

**Minutes of the 15th Meeting of
Traffic and Transport Committee
Yau Tsim Mong District Council (2012-2015)**

Date: 10 July 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 HUI Tak-leung	Mr WONG Kin-san
Ms KO Po-ling, BBS, MH, JP	Mr HUNG Chiu-wah, Derek	Ms WONG Shu-ming
Mr CHAN Siu-tong, MH	Ms KWAN Sau-ling	Mr YEUNG Tsz-hei, Benny, MH
Mr CHAN Wai-keung	Mr LAM Kin-man	
Mr CHOI Siu-fung, Benjamin	Mr LAU Pak-kei	

Co-opted Members

Mr CHAN Sik-ming	Mr LEUNG Ping-foon
Mr HUI Hon-man	Mr LEUNG Shiu-cheong
Mr LAW Siu-hung, Paul, MH	Mr MAN Cheong-ming, Chris

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 LEE Chung-kin, Ken	Chief Inspector of Police (Operations) (2) (Mong Kok District)	Hong Kong Police Force
Mr LEUNG Tat-ming	Officer-in-Charge, District Traffic Team (Mong Kok District), Station Sergeant (Atg.)	Hong Kong Police Force
Ms CHEUNG Lui	Assistant District Operations Officer (Yau Tsim)	Hong Kong Police Force
Mr LEUNG Lit-keung	Officer-in-Charge, District Traffic Team (Yau Tsim District)	Hong Kong Police Force

In Attendance:

Ms HO Siu-ping, Betty, JP	District Officer (Yau Tsim Mong)	Home Affairs Department
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Mr YEUNG Wing-kin	Engineer/Housing & Planning 3/ Kowloon	Transport Department
Ms CHEUNG Wai-yee, Jenny	Chief Health Inspector 2, Mong Kok District Environmental Hygiene Office	Food and Environmental Hygiene Department
Mr LEUNG Wai-chiu	Senior Engineer/XRL (1)	Highways Department
Mr CHENG Kwan-nang, Clarence	Engineer/Priority Railway 1	Transport Department
Mr FUNG Wai-chung	Senior Liaison Engineer	Mass Transit Railway Corporation Limited
Ms YIP Lai-yee, Lute	Public Relations Manager - Projects and Property	Mass Transit Railway Corporation Limited
Ms Peggy WONG	Assistant Manager (Planning and Development)	Kowloon Motor Bus Company (1933) Limited
Mr LEUNG Wang-cheong	Senior Operations Officer	Kowloon Motor Bus Company (1933) Limited
Mr Frankie WONG	Manager (Community Affairs)	Kowloon Motor Bus Company (1933) Limited
Mr Kevin LI	Public Affairs Manager, Citybus/New World First Bus	NWS Transport Services Limited
Ms Lilian YEUNG	Public Relations Manager - External Affairs	Mass Transit Railway Corporation Limited
Mr TAI Chi-shing	Senior Construction Engineer – Elevator and Access Work	Mass Transit Railway Corporation Limited
Mr LEE Lap-man	Acting Senior Construction Engineer – Elevator and Access Work	Mass Transit Railway Corporation Limited
<u>Secretary</u>		
Miss MAN Shuk-yan, Karen	Executive Officer (District Council) 1, Yau Tsim Mong District Office	Home Affairs Department
Absent:		
Mr CHOW Chun-fai, BBS, JP	District Council Member	
Mr HAU Wing-cheong, BBS, MH	District Council Member	
Mr YIM Kin-ping, JP	Co-opted Member	
Mr TONG Sze-pang	Co-opted Member	
Mr YIP Chi-kin	Acting District Engineer/Yau Tsim	Highways Department

Opening Remarks

The Chairman welcomed Members, representatives from government departments and those who were in attendance to the meeting. He reported that Mr CHOW Chun-fai, Mr HAU Wing-cheong and Co-opted Member Mr YIM Kin-ping, as well as Mr YIP Chi-kin, Acting District Engineer/Yau Tsim of the Highways Department (“HyD”) were absent due to other commitments.

Item 1: Confirmation of Minutes of Last Meeting

2. The Chairman said that the Secretariat had received proposed amendments to the minutes of the last meeting from the Leisure and Cultural Services Department (“LCSD”). The document concerned (see Annex 1) was distributed at the meeting for Members’ perusal.

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

Item 2: Progress Report on District Traffic Improvement Projects Under Construction or Planning by Transport Department (“TD”)/Highways Department (“HyD”) (as at June 2014)
(YTM TTC Paper No. 39/2014)

4. The Chairman welcomed Mr FONG Wai-pang, District Engineer/Mong Kok of the HyD to the meeting.

5. Mr FONG Wai-pang briefly introduced the paper.

6. Ms KWAN Sau-ling said that the only thing that had to be done to cancel the parking spaces at Kimberly Road near Kimberley Hotel was to remove the parking meters there. The HyD should be able to complete the works within one week. Thus, it was hard for her to understand why the project could not be completed until the end of July.

7. Mr FONG Wai-pang responded that before commencement of the aforementioned project, the HyD needed to arrange for gazettal of the project to make it known to the public. It was estimated that the works required to cancel the parking spaces would only take one to two days.

8. The Chairman enquired if the HyD could advance the gazettal of the project so that it could commence as soon as possible.

9. Ms KWAN Sau-ling said that the representative of the TD had informed her by phone that the aforementioned project had been gazetted on 9 July.

10. Mr FONG Wai-pang responded that the HyD had scheduled to carry out works for cancellation of the parking spaces at Kimberly Road near Kimberley Hotel on 24 July 2014.

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

Item 3: Brief Report on Traffic Conditions in Mong Kok Pedestrian Precinct
(YTM TTC Paper No. 40/2014)

Item 4: Report on Enforcement Actions Taken by Food and Environmental Hygiene Department (“FEHD”) Following New Implementation Hours of Mong Kok Pedestrian Precinct
(YTM TTC Paper No. 41/2014)

Item 5: Report on Conditions in Mong Kok Pedestrian Precinct (as at June 2014)
(YMTTC Paper No. 42/2014)

12. The Chairman said that since items 3 to 5 were related to the Mong Kok Pedestrian Precinct ("MKPP"), he proposed that the three items be discussed together. There was no objection.

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

- (a) Ms Betty HO, District Officer (Yau Tsim Mong);
- (b) Mr YEUNG Wing-kin, Engineer/Housing & Planning 3/Kowloon of the TD;
- (c) Ms Jenny CHEUNG, Chief Health Inspector 2 of the Mong Kok District Environmental Hygiene Office of the Food and Environmental Hygiene Department ("FEHD"); and
- (d) Mr Ken LEE, Chief Inspector of Police (Operations) (2) and Mr LEUNG Tat-ming, Officer-in-Charge of the District Traffic Team and Station Sergeant (Atg.) of Mong Kok District of the Hong Kong Police Force ("HKPF").

14. Mr YEUNG Wing-kin and Ms Jenny CHEUNG briefly introduced the contents of the papers numbered 40/2014 and 41/2014 respectively.

15. Ms Betty HO said that according to the papers submitted by the TD, the FEHD and the HKPF, the problems of noise nuisance, hawking activities and obstruction on streets from Monday to Friday had been relieved to a large extent since the new arrangement for opening hours of the MKPP came into effect in January 2014. Upon discussion with the departments concerned, the Yau Tsim Mong District Office ("YTMDO") planned to focus the resources on conducting inter-departmental joint enforcement operations at the MKPP on Saturdays, Sundays and public holidays, with a view to further enhancing and improving the management of the MKPP.

16. The Chairman said that Mr CHOW Chun-fai was absent due to other commitments. He then briefly introduced the written views on the situation of the MKPP submitted by Mr CHOW before the meeting (Annex 2):

- (i) After implementation of the new arrangement on opening days, the problems of noise nuisance and street obstruction at the MKPP from Monday to Friday had been relieved to a large extent. Residents and shop operators at the MKPP welcomed the new arrangement.
- (ii) It was common to see that two or three stalls were set up to display photographic equipment and props at the section of Sai Yeung Choi Street South between Shan Tung Street and Soy Street in the afternoon from Mondays to Fridays. This caused street obstruction and might lead to accidents easily. The departments concerned should follow up on this issue in accordance with the law.
- (iii) The number of easy-mount frames used for commercial advertising at the MKPP had dropped as compared with that in the past. However, quite a number of easy-mount frames were still found at railings along roadside, and thus blocking the view of motorists. Therefore, the FEHD should step up

enforcement actions to remove those easy-mount frames.

