

本署旺角區環境衛生辦事處一直有關注上址小販認可區地點的小販和商舖造成阻街的問題，除每天派小販事務隊人員在上址一帶駐守及巡邏外，亦不時安排突擊檢控行動，檢控非法在公共地方擴展營業範圍及造成通道阻塞的違規人士。

根據記錄，由今年 1 月 1 日至 12 月 31 日，本署人員向奶路臣街一帶的違規人士共提出 46 宗阻街檢控。

本署人員會繼續留意上址的情況及採取適當行動，以確保環境衛生。

食物環境衛生署
2014 年 1 月

[KL4ZV]

本署檔號 Our Ref.: (KL4ZW)HyD UK/12-14/3/76TTC(DMK)
來函檔號 Your Ref.:
電話 Tel. No.: 2707 7203
圖文傳真 Fax No.: 2758 3394

Annex 4

附件四

油尖旺交通運輸委員會

第 9 / 2014 號及第 12 / 2014 號文件

10 January 2014

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 12th Meeting of the Traffic and Transport Committee (TTC)
of the Yau Tsim Mong District Council

I refer to your email dated 31 December 2013 regarding the subject TTC of YTM DC meeting on 16 January 2014.

2. In response to the submitted papers 9/2014 and 12/2014, I append below our written reply in Chinese for your necessary action.

油尖旺交通運輸委員會第9/2014及12/2014號文件

“要求採取有效措施改善西九龍走廊安全”及“要求加高西九龍走廊的圍欄”

對題述文件中的提問及要求，本署有以下回覆：

A) 有關天橋護欄設計

本署目前所採用的行車天橋護欄設計，主要是防止車輛在失控時從天橋上墜下，設計標準與世界各地大致相若，已安裝的橋樑護欄能有效發揮上述的功用。

至於日前發生輪胎從行車天橋飛墜的事件，鑑於意外的發生的情況和性質已超越一般天橋護欄的設計概念，單靠加高現有行車天橋的護欄亦未必能有效防止類似意外發生，同時亦須考慮會對橋樑外觀、整體結構、駕駛者的視線、和附近居民的景觀所造成的影響。

B) 有關天橋護欄檔板

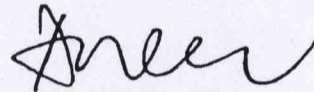
現時的行車天橋護欄主要分為密封的混凝土護欄及不密封的金屬護欄。為防止垃圾及碎石等雜物被車輛碾過時，意外從不密封護欄的行車天橋墜下。本署會因應實際情況，在繁忙的行人過路位置，在金屬護欄上加裝檔板或鐵網，防止物件從間隙墜下。

文件提及的西九龍走廊，已在行人過路位置上的行車天橋金屬護欄加上檔板。

C) 有關加設屏障

西九龍走廊大角咀段為一段已建成約三十多年的行車天橋，受天橋的設計及結構承托力所限，不能承受加建隔音屏障所帶來的額外負荷。因此，有需要構築獨立於行車天橋的結構來承托此等隔音屏障或隔音罩。不過，該等地點及附近地方的空間有限，並不適宜興建獨立的構築物。況且興建獨立的構築物將會妨礙該處建築物的消防救援工作，因此加裝隔音屏障並不可行。

Yours faithfully,



(Andy FONG)

for Chief Highway Engineer/Kowloon
Highways Department

C.C.

AC for T/U, TD

(Attn: Mr Chi Wai TSE)

Fax No.: 2397 8046

Internal

DE/YT, DE/MK, DIOW/MK, DAIOW/MK

Annex 5

附件五

油尖旺交通運輸委員會第 10 / 2014 號文件

2012-2015 油尖旺區議會
交通運輸委員會

環保斗問題未解決

就上述討論文件，環保署回覆如下：

有關放置於街道上的環保斗，環保署在收到環境滋擾投訴個案後，會作出跟進巡查。大部分的投訴個案涉及環保斗引致塵埃滋擾的問題。環保署在處理這些投訴個案時，會派人員巡查。本署人員會跟有關的負責人或營運商聯絡，要求有關負責人參照環保署的環保斗指引的建議方法，如使用隔塵布覆蓋環保斗，以期盡量減少環境滋擾。

環境局及環境保護署同意審計署報告的建議，會與發展局、運輸及房屋局和相關決策局和部門合作，就路旁貨斗所造成的問題，包括車輛及行人交通阻塞、增加道路使用者的安全風險、損毀路面及相關環境滋擾等問題，共同研究有否須要引進加強規管的方法。在共同研究有結果之前，環保署會聯同各部門向建築及相關的運輸業界加強宣傳，合作推動業界落實現時環保斗相關的運作指引。

就環境滋擾的問題來說，環保署在巡查這些環保斗的運作時，若發現有違反環保法例的情況，環保署會依法辦事。

環境保護署

2014 年 1 月 8 日