- (iv) Quite a number of residents and shop operators at the MKPP had reflected to Mr CHOW that there were often street singing performances at the section of Sai Yeung Choi Street South between Dundas Street and Soy Street on Saturdays, Sundays and public holidays, and thus causing noise nuisance. In view of this, residents of Sun Kong House and Wingco Mansion had jointly lodged a complaint. The departments concerned should follow up on this matter.
- (v) There were many commercial advertising booths, easy-mount frames and sprawling markets (for juggling, painting and fortune telling, etc.) at the MKPP on Saturdays, Sundays and public holidays. Together with crowds of onlookers, the pavements were obstructed. This caused great inconvenience to residents and shop operators at the MKPP as they had to make detours.
- (vi) Mr CHOW thanked Councillors of the Yau Tsim Mong District Council (“YTMDC”), Members of the Traffic and Transport Committee (“TTC”), the YTMDO, the TD, the FEHD and the HKPF (Mong Kok District) for listening to the views of residents at the MKPP. He also requested the departments concerned to continue to improve the management of the MKPP.

17. Mr WONG Kin-san recalled that the TD used to submit papers to report the implementation of the MKPP pilot scheme once every six months. He would like to know whether the past practices where the departments concerned would report the situation of the MKPP over the past six months before the TTC reviewed the existing arrangement of the MKPP would be followed in this meeting. He was pleased to learn that the FEHD had deployed additional resources to take enforcement actions at the MKPP on Saturdays, Sundays and public holidays. However, he pointed out that the situation of on-street commercial promotional activities and the erection of easy-mount frames at the MKPP from Sunday to Friday had not been improved, and the problems were even deteriorating. He hoped that the FEHD would pay more attention to the problems. In addition, he thanked the HKPF (Mong Kok District), the Yau Tsim Mong Road Safety Campaign Organising Committee and the Yau Tsim Mong North Area Committee for sending staff to the MKPP to remind pedestrians not to jaywalk. However, he opined that as tourists were the main target of the aforementioned publicity, this would achieve limited effectiveness only. He would like to know whether the Police would deploy manpower to prosecute pedestrians for jaywalking at the MKPP so as to increase the deterrent effect.

18. The Chairman said that at the meeting held in November 2013, the TTC had endorsed the reduction in the number of opening days of the MKPP. The departments concerned had to report to the TTC the situation of the MKPP once every six months for the purpose of regular review. He would later ask Members to express their opinions on the existing opening hours of the MKPP.

19. Mr Paul LAW said that most shop operators and residents of buildings in the vicinity of the MKPP welcomed the new arrangement on opening days. They opined that such arrangement could not only help alleviate pavement congestion, but also facilitate shop operators to load/unload their goods on the roadside. He added that the Yau Tsim Mong North Area Committee would continue to carry out publicity activities at the MKPP so as to raise public awareness of the new traffic arrangement of the MKPP.

20. Mr Derek HUNG hoped that apart from stepping up enforcement actions on Saturdays, Sundays and public holidays, the relevant departments would, subject to availability of resources, arrange raid operations on Mondays to Fridays to further combat offences at the MKPP. In addition, he recalled that the media had reported that some members of the public had earlier applied for judicial review on the new arrangement on opening days of the MKPP and he would like to know the progress. Also, he asked whether the relevant departments had made any preparation in case the judicial review was successful.

21. Mr CHAN Wai-keung quoted the paper of the FEHD, pointing out that the erection of easy-mount frames at the MKPP might be controlled by a syndicate. In this regard, he wondered whether the FEHD had conducted any joint operations with other departments (such as the HKPF) to neutralise the syndicate. He also enquired whether the FEHD could initiate prosecution against the syndicate under existing legislation. He continued that the vicinity of Sai Yeung Choi Street South had been designated as a pedestrian precinct for as long as 14 years. He would like to know whether the TD would continue to implement the MKPP arrangement along the street on a trial basis.

22. Ms KO Po-ling asked the Police whether the number of noise complaint cases stated in the paper was only comprised of those related to the MKPP or had included the cases related to the nearby footbridge. She further quoted the paper of the FEHD, pointing out that the frontline staff of the FEHD often encountered resistance when they took enforcement actions at the MKPP. She was deeply concerned about the personal safety of the staff. Therefore, she wondered if the FEHD would strengthen support to its frontline staff.

23. Ms Jenny CHEUNG responded as follows:

- (i) Besides deploying additional resources to step up enforcement actions at the MKPP on Saturdays, Sundays and public holidays, the FEHD would also arrange staff to remove easy-mount frames and stalls conducting commercial promotional activities at the MKPP on Mondays to Fridays.
- (ii) It was suspected that the erection of easy-mount frames at the MKPP was controlled by a syndicate. The syndicate sent lookouts to keep an eye on the MKPP. Once the lookouts noticed that the FEHD officers had arrived, they would notify their associates immediately to remove the easy-mount frames, making it difficult for the FEHD to initiate prosecution against the offenders on the spot.
- (iii) Although the resistance encountered had made it more difficult for the FEHD officers to take enforcement actions at the MKPP, the Police had been providing support to the frontline officers of the FEHD and safeguarding their personal safety. No casualties of the FEHD officers had arisen from conflicts with the public in the course of taking enforcement actions at the MKPP so far.

24. Mr Ken LEE responded as follows:

- (i) During the period from 12:00 p.m. to 2:00 p.m. and from 6:00 p.m. to 9:00 p.m. every day, Police officers were sent to the MKPP to remind pedestrians to observe road safety. The target groups included both tourists and local residents. He thanked the Yau Tsim Mong Road Safety Campaign Organising Committee and the Yau Tsim Mong North Area Committee for assisting in carrying out publicity activities. He also said that the Police

would continue to remind the public to take note of the latest traffic arrangement of the MKPP through publicity and education.

- (ii) The figures set out in the paper were the number of noise complaint cases concerning the MKPP only. In 2014 (as at 9 July), the Police had received 114 complaints about noise nuisances at the Mong Kok Road footbridge. The details were tabulated below:

	January	February	March	April	May	June	July
Number of noise complaint cases	18	32	25	15	18	5	1

- (iii) The Police were concerned about noise nuisances at the Mong Kok Road footbridge. Two summonses had been issued to two musical bands (consisting of a total of three members) for prosecution during the said period.

25. Mr YEUNG Wing-kin responded as follows:

- (i) Since 2000, the TD had designated Sai Yeung Choi Street South and some streets in the vicinity as a part-time pedestrian precinct. The programme was implemented in phases. Some of the sections had been designated as a pedestrian precinct permanently. The TD would continue to closely monitor the traffic condition of the district and report the traffic condition of the MKPP to the YTMDC when necessary.
- (ii) The management of the MKPP was jointly carried out by the relevant departments with respect to their respective areas of responsibilities. The TD would continue to closely monitor the traffic condition of the district and conduct reviews on the arrangement of traffic management of the MKPP when necessary.

26. Ms Betty HO supplemented that some members of the public had earlier applied for judicial review on the new arrangement of the number of opening days of the MKPP, but the court still had not announced whether the application would be heard.

27. Mr HUI Tak-leung opined that distributing leaflets at the MKPP to remind the public to beware of vehicles would achieve limited effectiveness only. He suggested that the Police deploy more traffic wardens to the MKPP to remind pedestrians of traffic safety, and take prosecution actions against jaywalkers.

28. Mr CHAN Wai-keung enquired whether the FEHD could neutralise the syndicate which was currently controlling the erection of easy-mount frames at the MKPP through enforcement actions or special operations such as “covert operations”.

29. Ms KO Po-ling reiterated her concern over the personal safety of frontline officers of the FEHD. She wondered if the Police would carry out joint enforcement operations with the FEHD. Furthermore, she opined that the Government should consider monitoring street performances.

30. Mr CHAN Siu-tong said that most of the instant photo stalls were no longer set up at the MKPP after implementation of the new opening hours. However, he noticed that some of these stall operators had continued their business on the pavement of the MKPP recently, making pedestrians jaywalk and causing danger. He urged the relevant departments to closely monitor the situation.

(Mr Benny YEUNG joined the meeting at 3:15 p.m.)

31. Ms Jenny CHEUNG responded as follows:

- (i) Under section 104A of the Public Health and Municipal Services Ordinance, if the FEHD staff found any unauthorised display of easy-mount frames or posters with commercial advertising slogans in public places, they could take prosecution actions against the offenders. However, the Ordinance had not empowered the FEHD staff to combat the syndicated erection of easy-mount frames.
- (ii) If the FEHD staff came across any difficulties when taking enforcement and prosecution actions, they would take the initiative to seek help from the HKPF. The FEHD had also carried out joint enforcement operations with the HKPF at the MKPP.

32. Ms Betty HO responded as follows:

- (i) Prior to implementation of the new arrangement on opening days of the MKPP, the relevant departments had noticed that the erection of easy-mount frames was controlled by a syndicate. As such, they had strengthened their routine law enforcement operations. The HKPF would provide assistance to these law enforcement operations when necessary.
- (ii) At its earlier meeting, the Panel on Home Affairs of the Legislative Council had requested the Home Affairs Bureau (“HAB”) to formulate regulatory policy on street performances. The Panel also suggested launching a trial scheme in relation to such policy at several street performance hotspots in Hong Kong. As it was a complicated issue, the HAB needed to take some time to carefully consider the policy options. It was hoped that a balance could be struck between promoting the development of street art performances and their impacts on the residents nearby.
- (iii) At present, grey areas existed in the relevant legislation, making it hard for the concerned departments to take prosecution actions against instant photography activities at the MKPP. Under the existing legislation, the FEHD and the HKPF would only take prosecution actions against those parties who caused street obstruction by setting up stalls on pavements and carriageways respectively.

33. Mr Ken LEE stressed that the HKPF would continue to take law enforcement actions regarding noise complaints in the district (including the footbridges at Mong Kok Road and the MKPP) in accordance with the existing legislation and the standard of proof.

34. The Chairman reported that Mr CHOW Chun-fai, Councillor of the constituency concerned, suggested that the number of opening days of the MKPP be maintained for the time being. If it was necessary to revise the arrangement of opening hours, it could be

discussed at the next review. He asked Members if they agreed to this arrangement. There was no objection.

35. The Chairman thanked the representatives of the relevant departments for joining the discussion on this item.

Item 6 Road Improvement Works at Anchor Street and Beech Street
(YTMTC Paper No. 43/2014)

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

37. Mr TSE Chi-wai gave a PowerPoint presentation to briefly introduce the contents of Paper No. 43/2014.

38. The Vice-chairman supported the TD's road improvement proposal to alleviate traffic congestion at Anchor Street and Beech Street as mentioned in the paper. He hoped that the TD would evaluate the effectiveness of the measure on a regular basis after the proposal was put in place. In addition, he enquired of the TD about the Urban Renewal Authority's ("URA") works schedule of straightening the carriageway at the section of Anchor Street between Beech Street and Pine Street.

39. Mr LAU Pak-kei was pleased to hear the improvement proposal put forward by the TD. He believed that the measure could ease traffic congestion and minimise vehicle-pedestrian conflicts at Anchor Street and Beech Street. He hoped that the project would commence as early as possible. He also urged the TD to enhance communication with the stakeholders in the district before commencing the relevant works in order to inform them of the new traffic arrangement.

40. Ms KO Po-ling enquired of the TD about the actual commencement date of the project. She hoped that it would start as early as possible.

41. Mr TSE Chi-wai responded as follows:

- (i) The URA planned to commence the works for straightening the carriageway at the section of Anchor Street between Beech Street and Pine Street at the end of this year or early next year.
- (ii) The TD was consulting the YTMDC on the aforementioned road improvement works. Then, the TD would gauge the views of members of the local community. The department hoped to tie in with the works schedule of the URA and complete the project as early as possible.

42. The Chairman thanked the representative of the TD for joining the discussion on this item.

(Mr Paul LAW left the meeting at 3:45 p.m.)

**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
(YMTTC Paper No. 44/2014)**

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

- (a) Mr LEUNG Wai-chiu, Senior Engineer/XRL (1) of the HyD;
- (b) Mr Clarence CHENG, Engineer/Priority Railway 1 of the TD; and
- (c) Mr FUNG Wai-chung, Senior Liaison Engineer and Ms Lute YIP, Public Relations Manager - Projects and Property of the Mass Transit Railway Corporation Limited (“MTRCL”).

44. Mr FUNG Wai-chung gave a PowerPoint presentation to briefly introduce the contents of the paper.

(Mr HUI Hon-man left the meeting at 3:50 p.m.)

45. Mr Derek HUNG quoted the paper and pointed out that the MTRCL planned to temporarily close the temporary viaduct at Lin Cheung Road northbound and use either Canton Road or Nga Cheung Road as an alternative route to speed up the commissioning of Austin Road West/Lin Cheung Road underground carriageway. He asked the MTRCL when the aforementioned proposal would be implemented, and how much the completion of the underground carriageway works could be expedited due to the proposal. He indicated that it could be seen in Figure 2 in the paper that the locations of the ventilation shaft and the emergency exit of the West Kowloon Terminus (“WKT”) of the XRL had been revised to be more distant from the residential area than originally planned. Moreover, he requested the MTRCL to proactively maintain close communication with the TTC and the related housing estates before carrying out blasting works at the rock strata of the WKT. Building safety inspections should also be conducted for residents in need to ensure that the blasting works would not cause adverse impacts on the residential area.

46. Mr CHAN Wai-keung was concerned whether the MTRCL would postpone the surrender of the works site at Hoi Ting Road due to the delay of the XRL works, and thus affecting the construction works of the West Kowloon Government Offices and the neighbouring games hall complex. In this regard, he requested the MTRCL to give an account of the specific schedule for surrender of the works site at Hoi Ting Road.

47. The Vice-chairman pointed out that there had been sources saying that the condition of the rock strata beneath the WKT of the XRL turned out to be different from the result of the original assessment by the MTRCL. He asked whether the issue would complicate the XRL works. Moreover, he enquired whether the MTRCL had received any complaints from residents when the XRL tunnelling works were being carried out in the Tai Kok Tsui District. He also requested the MTRCL to report the length of delay of the XRL works and the latest anticipated commissioning date of the XRL.

48. Mr CHAN Siu-tong enquired whether the MTRCL had conducted any blasting works within the XRL site boundary, and asked about the area of the proposed blasting of rock strata. He also said that the buildings of Mun Wah Sun Chuen, which were adjacent to the WKT of the XRL, were relatively old. He worried that the blasting of rock strata would affect the structure of those buildings. He hoped that the MTRCL would supplement more

information about the blasting works.

49. Mr Fung Wai-chung responded as follows:

- (i) The MTRCL expected that the temporary viaduct at Lin Cheung Road northbound would be temporarily closed from October onwards. Under this arrangement, the Austin Road West/Lin Cheung Road underground carriageway could be opened 20 weeks earlier than the original schedule.
- (ii) Having gauged the views of residents of the housing estates near the WKT of the XRL, the MTRCL had scattered the ventilation shafts around the entrance of the main building and the emergency exits of the WKT at different locations, and the ventilation shafts had been relocated to areas which were distant from the residential area.
- (iii) If residents of the buildings near the WKT of the XRL worried that blasting of rock strata might affect the building structure, the MTRCL would arrange filming of the existing condition of the buildings for record purpose.
- (iv) The MTRCL would surrender the XRL works site at Hoi Ting Road in phases as scheduled. It was expected that the sites reserved for the construction of the West Kowloon Government Offices and the game hall complex would be surrendered in 2015 and 2016 respectively. The MTRCL would submit a written report on the specific schedule for surrendering the site at Hoi Ting Road after the meeting.
- (v) There was no delay in the XRL tunnel boring works. When the tunnel boring machine entered the Tai Kok Tsui District, the MTRCL had received enquiries from residents about vibration of buildings.
- (vi) The tunnel boring machine had entered the Tai Kok Tsui District. It would enter the underground of Hoi Wang Road to continue the tunnel boring works later.
- (vii) No blasting works had been conducted within the WKT XRL site boundary. The MTRCL planned to carry out the blasting works at the rock strata beneath the WKT basement level in September. With the facilitation of the tunnel boring machine, the progress of excavation of the basement platform would be sped up. The blasting works of rock strata were expected to be completed in nine months to a year.

(Mr LAM Kin-man and Mr WONG Kin-san left the meeting at 4:05 p.m.)

50. Ms Lute YIP supplemented as follows:

- (i) As a usual practice, the MTRCL would distribute notices, works newsletters, etc. to the residential buildings in the vicinity of the XRL site to explain the details of works. The latest issue of the works newsletter would be published and distributed in early August.
- (ii) The Community Liaison Group of the XRL Project (WKT) would convene a meeting on 7 August 2014 to brief Members on the latest arrangement of the XRL project.

51. The Chairman opined that there was room for improvement regarding the MTRCL's distribution of information about the XRL project. He hoped that the MTRCL would proactively strengthen communication with Mr Derek HUNG and the concerned residential buildings before commencement of blasting works at the rock strata for the WKT.

52. Mr Derek HUNG quoted the MTRCL's response, saying that it would involve complicated works procedures if a vehicular viaduct was to be re-constructed in the vicinity during the temporary closure of the temporary viaduct at Lin Cheung Road northbound. . If the TD considered that the proposal to diverge the traffic to the two carriageways on both sides was feasible, he opined that the arrangement should be worth consideration as it would help advance the commissioning of the Austin Road West/Lin Cheung Road underground carriageway by 20 weeks and facilitate the construction works.

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

Item 8: To Repave the Footbridge Across Cherry Street, Argyle Street and Tong Mi Road
(YTM TTC Paper No. 45/2014)

54. The Chairman said that the written response of the HyD (Annex 3) had been distributed to Members by email for perusal before the meeting. He then welcomed the following representatives to the meeting:

- (a) Mr TSE Chi-wai, Engineer/Mong Kok & Yaumatei of the TD; and
- (b) Mr FONG Wai-pang, District Engineer/Mong Kok of the HyD.

55. Mr FONG Wai-pang reported that around one third of the deck of the footbridge across Cherry Street, Argyle Street and Tong Mi Road (the section near Mong Kok Market) had been repaved with anti-slippery ground bricks, while the remaining area was repaved with anti-skid dressing. During routine inspections, the HyD discovered that the deck paved with anti-skid dressing had been damaged, and the HyD had arranged its contractor to conduct repair works. It was anticipated that the works would be completed by mid-July. Moreover, the HyD had planned to repave the deck currently covered by anti-skid dressing with ground bricks.

56. Mr CHAN Wai-keung recalled that repaving works had been carried out on the said footbridge a few years ago. Yet, within just a few years' time, the deck with anti-skid dressing had been damaged to various extents that it became necessary to enclose the footbridge again for repairing. He urged the HyD to use more durable materials to repave the footbridge deck so as to mitigate the impacts of the repair works on residents.

57. Mr FONG Wai-pang responded that after the section of the footbridge deck near Mong Kok Market had been repaved with anti-slippery ground bricks a few years ago, the condition there was generally satisfactory. During routine inspections, the HyD discovered that the damages mostly fell within the area paved with anti-skid dressing. As such, the HyD planned to repave the footbridge deck currently covered by anti-skid dressing with ground bricks so as to comprehensively improve the condition of the deck.

58. Mr CHAN Wai-keung requested the HyD to explain why only part of the footbridge deck was paved with anti-slippery ground bricks at that time, which necessitated separate

repavement of the remaining areas of the deck with ground bricks, causing inconvenience to the public.

59. Mr HUI Tak-leung remarked that it was necessary for the HyD to repave the damaged footbridge deck. He agreed that the HyD should repave the whole deck with anti-slippery ground bricks in one go to avoid any inconvenience caused to the public.

60. Mr FONG Wai-pang responded that the section of the footbridge deck paved with anti-slippery ground bricks was close to Mong Kok Market. As it had been estimated that the aforementioned section would be more prone to ageing and damage as compared to the other areas of the deck, the HyD paved it with anti-slippery ground bricks at that time.

61. The Vice-chairman supplemented that some members of the public had reflected to him that the condition of the aforementioned footbridge deck was unsatisfactory. He hoped that the HyD would carry out improvement works as soon as possible.

62. The Chairman said that the Citybus Limited (“CTB”), the New World First Bus Services Limited (“NWFB”) and the MTRCL would send representatives to discuss Items 9 and 10 respectively. However, their representatives had not yet arrived. He suggested that Item 11 be discussed first. There was no objection.

Item 11: Early Implementation of \$2 Concessionary Fare on Green Minibuses (“GMB”) for Elderly People and Eligible Persons with Disabilities (YTM TTC Paper No. 48/2014)

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

64. Mr LAU Pak-kei supplemented the contents of the paper. He enquired of the TD about the implementation date of the \$2 fare concession scheme on GMBs for the elderly and eligible persons. He also urged the HyD to extend the scheme to students.

65. Ms Christine YUEN responded as follows:

- (i) To encourage the elderly and eligible persons with disabilities to integrate into the community, the Government had implemented in phases a fare concession scheme on the general MTR lines, franchised buses and ferries since mid-2012, enabling elderly people aged 65 or above and eligible persons with disabilities to enjoy \$2 fare concession for the aforementioned public transport means.
- (ii) The TD planned to include GMBs into the fare concession scheme in phases in the first quarter of 2015. GMB operators might choose to join the scheme on a voluntary basis. Most of the GMB operators had indicated their interest to join the scheme. The TD would encourage more operators to join so that more passengers would benefit from the scheme.
- (iii) Currently, there were more than 150 GMB operators operating over 480 GMB routes in Hong Kong. Most of them were running small scale business with different modes of operation and financial positions. As such, the TD had to discuss and solve the technical, accounting and auditing problems with the operators and the Octopus Cards Limited, in the hope that the \$2 fare concession scheme on GMBs could be smoothly launched in phases in the first

quarter of 2015.

- (iv) The TD would reflect to the related policy bureaux Councilors' proposal on extension of the \$2 fare concession scheme to students for their consideration.

66. Mr LAU Pak-kei was glad to know that most GMB operators were interested in joining the fare concession scheme and he hoped that the scheme would be implemented as soon as possible. He enquired whether GMB operators could apply to the TD for joining the scheme at present. He added that there were relatively more senior citizens living in the Tai Kok Tsui District. They had to commute between the district and other areas by GMB routes Nos. 3, 12A, 12B and 12S. He hoped that the TD would strengthen communication with GMB operators and encourage them to actively join the fare concession scheme.

67. Mr HUI Tak-leung supported the proposal set out in the paper. He hoped that the TD would benefit the community by extending the \$2 public transport fare concession scheme to the low-income groups and the Comprehensive Social Security Assistance recipients.

68. Ms KWAN Sau-ling said that many elderly people chose to travel by GMBs to avoid using the staircases at MTR stations. She believed that the burden of travelling expenses of many elderly people could be relieved if the \$2 fare concession scheme was extended to GMBs. She supported the relevant bureau's implementation of the policy which would benefit the community as a whole, and hoped that the scheme would be launched as soon as possible.

69. Mr CHUNG Kong-mo said that the operator of GMB route No. 79K had voluntarily offered fare concession to elderly passengers in the past, but the concession was cancelled later as the operator faced financial difficulties. However, when the concerned operator applied to the TD for joining the \$2 fare concession scheme on GMBs, it was informed that it was ineligible for the scheme since it had offered fare concession before. He doubted the TD's decision and hoped that the representatives of the TD would give an explanation of such an arrangement at the meeting.

(Mr LEUNG Shiu-cheong left the meeting at 4:30 p.m.)

70. Ms KO Po-ling opined that the TD should implement the fare concession schemes for the elderly and eligible persons with disabilities simultaneously to benefit both groups at the same time. She further stated that it was inappropriate to turn down the application submitted by the operator of GMB route No. 79K for joining the \$2 fare concession scheme just because it had offered fare concession on a voluntary basis in the past. She urged the TD to actively consider the applications submitted by various GMB operators so that more GMB routes would be included in the \$2 fare concession scheme.

71. The Vice-chairman suggested that the TD should classify the GMB operators who joined the fare concession scheme as "Caring Enterprises". Priority should be given to these operators when tenders were invited for GMB routes in the future so as to further encourage GMB operators to join the fare concession scheme.

72. Mr CHAN Wai-keung hoped that the TD would implement the \$2 fare concession scheme on GMBs as soon as possible with a view to further cutting down the travelling expenses of the elderly and helping the elderly to integrate into the community.

73. Ms Christine YUEN responded as follows:

- (i) Currently, the majority of GMB operators had expressed their interest in joining the fare concession scheme. The remaining minority had not yet indicated their intention at this stage because they wanted to be further informed of the actual operational details of the scheme. Under the scheme, the operators had to collaborate with the Government in respect of operation, administration, auditing and accounting since public fund would be provided to them as fare subsidy. Therefore, the TD would continue to communicate with GMB operators and encourage them to participate in the scheme, with a view to offering fare concession on more GMB routes.
- (ii) The TD had been encouraging GMB operators to, subject to their financial position, voluntarily reduce the fares to contribute to society. Even if individual operators had offered fare concession on a voluntary basis before, their eligibility to join the \$2 fare concession scheme would not be affected.
- (iii) The TD would launch the \$2 fare concession scheme on GMBs for the elderly and eligible persons with disabilities simultaneously. It was expected that the scheme would be implemented in phases in the first quarter of 2015.
- (iv) The TD would convey the proposal on “Caring Enterprises” to the relevant policy bureaux for their consideration.

74. Mr CHUNG Kong-mo reiterated that it was unfair to reject the applications for joining the \$2 fare concession scheme submitted by individual GMB operators merely because they had voluntarily offered fare concession before.

75. Ms KO Po-ling recalled that the CTB had offered fare concession to the elderly before the Government launched the \$2 fare concession scheme. She wondered if the Government was providing fare subsidy to the CTB/NWFB at present. She agreed that the TD should actively consider GMB operators’ applications for joining the \$2 fare concession scheme, as the scheme aimed to encourage the elderly and eligible persons with disabilities to integrate into the community.

76. Ms Christine YUEN replied that elderly people aged 65 or above and eligible persons with disabilities were both eligible to travel on the general MTR lines, franchised buses and ferries at a fare of \$2 per trip under the existing fare concession scheme. Apart from joining the scheme, the CTB also voluntarily offered fare concession to elderly people aged 60 to 64 on individual routes.

77. Ms Christine YUEN continued that she would meet with the operator of GMB route No. 79K after the meeting to discuss their application for joining the \$2 fare concession scheme.

78. The Chairman thanked the representatives of the TD for participating in the discussion of this item.

Item 9 To Divert Bus Routes Nos. 904 and 905 (to Hong Kong Island) via Hoi Wang Road
(YTMTTC Paper No. 46/2014)

79. The Chairman said that the written responses of the Kowloon Motor Bus Company

(1933) Limited (“KMB”) and the NWFB (Annexes 4 and 5) had been emailed to Members for reference before the meeting. He then welcomed the following representatives to the meeting:

- (a) Ms Christine YUEN , Senior Transport Officer/Yau Tsim Mong of the TD;
- (b) Ms Peggy WONG, Assistant Manager (Planning and Development), Mr LEUNG Wang-cheong, Senior Operations Officer and Mr Frankie WONG, Manager (Community Affairs) of the KMB; and
- (c) Mr Kevin LI, Public Affairs Manager of the NWFB.

80. Mr CHUNG Kong-mo supplemented the contents of the paper.

81. Mr CHAN Wai-keung said that since the flat in-take of the Hermitage, the residential population in the vicinity of Hoi Wang Road had been increasing. However, route No. 914 was the only cross-harbour bus route passing through Hoi Wang Road. It was obvious that there were insufficient cross-harbour bus routes serving the area. He continued that the MTR trains had malfunctioned from time to time in recent years, resulting in service disruption. As such, the TD should enhance the bus service so as to prevent the public from being over-reliant on the MTR service. In this connection, he urged the TD and the two bus companies to seriously consider the proposal to divert routes Nos. 904 and 905 (to Hong Kong Island) via Hoi Wang Road.

82. Ms Peggy WONG responded that if routes Nos. 904 and 905 were diverted via Hoi Wang Road, the journey time would be extended. As 80% of the passengers of these two bus routes got on board in Mong Kok, Mei Foo and Cheung Sha Wan, most of them would be affected by the extension of journey time. Therefore, the KMB had reservation about this proposal.

83. Mr Kevin LI responded that the NWFB also had reservation about the aforementioned proposal on diversion. If routes Nos. 904 and 905 were diverted via Hoi Wang Road, they would not pass through the en-route stop at Cherry Street. Then, the passengers there had to wait for the bus at other en-route stops. In addition, the journey time of the two bus routes would be extended due to diversion via Hoi Wang Road. The extended journey and waiting time would cause inconvenience to the existing passengers. He said that the NWFB would continue to closely monitor the ridership and service standard of the two bus routes, and would review the routeing in a timely manner.

84. Mr LAU Pak-kei said that the return trip of routes Nos. 904 and 905 did not stop in the Tai Kok Tsui District at present. He hoped that the bus companies would adjust the routeing of the two bus routes as early as possible to respond to the request of the residents in the Tai Kok Tsui District.

85. The Vice-chairman said that quite a number of residents of the Hermitage had reflected to him that the cross-harbour bus service in the Tai Kok Tsui District was insufficient. He supported the diversion of routes Nos. 904 and 905 (to Hong Kong Island) via Hoi Wang Road. He hoped that the TD and the bus companies would formulate proposals to improve the cross-harbour bus service in the Tai Kok Tsui District.

86. Mr CHUNG Kong-mo said that if routes Nos. 904 and 905 were diverted via Hoi Wang Road as suggested in the paper, the proposed location of the bus stop would not be far from the existing bus stops of the two bus routes in the Tai Kok Tsui District. Thus, the

journey time would only be slightly extended. If the bus companies refused to take forward the diversion proposal in the excuse that such proposal would cause inconvenience to the passengers, he would adopt the same principle to scrutinise the annual Bus Route Development (“BRD”) Programme. He continued that as the Tai Kok Tsui District was close to the Western Harbour Crossing, the TD and the bus companies should increase the number of harbour-crossing bus routes commuting to and from the Tai Kok Tsui District. The TTC had repeatedly raised such request over the past years but was neglected. The TD and the bus companies should review again the cross-harbour bus services in the Tai Kok Tsui District.

87. Mr Derek HUNG was well aware that the bus companies had to take into account various factors before adjusting the routes. He said that if there was still room for growth in the ridership of routes Nos. 904 and 905, and the residents in the Tai Kok Tsui District needed the cross-harbour service of the two bus routes, the bus companies might launch a trial run of diversion via Hoi Wang Road. Then, they could decide whether to implement the diversion arrangement upon review of the effectiveness of the trial run.

88. Ms Peggy WONG responded that the KMB was aware of the demand of residents in the Tai Kok Tsui District for the cross-harbour bus service. Therefore, the KMB suggested extending the service area of special route No. 914X to Hong Kong Island East under this year’s BRD Programme. The KMB would implement the aforementioned proposal on a trial basis. Upon review of the effectiveness of the trial run, the KMB would conduct an overall review of the cross-harbour bus service in the Yau Tsim Mong District.

89. Mr Kevin LI said that a member of the public had raised objection to the diversion of routes Nos. 904 and 905 via Hoi Wang Road through the Customer Service Department of the NWFB. The company would evaluate different opinions of various parties on individual bus routes. Also, it would continue to communicate with the TD and the KMB with a view to proposing feasible measures to improve the cross-harbour bus service in the Tai Kok Tsui District.

90. Ms Christine YUEN supplemented that at present, residents in the vicinity of Hoi Wan Road who needed to cross the harbour could choose to travel by bus routes Nos. 904, 905 and 914 or by the MTR at Olympic Station. She believed that the bus companies would adjust the routeing of individual bus routes in a timely manner with reference to their ridership so as to address the demand from passengers.

91. Mr HUI Tak-leung said that during the previous consultation with the TTC on the BRD Programme, the bus companies tended to ignore Members’ objection and insisted on implementing the rerouting proposal of individual routes. He continued that the TTC had requested to improve the services of routes Nos. 904 and 905 over the years. However, the NWFB did not take any follow-up actions on the rerouting proposal set out in the paper on grounds of public opposition to diverting the two routes via Hoi Wang Road. This showed that the NWFB did not respect Members’ views.

92. Mr CHUNG Kong-mo pointed out that under this year’s BRD Programme, the KMB proposed relocating the terminus of route No. 914 to Hong Kong Island East. It was insufficient for the KMB to merely put forward this proposal as a measure to improve the cross-harbour bus service in the Tai Kok Tsui District. He urged the KMB to improve the cross-harbour bus service in the district as soon as possible by means of route diversion and provision of additional routes.

93. Mr Derek HUNG reiterated that if there was still room for growth in the ridership of

an individual bus route, and the residents in the vicinity had a strong demand for the bus service of the said route, it was necessary for the bus companies to make a rerouting arrangement to achieve a win-win situation. As regards the proposal to re-route bus routes Nos. 904 and 905 via Hoi Wang Road, he opined that the NWFB should carefully consider the justification of each party.

94. Mr LAU Pak-kei was dissatisfied that the NWFB did not consider the rerouting proposal set out in the paper merely due to the public objection received by the customer service hotline. He said that if the NWFB considered whether to adjust the bus routes simply based on the number of views received, he could gauge a large number of requests made by residents for provision of additional bus routes via the Tai Kok Tsui District. He would like to know what factors the NWFB needed to consider before adjusting the bus routes.

95. The Vice-chairman said that he had repeatedly objected to the rerouting of more bus routes via the West Kowloon Corridor as proposed by the TD and the bus company at the TTC meetings. However, the bus company still disregarded his objection and implemented the proposal.

96. Mr Kevin LI clarified that his earlier remarks on the objection received against the rerouting of routes Nos. 904 and 905 via Hoi Wang Road did not mean that the bus company had not considered the rerouting proposal because of the objection. He reiterated that the NWFB would continue to work with the TD and the KMB to study feasible measures to improve the cross-harbour bus service in the Tai Kok Tsui District.

97. The Chairman asked the representative of the NWFB to respond to Mr LAU Pak-kei's question and explain the factors to be considered when adjusting bus routes.

98. Mr Kevin LI responded that regarding the rerouting of bus routes, the NWFB mainly considered the journey time and the impact of relocation of bus stops on the existing passengers. The NWFB was pleased to listen to the views for and against rerouting proposals.

99. The Chairman recalled that at the last meeting of the TTC, the NWFB had not considered Members' rerouting proposal for routes Nos. A21 and E21 on the grounds of financial and operational difficulties. The proposal to re-route bus routes Nos. 904 and 905 via Hoi Wang Road at hand was, once again, rejected by the NWFB due to extension of journey time and the opposing opinions received. He opined that the NWFB did not respect Members' views. As such, it was not necessary for the TTC to waste time discussing this item.

100. Mr Kevin LI responded that the KMB always respected the views of the TTC and noted Members' views at this meeting.

101. Mr HUI Tak-leung said that elected DC Members were the representatives of residents in the district and they were responsible for expressing their views on district issues to government departments. He did not understand why the NWFB only listened to the opposing views from individuals, but turned a deaf ear to the views put forward by elected DC members who had a public mandate.

102. Mr CHAN Wai-keung opined that diverting routes Nos. 904 and 905 via Hoi Wang Road could increase ridership, thereby enhancing the profitability of the bus company. He did not understand why the bus company was reluctant to reroute these two bus routes.

103. Mr Kevin LI responded that in determining whether routes Nos. 904 and 905 should be diverted via Hoi Wang Road, the NWFB was primarily concerned about the journey time.

104. Ms Christine YUEN responded that as routes Nos. 904 and 905 both operated at high frequencies, diverting the two routes via Hoi Wang Road would extend the journey time. With the existing resources, the bus company had to cut down their frequencies and this would affect the ridership of the two routes. In addition, the increase in journey time would affect the existing passengers. In view of this, the TD and the bus company would carefully consider the rerouting proposal. Although the TD and the bus company had reservation about the proposal to divert routes Nos. 904 and 905 via Hoi Wang Road at the present stage, the department noted the views of Members and the public. It would request the bus company to take the views into consideration in future bus route development plans for the two routes. Furthermore, the TD would request the bus company to review the cross-harbour bus service in the Tai Kok Tsui District, subject to availability of resources.

105. The Chairman said that Members had put forward a number of recommendations to enhance the cross-harbour bus service in the Tai Kok Tsui District over the years, but the TD had not taken them into consideration. He urged the TD and the bus company again to seriously address the problem of inadequate cross-harbour bus service in the Tai Kok Tsui District.

Item 10: Concern over Progress of Improvement Works, and Request for Early Provision of Lifts and Toilets, in MTR Stations in Yau Tsim Mong District (YTM TTC Paper No. 47/2014)

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

- (a) Mr TSE Chi-wai, Engineer/Mong Kok & Yaumatei of the TD; and
- (b) Ms Lilian YEUNG, Public Relations Manager – External Affairs; Mr TAI Chi-shing, Senior Construction Engineer – Elevator and Access Work; Mr LEE Lap-man, Acting Senior Construction Engineer – Elevator and Access Work of the MTRCL.

107. Mr Benny YEUNG supplemented the contents of the paper. He hoped that the MTRCL would complete the installation works of lifts and toilets in MTR stations in the YTM District as early as possible for the convenience of the public.

108. Mr TAI Chi-shing gave a PowerPoint presentation (Annex 6) to report the progress of the lift installation works in Tsim Sha Tsui and Yau Ma Tei MTR Stations and the subway works at Carnarvon Road:

- (i) The MTRCL had commenced the lift installation works near Exit A1 of Tsim Sha Tsui MTR Station in late 2012. The exit was closed at the moment and the public had to access the station through the temporary entrance/exit. The works progress was satisfactory and piling works was being implemented. It was expected that the lift would be open for use in the latter half of 2015.
- (ii) The MTRCL had commenced the subway works at Carnarvon Road in late 2013. Upon investigation on the underground conduits and cable facilities,

the contractor discovered quite a number of underground facilities and some underground steel sheet piles left at the site during construction of Tsim Sha Tsui MTR Station in the past. Therefore, it would take extra time to study and revise the piling procedure before the piling works could commence. To facilitate implementation of the works, the MTRCL would narrow part of the pavement at Carnarvon Road in phases from mid-2014 onwards. A temporary access connecting the pavements on both sides of the site would be provided until completion of the piling works. The MTRCL expected that the subway would be open for use in the latter half of 2017.

- (iii) A lift was being installed in Yau Ma Tei MTR Station. Yet, during implementation of the underground conduits diversion works, it was discovered that the underground cables were at a location deeper than expected. As they were situated at the proposed piling site, extra time was needed to relocate each cable so as to vacate sufficient space for carrying out the piling works. The MTRCL anticipated that the lift would be open for use in the first half of 2016.

(Post-meeting note: After the meeting, the MTRCL supplemented that upon opening of the new Exit A1 of Tsim Sha Tsui MTR Station, the existing temporary entrance/exit would be closed and demolished, and the site of the temporary entrance/exit would be restored to its former state as it appeared prior to the commencement of the works. It was expected that the temporarily acquired site would be surrendered to Kowloon Park in the first half of 2016.)

109. Mr LEE Lap-man indicated that the MTRCL was carrying out the excavation works of lift shaft as part of the lift installation works at Prince Edward MTR Station Exit E. It was anticipated that the lift would be open for use in the first half of 2015.

110. Ms KWAN Sau-ling indicated that pavement closure during implementation of the subway works at Carnarvon Road resulted in congestion of the pavement and worsening of traffic congestion. This had caused inconvenience to the shop operators and residents nearby. She recalled that she had raised objection against the concerned works in the past. At present, the MTRCL even postponed the anticipated completion date of the works, causing serious impacts on the businesses of shops in the vicinity. She asked whether the MTRCL would pay compensation to the shop operators in the vicinity of Carnarvon Road.

111. The Chairman requested the MTRCL representatives to report the progress of toilet installation works in Mong Kok and Prince Edward MTR Stations.

112. Ms WONG Shu-ming said that the lift and toilet installation works in Mong Kok MTR Station had been implemented for a long time. She asked whether there was a delay in the works and enquired of the anticipated completion date. She added that as some areas in Mong Kok Station had been enclosed for implementation of works, the station became more crowded. She asked whether the MTRCL had made any improvements in this regard.

113. Mr Benjamin CHOI did not understand why the MTRCL did not respond to the enquiries about the toilet installation works in Mong Kok and Prince Edward MTR Stations as set out in the paper but reported the progress of subway works at Carnarvon Road, which was unmentioned in the paper.

114. Mr Benny YEUNG said that the lift installation works in Yau Ma Tei MTR Station had commenced, but the lift would not be open for use until the first half of 2016. The duration of the works was too long. He considered that as the works would affect the shop

operators and residents in the vicinity of Waterloo Road, the MTRCL should shorten the works duration as far as possible.

115. Ms Lilian YEUNG responded as follows:

- (i) Refurbishment works, including toilet installation, were being carried out in Mong Kok and Prince Edward MTR Stations. It was expected that the works would be completed in 2015.
- (ii) Refurbishment works, including replacement of parts, were being carried out to the two lifts at the Mong Kok Station concourse which reached Exit A and the platform respectively. As the project was categorised as a major works project, it would take a longer time to complete. The MTRCL had notified some groups of persons with disabilities to suggest the wheelchair users take the MTR via the MTR stations nearby during the works period. The project was expected to be completed by late 2014.

116. Mr TAI Chi-shing supplemented as follows:

- (i) The subway works at Carnarvon Road had commenced at the end of 2013. Since the number of underground conduits and cables was more than expected and steel sheet piles were left at the site during construction of Tsim Sha Tsui Station in the past, it took extra time to study and revise the piling procedure before the piling works could commence. The MTRCL would continue to maintain close communication with the shop operators and residents in the vicinity of Carnarvon Road with a view to minimising the impacts of the project on them.
- (ii) The Police and the TD had closed the slow lane of Waterloo Road so as to facilitate the installation of a lift in Yau Ma Tei MTR Station. Apart from installing a lift, the works also included the construction of an underground passage connecting the lift and the concourse. Mr TAI hoped that Members would understand that a longer construction time was needed as the project was rather complicated.

117. Ms KWAN Sau-ling requested the MTRCL to explain in writing the reasons for the delay in the subway works at Carnarvon Road and provide the PowerPoint files for Members' perusal.

118. Mr Benjamin CHOI said that the distribution of underground conduits and cables beneath the site of the subway works at Carnarvon Road might indeed be more complicated than what it had been shown on the layout. However, the MTRCL should be held responsible for the delay in the project as they had not noticed the steel sheet piles left beneath the site before commencement of the works.

119. Ms Lilian YEUNG responded that the MTRCL would submit a written response regarding the progress of the subway works at Carnarvon Road after the meeting. She said that the MTRCL was concerned about the impacts of the project on the nearby community. The company would, as far as possible, minimise those impacts through feasible measures. She supplemented that in case of project delay, the shop operators and residents in the vicinity of the works site could file their claims with the Lands Department ("LandsD").

120. Mr TAI Chi-Shing replied that although the MTRCL had a layout showing that steel

sheet piles were left beneath Carnarvon Road during construction of Tsim Sha Tsui Station in the past, the contractor discovered that the actual locations of the steel sheet piles were different from the ones shown on the layout upon road excavation. As a result, the construction period would have to be re-evaluated.

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

(Post-meeting note: The MTRCL had submitted a written response on 22 July 2014 regarding the delay in the subway works at Carnarvon Road (Annex 7).)

Item 12: To Study the Feasibility of Rerouting GMB Route No. 77M via Star Ferry Pier
(YTMTTC Paper No. 49/2014)

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

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

124. Ms Christine YUEN responded that GMB route No. 77M ran on a circular route from MTR Kowloon Station to East Tsim Sha Tsui Station via Canton Road and Kowloon Park Drive. The TD noted Councillors' proposal to reroute GMB route No.77M via Star Ferry Pier. However, the department needed to consider whether the proposed rerouting arrangement would deviate from the service area of the concerned route, overlap with other bus and minibus routes and increase the traffic burden on the Star Ferry Public Transport Interchange before it could assess the feasibility of the proposal.

125. Mr Derek HUNG asked the TD whether Star Ferry Pier fell within the service area of GMB route No.77M and whether the department had put forward the aforementioned rerouting proposal to the concerned GMB operator before.

126. Ms Christine YUEN responded as follows:

- (i) GMB route No.77M had once been rerouted to run via Salisbury Road to Star Ferry Pier on a trial basis. The journey time had been extended by around 3 minutes when traffic was smooth.
- (ii) The concerned GMB operator had once put forward a rerouting proposal to the TD, which was similar to the one set out in the paper. However, currently, as traffic was quite congested at the Star Ferry Public Transport Interchange during peak hours in the afternoon, the original service schedule of route No.77M would be affected if the proposed rerouting arrangement was implemented. Therefore, the TD had to consider this factor carefully when processing the rerouting application.

127. The Chairman suggested that after the meeting, the TD, in the company of Mr Derek HUNG and him, should further study the feasibility of the said rerouting proposal with the operator of GMB route No.77M.

128. Mr Derek HUNG said he understood that the traffic flow of the Star Ferry Public Transport Interchange was quite heavy as a taxi stand and bus stops were located there. In addition, he considered that en route stops of GMB route No. 77M should be provided outside

Hong Kong Cultural Centre and Intercontinental Hong Kong respectively as the stops of the said GMB route at Middle Road and Peking Road were situated far apart from each other.

129. Ms Christine YUEN replied that she would consider after the meeting the said rerouting proposal as well as the opinion of Mr Derek HUNG on the provision of en route stops.

130. The Chairman thanked the representatives of the TD for joining the discussion of this item.

Item 13: Any Other Business

**(1) Mong Kok Road Footbridge System at Sai Yee Street – Extension Across Nathan Road (Progress Report as at June 2014)
(YTM TTC Paper No. 50/2014)**

131. Ms WONG Shu-ming enquired of the HyD whether the whole project was progressing as scheduled and whether the department had received any complaints against the relocation works of the underground utilities recently. Furthermore, she quoted the paper, pointing out that it was expected that the foundation works and other associated works of the footbridge would commence in September 2014. She wondered whether any structures, being the extension of the footbridge, would be erected at the construction site by then.

132. Mr FONG Wai-pang replied that the whole project was expected to be completed in 2016 as scheduled. The HyD had not received any complaints against the relocation works of the underground utilities since the last TTC meeting. He continued that as the construction works of the footbridge extension would commence in September 2014, hopefully large-scale footbridge structures would be erected at the construction site by November.

133. 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 18 September 2014.

Yau Tsim Mong District Council Secretariat
August 2014

**Proposed Amendments for the Draft Minutes of
the 14th Meeting of Traffic and Transport Committee held on 22 May 2014
Yau Tsim Mong District Council (2012-2015)**

The amendments proposed by the Leisure and Cultural Services Department were as follows:

Paragraph 108:

Amend “Mr LAI Ka-yin reported that Site inspections were conducted in early December to identify an appropriate location for the transplantation of three trees at the junction of Yau Cheung Road/Yan Cheung Road. The LCSD, HyD and TD’s preliminary proposal was to transplant the three trees to the junction of Ferry Street and Jordan Road. After receiving the amended Tree Survey Report from the consultant in May 2014, the LCSD had commented on the location for tree transplantation. He added that the LCSD was responsible for assessing whether the Report had achieved the purpose of tree preservation. Finally, the transplantation proposal would require the approval of the LandsD.”

as “Mr LAI Ka-yin responded that Site inspections with the departments concerned and the consultant were conducted in early December to identify an appropriate location for the transplantation of three trees at the junction of Yau Cheung Road/Yan Cheung Road. However, as works would be carried out at the proposed location, the LandsD rejected the application. After receiving the revised Tree Survey Report from the consultant in May 2014, the LCSD had immediately studied with the HyD and the TD to identify another appropriate location for tree transplantation. The preliminary proposal was to transplant the three trees to the junction of Ferry Street and Jordan Road. The LCSD had also provided comments on the revised Tree Survey Report. He added that the LCSD was responsible for assessing whether the Report had achieved the purpose of tree preservation while the works departments would be responsible for the tree-related works, including looking for lands for replantation. Finally, the transplantation proposal would require the approval of the LandsD.”

Paragraph 112:

Amend “Mr LAI Ka-yin responded that the trees could be temporarily relocated to a tree nursery until an appropriate location was selected for permanent transplantation.”

as “Mr LAI Ka-yin responded that the trees could be temporarily transplanted to a tree nursery until an appropriate location was selected for permanent transplantation.”

BY FAX

致呈：油尖旺交通運輸委員會主席 葉傲冬議員

FAX NO. 2735 5312

呈文：仇振輝 2014年7月 日 合計2頁

葉主席：很對不起！因本人將於2014年7月9日星期三需離港三天往處理重要事務，致未能出席7月10日星期四的會議，請原諒！敬請主席閣下是否容許本人以書面表達有關當日議程第3項、第4項及第5項的回應？自2014年1月20日至2014年6月30日這段期間實施新措施，即星期一至星期五在西祥菜南街恢復通車而星期六、星期日和公眾假期仍實施行人專用區，於這段期間本人實地觀察及聆聽行人專用區沿途大廈的居民和商戶反映的意見綜合如下：

1. 逢星期一至星期五

- a. 有關噪音的滋擾已大幅改善，居民和商戶是歡迎的。
- b. 人流並沒有大幅度的增減，車輛亦如是，改善了人群聚集導致打蛇餅，行人顧客繞道而行的現象已消除，居民與商戶是均樂見而稱善。
- c. 於下午時段依然有2至3檔擺設攝影器材和道具置於山東街與豉油街之間的西祥菜南街的行人路與馬路邊之間，以招徠客人，這情況易生交通意外，頗多商戶、居民、行人投訴，敬請有關部門繼續依法處理。
- d. 商業宣傳的“易拉架”的數目比過往減少，但在街內有欄杆設置的地方依然被索掛“易拉架”相當多，阻碍交通視綫，食環署仍須努力，以向投訴市民交代。

2. 有關新措施實行後，星期六、星期日及公眾假期仍是行人專區，沿途兩旁大廈的居民和商戶他們反映的意見綜合如下：

a. 唱歌音樂的噪音投訴與日俱增，尤其位於登打士街和鼓油街之一段西洋菜街，新江大廈和鼓油街的榮高大廈兩座大廈居民集體聯署投訴，亦向政府各部門申述活在當中的慘況，有待政府各部門處理。

b. 商業宣傳，如電訊小攤檔、易拉架、雜耍、繪畫、算命、地攤式的擺檔，這些現象其趨勢越來越離譜，使街內群眾聚集，形成一堆一堆的「蛇餅」，居民回家、行人、商戶客人均兜路而行，投訴接不絕，怨聲載道，有待處理。

綜合運輸署、旺角警區和旺角食物環境衛生署在過去六個月在西洋菜南街行人專區的匯報內容與事實相符，個人是認同。藉此機會感謝區議會全體同寅、支運會各位

同寅、油蔴地民政事務處、運輸署、食物環境衛生署(旺角)都能聆聽西洋菜南街居民商戶痛苦的呼喚，暫時能有機會喘息，使公義能伸張，亦代表一直受困擾的居民和商戶向各位致意。可否請主席閣下代本人表達上述意見！！

副本呈：

油蔴地民政事務專員 何小萍 太平紳士

油蔴地交通運輸委員會秘書 文主任

仇振光軍 敬上

FAX NO. 2396 64 63

FAX NO. 2722 7696

Urgent by Fax
2722 7696

MEMO

From	Chief Highway Engineer/Kowloon, HyD	To	Secretary, YTMDFMC
Ref.	(KLR1J)HyD UK/12-14/3/76TTC(DMK)	(Attn:	Miss Karen MAN)
Tel. No.	2707 7203	Email.	
Fax. No.	2758 3394	Your Ref.	
Email	demk.u@hyd.gov.hk	dated	Fax No. 2722 7696
Date	4 July 2014	Total Pages	1+encl.

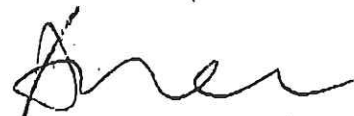
**15th Meeting of the Traffic and Transport Committee (TTC) of the
Yau Tsim Mong District Council**

I refer to the self-explanatory email between your Miss Karen MAN and the undersigned regarding the subject.

2. In response to the submitted discussion paper “要求重鋪「櫻桃街/亞皆老街/塘尾道」行人天橋的路面”, please find below our written reply in Chinese for your necessary action.

回應“要求重鋪「櫻桃街/亞皆老街/塘尾道」行人天橋的路面”

櫻桃街/亞皆老街/塘尾道行人天橋 (KF94) 部份橋面地磚因損耗已於數年前更換，而行人橋面鋪有防滑鋼砂部份路段，亦在最近出現不同程度損毀。本署現已將此行人天橋未曾更換地磚位置納入全面重鋪計劃。在更換地磚工程展開前，本署會密切監察橋面，如發現任何損毀，會立即安排適時維修。就現在橋面上防滑鋼砂脫落的位置，本署已安排承建商盡快修復，工程預計於本年七月中前完成。



(Andy FONG)
for Chief Highway Engineer/Kowloon
Highways Department

C.C.
AC for T/U, TD

(Attn.: Mr. Jeff Chi Wai TSE)

Fax No.: 2397 8046

Internal

ME/Str(KW), DE/MK

油尖旺區議會
交通運輸委員會會議
第十五次會議

九龍巴士（一九三三）有限公司之回應

有關鍾港武議員及陳偉強議員「爭取 904、905 線巴士往港島方向改經海泓道」的議題

904 線每日行走荔枝角巴士總站與堅尼地城（卑路乍灣）之間，平日上午 6 時 48 分至晚上 11 時，約每 10 至 20 分鐘由荔枝角巴士總站開出一班；平日上午 6 時 18 分至晚上 11 時，約每 8 至 20 分鐘由堅尼地城（卑路乍灣）開出一班。

905 線每日行走荔枝角巴士總站與灣仔碼頭之間，平日上午 5 時 50 分至晚上 12 時，約每 3 至 13 分鐘由荔枝角巴士總站開出一班；平日上午 6 時至晚上 12 時，約每 4 至 12 分鐘由灣仔碼頭開出一班。

本公司一直密切留意 904 及 905 線的運作情況，已備悉議員及海泓道居民要求往港島方向的班次改經海泓道的建議。然而，由於以上建議走線較現時走線輕微增加行車距離，加上海泓道有多組交通燈號，預計行車時間會相應增加約 5 分鐘。有見對現有服務及乘客所產生之影響，我們對改道建議有所保留。

現時海泓道居民如需前往港島區，可於海富苑站及富榮花園站乘搭 914、914X 及 914P 線，或先乘搭 914、914X 及 914P 線，於西區海底隧道站以轉乘優惠轉乘一系列的過海巴士路線，前往港島不同地區。我們會繼續密切監察 914、914X 及 914P 線的班次與服務，如乘客需求有所增加，於適當時候會與運輸署商討服務調整方案。

2014 年 6 月



檔案編號：CC/L2/222/14/KL

敬啟者：

有關：爭取904、905號線巴士往港島方向改經海泓道

多謝 貴會於6月24日就上述事宜來函轉達議員的意見(交通運輸委員會第16/2014號文件)。
現謹覆如下：

我們已備悉有關意見。904 號線及 905 號線由新巴及九巴聯合營運。經有關部門仔細分析後，認為 904 及 905 號線巴士往港島方向若繞經海泓道、麗翔道及翔翔道，將不途經櫻桃街帝柏海灣的巴士站，兩條路線一共約 1,100 名乘客需要步行至其他巴士站候車。兩線的行車時間亦會增加約 8 分鐘，904 號線每日約 9,200 名乘客及 905 號線約 21,000 名乘客的車程及候車時間會因此而延長。此外，根據近期的客量紀錄，來往海泓道及港島區的新巴及九巴聯營的 914 號線的全日最高載客率約為 61%（往銅鑼灣方向）及 56%（往海麗邨方向），大致可應付來往兩區之乘客需求。我們會繼續留意上述路線的客量及服務水平，適時再作檢討。

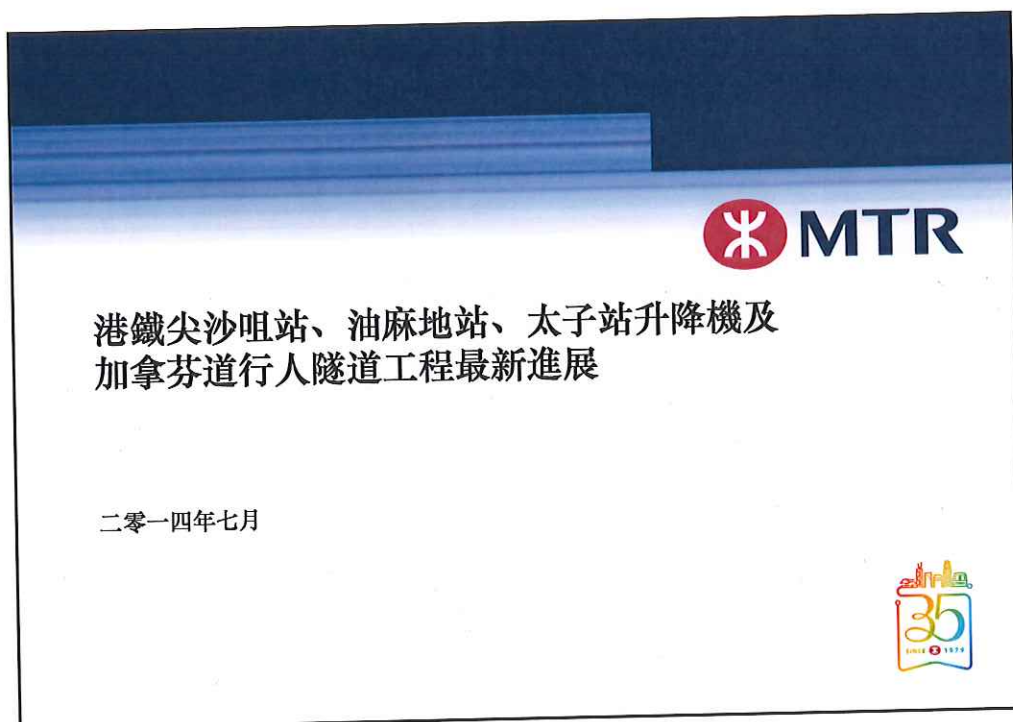
再次多謝 貴會對新巴服務的關注。謝謝！

此致
油尖旺區議會
交通及運輸委員會秘書
文淑欣女士

新世界第一巴士服務有限公司
公眾事務經理

李建樂 謹啟

2014 年 7 月 4 日



尖沙咀站加拿芬道行人隧道



港鐵公司



2014/9/8

Page 3



油麻地站升降機



港鐵公司



2014/9/8

Page 4



太子站升降機



港鐵公司

2014/9/18

Page 5



謝謝

MTR Corporation

9/8/2014

Page 6



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



本函檔號: CR/EA/DC/YTM/1407/008

傳真: 2722 7696

九龍旺角聯運街 30 號
旺角政府合署 4 樓
油尖旺區議會交通運輸委員會主席
葉傲冬先生
(經辦人: 文淑欣女士)

葉主席:

**油尖旺區議會交通運輸委員會
關於港鐵尖沙咀站加拿分道行人隧道工程**

就 貴會於七月十日舉行的會議上討論有關港鐵尖沙咀站加拿分道行人隧道工程的意見, 現書面回覆如下:

為提升車站設施, 方便乘客, 港鐵公司現正在加拿分道地底興建一條行人隧道, 一個地下綜合車站 D3 出入口及修改現有港鐵尖沙咀站的 D1 及 D2 出入口, 行人隧道預計於 2017 年下半年啟用。

工程進行期間, 承辦商在進行地下管道及電纜設施勘探時, 發現較多地下設施及早年興建尖沙咀站時的地下鋼板樁, 因此需要額外時間研究和修改打樁的程序, 才可展開打樁工程。為配合打樁工程, 由今年年中開始, 工地兩旁部分行人路段需要分階段收窄至 0.75 米闊, 期間工地範圍亦會安排臨時通道, 連接工地兩旁的行人路, 直至打樁工程完畢。公司會繼續密切監察工程進度, 以便盡快完成工程。

對外事務高級經理


梁賜強

二零一四年七月二十二日